

APPENDIX

X

INLAND
RAIL 

Traffic Impact Assessment

Part 3 of 4

INLAND RAIL—BORDER TO GOWRIE ENVIRONMENTAL IMPACT STATEMENT

APPENDIX

X

Traffic Impact Assessment

Appendix Q Detailed link analysis

INLAND RAIL—BORDER TO GOWRIE ENVIRONMENTAL IMPACT STATEMENT

Appendix Q

Detailed link analysis

Northbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic									
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050
Volume (Vehicles per Hour)	2200	2200	2200	2200	2200	2200	2200	2200	2200
Level of Service (LOS)	A	A	A	A	A	A	A	A	A
Travel Time (min)	15	15	15	15	15	15	15	15	15
Queue Length (ft)	0	0	0	0	0	0	0	0	0
Number of Trucks	0	0	0	0	0	0	0	0	0
Number of Buses	0	0	0	0	0	0	0	0	0
Number of Motorcycles	0	0	0	0	0	0	0	0	0
Number of Pedestrians	0	0	0	0	0	0	0	0	0
Number of Bicycles	0	0	0	0	0	0	0	0	0
Number of Animals	0	0	0	0	0	0	0	0	0
Number of Other Vehicles	0	0	0	0	0	0	0	0	0
Number of Total Vehicles	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of Trucks	0	0	0	0	0	0	0	0	0
Number of Buses	0	0	0	0	0	0	0	0	0
Number of Motorcycles	0	0	0	0	0	0	0	0	0
Number of Pedestrians	0	0	0	0	0	0	0	0	0
Number of Bicycles	0	0	0	0	0	0	0	0	0
Number of Animals	0	0	0	0	0	0	0	0	0
Number of Other Vehicles	0	0	0	0	0	0	0	0	0
Number of Total Vehicles	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of Trucks	0	0	0	0	0	0	0	0	0
Number of Buses	0	0	0	0	0	0	0	0	0
Number of Motorcycles	0	0	0	0	0	0	0	0	0
Number of Pedestrians	0	0	0	0	0	0	0	0	0
Number of Bicycles	0	0	0	0	0	0	0	0	0
Number of Animals	0	0	0	0	0	0	0	0	0
Number of Other Vehicles	0	0	0	0	0	0	0	0	0
Number of Total Vehicles	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of Trucks	0	0	0	0	0	0	0	0	0
Number of Buses	0	0	0	0	0	0	0	0	0
Number of Motorcycles	0	0	0	0	0	0	0	0	0
Number of Pedestrians	0	0	0	0	0	0	0	0	0
Number of Bicycles	0	0	0	0	0	0	0	0	0
Number of Animals	0	0	0	0	0	0	0	0	0
Number of Other Vehicles	0	0	0	0	0	0	0	0	0
Number of Total Vehicles	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of Trucks	0	0	0	0	0	0	0	0	0
Number of Buses	0	0	0	0	0	0	0	0	0
Number of Motorcycles	0	0	0	0	0	0	0	0	0
Number of Pedestrians	0	0	0	0	0	0	0	0	0
Number of Bicycles	0	0	0	0	0	0	0	0	0
Number of Animals	0	0	0	0	0	0	0	0	0
Number of Other Vehicles	0	0	0	0	0	0	0	0	0
Number of Total Vehicles	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of Trucks	0	0	0	0	0	0	0	0	0
Number of Buses	0	0	0	0	0	0	0	0	0
Number of Motorcycles	0	0	0	0	0	0	0	0	0
Number of Pedestrians	0	0	0	0	0	0	0	0	0
Number of Bicycles	0	0	0	0	0	0	0	0	0
Number of Animals	0	0	0	0	0	0	0	0	0
Number of Other Vehicles	0	0	0	0	0	0	0	0	0
Number of Total Vehicles	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of Trucks	0	0	0	0	0	0	0	0	0
Number of Buses	0	0	0	0	0	0	0	0	0
Number of Motorcycles	0	0	0	0	0	0	0	0	0
Number of Pedestrians	0	0	0	0	0	0	0	0	0
Number of Bicycles	0	0	0	0	0	0	0	0	0
Number of Animals	0	0	0	0	0	0	0	0	0
Number of Other Vehicles	0	0	0	0	0	0	0	0	0
Number of Total Vehicles	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of Trucks	0	0	0	0	0	0	0	0	0
Number of Buses	0	0	0	0	0	0	0	0	0
Number of Motorcycles	0	0	0	0	0	0	0	0	0
Number of Pedestrians	0	0	0	0	0	0	0	0	0
Number of Bicycles	0	0	0	0	0	0	0	0	0
Number of Animals	0	0	0	0	0	0	0	0	0
Number of Other Vehicles	0	0	0	0	0	0	0	0	0
Number of Total Vehicles	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of Trucks	0	0	0	0	0	0	0	0	0
Number of Buses	0	0	0	0	0	0	0	0	0
Number of Motorcycles	0	0	0	0	0	0	0	0	0
Number of Pedestrians	0	0	0	0	0	0	0	0	0
Number of Bicycles	0	0	0	0	0	0	0	0	0
Number of Animals	0	0	0	0	0	0	0	0	0
Number of Other Vehicles	0	0	0	0	0	0	0	0	0
Number of Total Vehicles	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of Trucks	0	0	0	0	0	0	0	0	0
Number of Buses	0	0	0	0	0	0	0	0	0
Number of Motorcycles	0	0	0	0	0	0	0	0	0
Number of Pedestrians	0	0	0	0	0	0	0	0	0
Number of Bicycles	0	0	0	0	0	0	0	0	0
Number of Animals	0	0	0	0	0	0	0	0	0
Number of Other Vehicles	0	0	0	0	0	0	0	0	0
Number of Total Vehicles	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of Trucks	0	0	0	0	0	0	0	0	0
Number of Buses	0	0	0	0	0	0	0	0	0
Number of Motorcycles	0	0	0	0	0	0	0	0	0
Number of Pedestrians	0	0	0	0	0	0	0	0	0
Number of Bicycles	0	0	0	0	0	0	0	0	0
Number of Animals	0	0	0	0	0	0	0	0	0
Number of Other Vehicles	0	0	0	0	0	0	0	0	0
Number of Total Vehicles	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of Trucks	0	0	0	0	0	0	0	0	0
Number of Buses	0	0	0	0	0	0	0	0	0
Number of Motorcycles	0	0	0	0	0	0	0	0	0
Number of Pedestrians	0	0	0	0	0	0	0	0	0
Number of Bicycles	0	0	0	0	0	0	0	0	0
Number of Animals	0	0	0	0	0	0	0	0	0
Number of Other Vehicles	0	0	0	0	0	0	0	0	0
Number of Total Vehicles	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of Trucks	0	0	0	0	0	0	0	0	0
Number of Buses	0	0	0	0	0	0	0	0	0
Number of Motorcycles	0	0	0	0	0	0	0	0	0
Number of Pedestrians	0	0	0	0	0	0	0	0	0
Number of Bicycles	0	0	0	0	0	0	0	0	0
Number of Animals	0	0	0	0	0	0	0	0	0
Number of Other Vehicles	0	0	0	0	0	0	0	0	0
Number of Total Vehicles	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of Trucks	0	0	0	0	0	0	0	0	0
Number of Buses	0	0	0	0	0	0	0	0	0
Number of Motorcycles	0	0	0	0	0	0	0	0	0
Number of Pedestrians	0	0	0	0	0	0	0	0	0
Number of Bicycles	0	0	0	0	0	0	0	0	0
Number of Animals	0	0	0	0	0	0	0	0	0
Number of Other Vehicles	0	0	0	0	0	0	0	0	0
Number of Total Vehicles	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of Trucks	0	0	0	0	0	0	0	0	0
Number of Buses	0	0	0	0	0	0	0	0	0
Number of Motorcycles	0	0	0	0	0	0	0	0	0
Number of Pedestrians	0	0	0	0	0	0	0	0	0
Number of Bicycles	0	0	0	0	0	0	0	0	0
Number of Animals	0	0	0	0	0	0	0	0	0
Number of Other Vehicles	0	0	0	0	0	0	0	0	0
Number of Total Vehicles	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of Trucks	0	0	0	0	0	0	0	0	0
Number of Buses	0	0	0	0	0	0	0	0	0
Number of Motorcycles	0	0	0	0	0	0	0	0	0
Number of Pedestrians	0	0	0	0	0	0	0	0	0
Number of Bicycles	0	0	0	0	0	0	0	0	0
Number of Animals	0	0	0	0	0	0	0	0	0
Number of Other Vehicles	0	0	0	0	0	0	0	0	0
Number of Total Vehicles	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of Trucks	0	0	0	0	0	0	0	0	0
Number of Buses	0	0	0	0	0	0	0	0	0
Number of Motorcycles	0	0	0	0	0	0	0	0	0
Number of Pedestrians	0	0	0	0	0	0	0	0	0
Number of Bicycles	0	0	0	0	0	0	0	0	0
Number of Animals	0	0	0	0	0	0	0	0	0
Number of Other Vehicles	0	0	0	0	0	0	0	0	0
Number of Total Vehicles	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of Trucks	0	0	0	0	0	0	0	0	0
Number of Buses	0	0	0	0	0	0	0	0	0
Number of Motorcycles	0	0	0	0	0	0	0	0	0
Number of Pedestrians	0	0	0	0	0	0	0	0	0
Number of Bicycles	0	0	0	0	0	0	0	0	0
Number of Animals	0	0	0	0	0	0	0	0	0
Number of Other Vehicles	0	0	0	0	0	0	0	0	0
Number of Total Vehicles	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of Trucks	0	0	0	0	0	0	0	0	0
Number of Buses	0	0	0	0	0	0	0	0	0
Number of Motorcycles	0	0	0	0	0	0	0	0	0
Number of Pedestrians	0	0	0	0	0	0	0	0	0
Number of Bicycles	0	0	0	0	0	0	0	0	0
Number of Animals	0	0	0	0	0	0	0	0	0
Number of Other Vehicles	0	0	0	0	0	0	0	0	0
Number of Total Vehicles	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of Trucks	0	0	0	0	0	0	0	0	0
Number of Buses	0	0	0	0	0	0	0	0	0
Number of Motorcycles	0	0	0	0	0	0	0	0	0
Number of Pedestrians	0	0	0	0	0	0	0	0	0
Number of Bicycles	0	0	0	0	0	0	0	0	0
Number of Animals	0	0	0	0	0	0	0	0	0
Number of Other Vehicles	0	0	0	0	0	0	0	0	0
Number of Total Vehicles	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of Trucks	0	0	0	0	0	0	0	0	0
Number of Buses	0	0	0	0	0	0	0	0	0
Number of Motorcycles	0	0	0	0	0	0	0	0	0
Number of Pedestrians	0	0	0	0	0	0	0	0	0
Number of Bicycles	0	0	0	0	0	0	0	0	0
Number of Animals	0	0	0	0	0	0	0	0	0
Number of Other Vehicles	0	0	0	0	0	0	0	0	0
Number of Total Vehicles	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of Trucks	0	0	0	0	0	0	0	0	0
Number of Buses	0	0	0	0	0	0	0	0	0
Number									

Corralbush Highway - Between Yelabon Keetha Road and Texas Yelabon Road																											
Northbound - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Unimproved Link Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	66	66	67	69	70	72	73	75	76	78	79	81	82	84	86	87	89	91	93	95	96	98	100	102	104	106	108
Truck Type (A = Level, B = Rolling, M = Mountainous)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Link A Minimum Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Link B Minimum Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Link C Minimum Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Link D Minimum Capacity (pcu/h)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Link E Minimum Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of Jams	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	54	56	57	58	59	61	62	63	64	66	67	68	70	71	72	74	75	77	79	80	81	83	85	87	88	90	
Total vehicles (veh/h)	119	121	124	126	129	131	134	136	139	142	145	148	151	154	157	161	165	169	174	176	180	184	187	191	195	199	
Planned car equivalent (B)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (M)	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	
Heavy vehicle factor (H)(V) (3.4km/h/3.1)	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	
Driver population (B)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	792	807	823	840	857	874	891	909	927	946	965	984	1004	1024	1044	1065	1087	1109	1130	1153	1176	1200	1224	1248	1273	1299	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Volume (B)(H)(V) / AADT	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (AADT x 30th Highest Factor)	119	121	124	126	129	131	134	136	139	142	145	148	151	154	157	161	165	169	174	176	180	184	187	191	195	199	
Planned Car Equivalent Design Flow (V)(H)(V)(B)(H)(V) - Base Without Development	145	149	152	155	158	161	164	167	171	174	178	181	185	189	192	195	200	204	208	212	216	221	225	230	234	239	244
Link Break	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Volume to Capacity Ratio (V/C)	0.06	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.08	0.08	0.08	0.08	0.09	0.09	0.09	0.09	0.09	0.09	0.10	0.10	0.10	0.10	0.11	
Northbound - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Unimproved Link Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	66	66	67	69	70	72	73	75	76	78	79	81	82	84	86	87	89	91	93	95	96	98	100	102	104	106	108
Truck Type (A = Level, B = Rolling, M = Mountainous)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Link A Minimum Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Link B Minimum Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Link C Minimum Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Link D Minimum Capacity (pcu/h)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Link E Minimum Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of Jams	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	54	56	57	58	59	61	62	63	64	66	67	68	70	71	72	74	75	77	79	80	81	83	85	87	88	90	
Total vehicles (veh/h)	119	121	124	126	129	131	134	136	139	142	145	148	151	154	157	161	165	169	174	176	180	184	187	191	195	199	
Planned car equivalent (B)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (M)	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	
Heavy vehicle factor (H)(V) (3.4km/h/3.1)	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	
Driver population (B)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	792	807	823	840	857	874	891	909	927	946	965	984	1004	1024	1044	1065	1087	1109	1130	1153	1176	1200	1224	1248	1273	1299	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Volume (B)(H)(V) / AADT	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (AADT x 30th Highest Factor)	119	121	124	126	129	131	134	136	139	142	145	148	151	154	157	161	165	169	174	176	180	184	187	191	195	199	
Planned Car Equivalent Design Flow (V)(H)(V)(B)(H)(V) - Base Without Development	145	149	152	155	158	161	164	167	171	174	178	181	185	189	192	195	200	204	208	212	216	221	225	230	234	239	244
Link Break	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Volume to Capacity Ratio (V/C)	0.06	0.07	0.07	0.07	0.07	0.07	0.07	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.09	0.09	0.09	0.09	0.09	0.09	0.10	0.10	0.10	0.10	0.11	
Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Unimproved Link Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	66	66	67	69	70	72	73	75	76	78	79	81	82	84	86	87	89	91	93	95	96	98	100	102	104	106	108
Truck Type (A = Level, B = Rolling, M = Mountainous)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Link A Minimum Capacity (pcu/h)	150	150	150	150	150	150.																					

[illegible]

South-West Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000	4005	4010	4015	4020	4025																																																																																																																										
Maximum Lane Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200

Auradon Highway - Between Inwood Texas Road and Midburn Inwood - Southbound Direction - Two Lane Highway Level Terrain Link Analysis Base Conditions Without Development Traffic																																	
Year of Analysis	2010	2011	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Link Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Link Capacity (pc/h/ft)	1013	1013	1013	1013	1113	1113	1113	1113	1213	1213	1213	1213	1213	1313	1313	1313	1413	1413	1413	1413	1513	1513	1513	1513	1613	1613	1613	1613	1713	1713	1713	1713	
Vehicle Type & %	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Link A Utilization (pc/h/ft)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Link B Utilization (pc/h/ft)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Link C Utilization (pc/h/ft)	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	
Link D Utilization (pc/h/ft)	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300
Link E Utilization (pc/h/ft)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Number of Items	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Number of Trucks (h/ft)	69	69	71	71	71	71	71	71	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	
Truck-to-car equivalent (h/ft)	1.71	1.74	1.78	1.82	1.85	1.89	1.93	1.96	2.00	2.04	2.09	2.13	2.17	2.21	2.26	2.30	2.35	2.40	2.44	2.49	2.54	2.59	2.64	2.70	2.75	2.81	2.86	2.91	2.97	3.02	3.07	3.12	
Truck-to-car equivalent (h/ft)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Truck-to-car equivalent (h/ft)	0.40	0.42	0.45	0.48	0.50	0.53	0.55	0.58	0.60	0.63	0.65	0.68	0.70	0.73	0.76	0.79	0.82	0.85	0.88	0.91	0.94	0.97	1.00	1.03	1.06	1.09	1.12	1.15	1.18	1.21	1.24	1.27	
Truck-to-car equivalent (h/ft)	0.39	0.43	0.46	0.49	0.52	0.54	0.57	0.60	0.63	0.65	0.68	0.71	0.74	0.77	0.80	0.83	0.86	0.89	0.92	0.95	0.98	1.01	1.04	1.07	1.10	1.13	1.16	1.19	1.22	1.25	1.28	1.31	
Truck-to-car equivalent (h/ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	1140	1163	1186	1210	1234	1259	1284	1310	1338	1363	1390	1418	1446	1474	1505	1535	1565	1597	1629	1661	1695	1728	1761	1798	1834	1871	1903	1939	1978	2014	2051	2089	2126
Peak Hour Factor	0.95	0.92	0.95	0.96	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Peak Hour Volume (ADPHV)	0.95	0.92	0.95	0.96	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Peak Hour Volume (ADPHV) x 3000/Hour Factor	1371	1374	1378	1382	1385	1389	1393	1396	1400	1404	1409	1413	1417	1421	1426	1430	1435	1440	1445	1450	1455	1460	1465	1470	1475	1480	1485	1490	1495	1500	1505	1510	1515
Design Hourly Volume (ADPHV) x 3000/Hour Factor	205	209	213	217	222	226	231	236	240	245	250	255	260	265	270	275	280	285	290	295	300	305	310	315	320	325	330	335	340	345	350	355	
Design Hourly Volume (ADPHV) x 3000/Hour Factor	205	209	213	217	222	226	231	236	240	245	250	255	260	265	270	275	280	285	290	295	300	305	310	315	320	325	330	335	340	345	350	355	
Link Result																																	
Value to Capacity Ratio (V/C)	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	

[illegible]

Two-Lane Highway - Between Millburnan Interwood Road and Interwood Quay, Northbound - Two Lane Highway level Terrain link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urban Area Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Urban Volume (pcu/h)	68	70	71	72	74	75	77	78	80	82	83	85	87	88	90	92	94	96	97	99	101	103	105	108	110	112	114
Travelling Type (A = Level, B = Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Est. A Ultimate Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Est. B Ultimate Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Est. M Ultimate Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Est. D Ultimate Capacity (pcu/h)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Est. E Ultimate Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of trucks (veh/h)	55	56	57	58	60	61	62	63	65	66	67	68	70	71	72	74	75	76	77	78	80	81	83	85	87	89	
Total vehicles (veh/h)	123	126	128	130	133	136	139	142	144	147	150	153	156	160	163	166	169	173	176	180	183	187	191	194	198	202	
Designated car equivalent (h)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (h)	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	
Heavy vehicle factor (Hv) (A = 1, B = 1.1)	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	
Driver population (h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	872	892	892	872	892	892	872	892	892	872	892	892	872	892	892	872	892	892	872	892	892	872	892	892	872	892	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Designation (hwy) / AADT	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (ADV) (30th Highest Adv)	123	126	128	130	133	136	139	142	144	147	150	153	156	160	163	166	169	173	176	180	183	187	191	194	198	202	
Designation Car Equivalent Design Flow (Vp) (hwy) (hwy) - Base Without Development	153	154	157	160	163	167	170	173	177	180	184	188	193	195	199	203	207	211	215	220	224	229	233	238	243	248	252
Est. Result	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Volume to Capacity Ratio (V/C)	0.07	0.07	0.07	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.10	0.10	0.10	0.10	0.11	

Two-Lane Highway level Terrain link Analysis: Base Conditions With Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urban Area Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Urban Volume (pcu/h)	68	70	71	72	74	75	77	78	80	82	83	85	87	88	90	92	94	96	97	99	101	103	105	108	110	112	
Travelling Type (A = Level, B = Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Est. A Ultimate Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Est. B Ultimate Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Est. M Ultimate Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Est. D Ultimate Capacity (pcu/h)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Est. E Ultimate Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of trucks (veh/h)	55	56	57	58	60	61	62	63	65	66	67	68	70	71	72	74	75	76	77	78	80	81	83	85	87	89	
Total vehicles (veh/h)	123	126	128	130	133	136	139	142	144	147	150	153	156	160	163	166	169	173	176	180	183	187	191	194	198	202	
Designated car equivalent (h)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (h)	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	
Heavy vehicle factor (Hv) (A = 1, B = 1.1)	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	
Driver population (h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	872	892	892	872	892	892	872	892	892	872	892	892	872	892	892	872	892	892	872	892	892	872	892	892	872	892	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Designation (hwy) / AADT	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (ADV) (30th Highest Adv)	123	126	128	130	133	136	139	142	144	147	150	153	156	160	163	166	169	173	176	180	183	187	191	194	198	202	
Designation Car Equivalent Design Flow (Vp) (hwy) (hwy) - Base With Development	153	154	157	160	163	167	170	173	177	180	184	188	193	195	199	203	207	211	215	220	224	229	233	238	243	248	252
Est. Result	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Volume to Capacity Ratio (V/C)	0.07	0.07	0.07	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.10	0.10	0.10	0.10	0.11	

Cumblisham Highway - Between Millburnan Interwood Road and Interwood Quay, Southbound direction - Two Lane Highway level Terrain link Analysis: Base Conditions Without Development Traffic																												
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	
Urban Area Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Urban Volume (pcu/h)	72	73	75	76	78	79	81	82	84	86	87	89	91	93	95	97	99	100	102	105	107	109	111	113	115	118	120	
Travelling Type (A = Level, B = Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L		
Est. A Ultimate Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Est. B Ultimate Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480		
Est. C Ultimate Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795		
Est. D Ultimate Capacity (pcu/h)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350		
Est. E Ultimate Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200		
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Number of trucks (veh/h)	57	58	59	60	61	62	63	64	65	67	68	69	71	72	74	75	77	78	80	81	83	85	86	88	90	92		
Total vehicles (veh/h)	129	131	134	137	139	142	145	148	151	154	157	160	163	166	170	173	177	180	184	187	191	195	199	203	207	211		
Designated car equivalent (h)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		
Percentage Trucks (h)	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44		
Heavy vehicle factor (Hv) (A = 1, B = 1.1)	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82		
Driver population (h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Average Annual Daily Traffic (AADT)	893	875	892	910	929	947	966	985	1005	1025	1046	1067	1088	1110	1132	1155	1178	1201	1225	1250	1275	1300	1326	1353	1380	1407		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Designation (hwy) / AADT	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Design Hour Volume (ADV) (30th Highest Adv)	129	131	134	137	139	142	145	148	151	154	157	160	163	166	170	173	177	180	184	187	191	195	199	203	207	211		
Designation Car Equivalent Design Flow (Vp) (hwy) / HVp - Base Without Developments	157	160	163	167	170	173	177	180	184	188	192	195	199	203	207	211	216	220	224	229	233	238	243	248	253	258		
Est. Result	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Volume to Capacity Ratio (V/C)	0.07	0.07	0.07	0.07	0.07	0.08	0.08	0.08	0.08	0.08	0.08	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.10	0.10	0.10	0.10	0.11	0.11	0.11	0.12		

Southbound Direction - Two Lane Highway level Terrain link Analysis: Base Conditions With Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urban Area Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Urban Volume (pcu/h)	72	73	75	76	78	79	81	82	84	86	87	89	91	93	95	97	99	100	102	105	107	109	111	113	115	116	120
Urban Area Capacity (pcu/h) - Local, R = 100m (pcu/h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Local Urban Volume (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Local Urban Area Capacity (pcu/h) - Local, R = 100m (pcu/h)	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800
Local Urban Volume (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795
Local Urban Area Capacity (pcu/h) - Local, R = 100m (pcu/h)	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Local Urban Volume (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of vehicles (veh/h)	57	56	59	60	62	63	64	65	67	68	69	71	72	74	75	77	78	80	81	83	85	86	88	90	92	93	95
Total vehicles (veh/h)	129	131	134	137	139	142	145	148	151	154	157	160	163	166	170	173	177	180	184	187	191	194	199	203	207	211	215
Design capacity (veh/h)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Design Capacity (PC)	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	
Average Annual Daily Traffic (AADT)	958	875	892	930	929	947	966	985	1005	1025	1046	1067	1088	1110	1132	1155	1178	1201	1225	1250	1275	1300	1326	1353	1380	1407	1434
Hourly Peak Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Design Flow (pcu/h)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Lane or Equivalent Design Flow (pcu/h) (H/W) - Base Without Development	157	160	163	167	170	173	177	180	184	188	192	195	199	203	207	211	216	220	224	229	233	238	243	248	253	258	263
Design Lane or Equivalent Design Flow (pcu/h) (H/W) - With Development				0	19	23	14	11	8	0																	
Design Lane or Equivalent Design Flow (pcu/h) (H/W) - With Development	157	160	163	165	205	167	188	168	168	168	168	192	195	199	203	207	211	216	220	224	229	233	238	243	248	253	258
Local Street																											
Volume to Capacity Ratio (V/C)	0.07	0.07	0.07	0.09	0.09	0.08	0.08	0.06	0.08	0.08	0.08	0.09	0.09	0.09	0.09	0.09	0.09	0.10	0.10	0.10	0.10	0.10	0.11	0.11	0.11	0.11	

[illegible]

Southbound - Two Lane Highway Level Terrain Link Analysis Base Conditions WB Development Traffic																																	
Year of Analysis	2010	2015	2020	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	
Travel Volume (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Vehicle Volume (veh/h)	48	49	50	51	52	53	54	55	56	57	58	59	61	62	63	64	66	67	68	70	71	73	74	75	77	78	80						
Truck Type & Level: M = Fullsize, M = Medium/Compact	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Left Volume (veh/h)	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	
Left & Through Capacity (veh/h)	850	850	850	850	850	850	850	850	850	850	850	850	850	850	850	850	850	850	850	850	850	850	850	850	850	850	850	850	850	850	850	850	850
Left & Through Capacity (veh/h)	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750
Left & Through Capacity (veh/h)	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Left & Through Capacity (veh/h)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of lanes	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Number of lanes	40	40	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	58	59	60	61	62	63	64	65	66	67	68	69	70	71
Number of lanes	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (PT)	0.48	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	
Annual Average Daily Traffic (AADT)	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950
Annual Average Daily Traffic (AADT)	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950
Annual Average Daily Traffic (AADT)	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950
Percentage Car Equivalent Design Flow (Veh/h/ft)/Veh/h/ft Without Car Equivalent	105	107	109	111	113	114	116	118	120	123	125	128	130	132	135	138	141	144	147	150	153	156	159	162	165	168	172	175	178	181	184	187	190
Percentage Car Equivalent Design Flow (Veh/h/ft)/Veh/h/ft Without Car Equivalent	105	107	109	111	113	114	116	118	120	123	125	128	130	132	135	138	141	144	147	150	153	156	159	162	165	168	172	175	178	181	184	187	190
Percentage Car Equivalent Design Flow (Veh/h/ft)/Veh/h/ft Without Car Equivalent	105	107	109	111	113	114	116	118	120	123	125	128	130	132	135	138	141	144	147	150	153	156	159	162	165	168	172	175	178	181	184	187	190
Left Segment	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	
Left Segment	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
Left Segment	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05

Two Lane Highway - Between Blackwell Road and Salsbery Road																												
Northbound - Two Lane Highway level Terrain link Analysis: Base Conditions Without Development Traffic																												
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	
Ultimate Link Capacity (pc/h/ln)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Light Vehicle Volume (veh/h)	64	65	66	67	68	69	70	72	73	75	76	78	79	81	82	84	86	87	89	91	93	95	96	98	100	102	104	106
Truck Volume (veh/h)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Truck Type (A = Level, B = Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Left A Ultimate Capacity (pc/h/ln)	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	
Left B Ultimate Capacity (pc/h/ln)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
Left C Ultimate Capacity (pc/h/ln)	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	
Left D Ultimate Capacity (pc/h/ln)	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	
Left E Ultimate Capacity (pc/h/ln)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of trucks (veh/h)	37	38	39	40	41	42	43	44	45	46	46	47	48	49	50	51	52	53	54	56	57	58	59	60	61	63	65	
Truck percentage (veh/h)	101	103	105	107	109	111	114	116	118	121	123	126	128	131	133	136	139	141	144	147	150	153	156	159	162	166	169	
Passenger car equivalent (ft)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (ft)	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	
Heavy vehicle factor (H ₁ + H ₂ + H ₃)	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	
Driver population (AADT)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Design 30th Highest / AADT	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	
Design Hour Volume (ADV) x 30th Highest Factor	101	103	105	107	109	111	114	116	118	121	123	126	128	131	133	136	139	141	144	147	150	153	156	159	162	166	169	
Design Car Equivalent Design Flow (V _{CE} in pc/h/ln) - Base Without Development	120	122	124	127	130	132	135	137	140	143	146	149	152	155	158	161	164	168	171	174	178	181	185	189	192	196	200	
Left Result	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	

Northbound - Two Lane Highway level Terrain link Analysis: Base Conditions With Development Traffic																									
Year	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Ultimate Link Capacity (pc/h/ln)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88
Truck Volume (veh/h)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Truck Type (A = Level, B = Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Left A Ultimate Capacity (pc/h/ln)	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
Left B Ultimate Capacity (pc/h/ln)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Left C Ultimate Capacity (pc/h/ln)	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750
Left D Ultimate Capacity (pc/h/ln)	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300
Left E Ultimate Capacity (pc/h/ln)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Number of trucks (veh/h)	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61
Total vehicle (veh/h)	101	103	105	107	109	111	114	116	118	121	123	126	128	131	133	136	139	141	144	147	150	153	156	159	162
Passenger car equivalent (ft)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Percentage Trucks (ft)	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37
Heavy vehicle factor (ft) (H ₁ + H ₂ + H ₃)	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Average Annual Daily Traffic (AADT)	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Design 30th Highest / AADT	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10
Design Hour Volume (ADV) x 30th Highest Factor	101	103	105	107	109	111	114	116	118	121	123	126	128	131	133	136	139	141	144	147	150	153	156	159	162
Design Car Equivalent Design Flow (V _{CE} in pc/h/ln) - With Development	120	122	124	127	130	132	135	137	140	143	146	149	152	155	158	161	164	168	171	174	178	181	185	189	192
Left Result	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Volume to Capacity Ratio (V/C)	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08

Southbound Direction - Two Lane Highway level Terrain Link Analysis: Base Conditions Without Development Traffic																									
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Ultimate Link Capacity (pc/h/ln)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88
Truck Volume (veh/h)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Truck Type (A = Level, B = Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Left A Ultimate Capacity (pc/h/ln)	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
Left B Ultimate Capacity (pc/h/ln)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Left C Ultimate Capacity (pc/h/ln)	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750
Left D Ultimate Capacity (pc/h/ln)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350
Left E Ultimate Capacity (pc/h/ln)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	37	38	39	40	40	41	42	43	44	45	46	46	47	48	49	50	51	52	53	54	56	57	59	60	
Truck Capacity (veh/h)	101	105	105	107	109	111	114	116	120	121	123	126	130	131	133	136	139	141	144	147	150	153	156	159	
Truck Capacity (veh/h)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Truck Capacity (veh/h)	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	
Heavy vehicle capacity (veh/h)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	
Heavy vehicle capacity (veh/h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	0.95	0.95	0.95	1.022	1.039	1.115	1.137	1.160	1.188	1.207	1.233	1.255	1.286	1.306	1.332	1.359	1.386	1.414	1.442	1.471	1.501	1.531	1.561	1.592	
Heavy Vehicle Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Heavy Vehicle Factor (AADT)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	
Design Hour Volume (ADT - 30th Highest Peak)	101	101	105	107	109	111	114	116	120	121	123	126	130	131	133	136	139	141	144	147	150	153	156	159	
Design Hour Volume (ADT - 30th Highest Peak)	120	122	124	127	130	132	136	140	143	146	149	152	155	158	161	164	166	171	174	176	181	189	192	196	
Design Hour Volume (ADT - 30th Highest Peak)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Hour Volume (ADT - 30th Highest Peak)	0.05	0.05	0.05	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.08	0.08	0.08	0.09	
Design Hour Volume (ADT - 30th Highest Peak)	0.05	0.05	0.05	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.08	0.08	0.08	0.09	

[illegible]

[illegible]

Core Highway - Between Brookfield Road and Tannerville Road																											
Northbound - Two Lane Highway level Terrain link Analysis: Base Conditions Without Development Traffic																											
Year of analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Ultimate Link Capacity (pc/h/ln)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Light Vehicle Volume (veh/h)	1419	1352	1355	1358	1461	1465	1468	1471	1475	1478	1482	1485	1488	1493	1497	201	205	209	213	217	222	226	231	235	240	245	
Truck Type 1 = Level, B = Rolling, M = Mountainous	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Link A Ultimate Capacity (pc/h/ln)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Link B Ultimate Capacity (pc/h/ln)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
Link C Ultimate Capacity (pc/h/ln)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Link D Ultimate Capacity (pc/h/ln)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Link E Ultimate Capacity (pc/h/ln)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	49	71	72	74	75	77	78	80	81	83	85	86	88	90	92	93	95	97	99	101	103	105	107	110	112	114	
Total vehicle (veh/h)	219	221	222	227	232	237	241	246	251	256	261	267	272	277	283	288	298	306	312	319	325	331	338	345	352	359	
Designated car equivalent (ft)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (ft)	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	
Heavy vehicle factor (Hv) (ft x Hv) (ft)	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Driver population (ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	1469	1487	1516	1547	1579	1609	1641	1674	1708	1742	1777	1812	1848	1886	1925	1962	2001	2041	2082	2123	2166	2209	2253	2298	2344	2391	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	
Designation (ft) (AADT)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (ADV) (ft) (ft)	219	223	227	232	237	241	246	251	256	261	267	272	277	283	288	298	306	312	319	325	331	338	345	352	359	366	
Designation Car Equivalent Design Flow (V/C) (ft) (ft)	253	258	264	269	274	280	285	291	297	303	309	315	321	328	334	341	348	355	362	369	376	384	392	400	408	416	
Link Result	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Volume to Capacity Ratio (V/C)	0.31	0.31	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	

Core Highway - Two Lane Highway level Terrain link Analysis: Base Conditions Without Development Traffic																											
Year of analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Ultimate Link Capacity (pc/h/ln)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	1419	1352	1355	1358	1461	1465	1468	1471	1475	1478	1482	1485	1488	1493	1497	201	205	209	213	217	222	226	231	235	240	245	
Truck Type 1 = Level, B = Rolling, M = Mountainous	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Link A Ultimate Capacity (pc/h/ln)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Link B Ultimate Capacity (pc/h/ln)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
Link C Ultimate Capacity (pc/h/ln)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Link D Ultimate Capacity (pc/h/ln)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Link E Ultimate Capacity (pc/h/ln)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	49	71	72	74	75	77	78	80	81	83	85	86	88	90	92	93	95	97	99	101	103	105	107	110	112	114	
Total vehicle (veh/h)	219	221	222	227	232	237	241	246	251	256	261	267	272	277	283	288	298	306	312	319	325	331	338	345	352	359	
Designated car equivalent (ft)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (ft)	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	
Heavy vehicle factor (Hv) (ft x Hv) (ft)	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Driver population (ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	1469	1487	1516	1547	1579	1609	1641	1674	1708	1742	1777	1812	1848	1886	1925	1962	2001	2041	2082	2123	2166	2209	2253	2298	2344	2391	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	
Designation (ft) (AADT)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (ADV) (ft) (ft)	219	223	227	232	237	241	246	251	256	261	267	272	277	283	288	298	306	312	319	325	331	338	345	352	359	366	
Designation Car Equivalent Design Flow (V/C) (ft) (ft)	253	258	264	269	274	280	285	291	297	303	309	315	321	328	334	341	348	355	362	369	376	384	392	400	408	416	
Link Result	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Volume to Capacity Ratio (V/C)	0.31	0.31	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	

Core Highway - Between Brookfield Road and Turnerville Road																										
Southbound Direction - Two Lane Highway level Terrain link Analysis: Base Conditions Without Development Traffic																										
Year of analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043
Link A Ultimate Capacity (pc/h/ln)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	1342	1459	1448	1451	1554	1572	1603	1617	1621	1629	1637	1645	1653	1661	1669	1677	1685	1693	1701	1709	1717	1724	1732	1740	1748	1756
Truck Type 1 = Level, B = Rolling, M = Mountainous	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Link A Ultimate Capacity (pc/h/ln)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Link B Ultimate Capacity (pc/h/ln)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Link C Ultimate Capacity (pc/h/ln)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795
Link D Ultimate Capacity (pc/h/ln)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350
Link E Ultimate Capacity (pc/h/ln)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Number of Trucks (veh/h)	72	77	75	76	78	79	81	82	84	85	87	89	91	92	94	96	98	100	102	104	106	109	111	113	115	117
Total vehicle (veh/h)	214	218	223	227	232	236	241	246	251	256	261	266	271	277	282	288	294	300	305	312	318	324	331	337	344	351
Designation car equivalent (ft)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Percentage Trucks (ft)	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Heavy vehicle factor (Hv) (ft x Hv) (ft)	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Driver population (ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Average Annual Daily Traffic (AADT)	1426	1454	1444	1513	1544	1574	1606	1638	1670	1704	1738	1773	1808	1843	1882	1919	1958	1997	2037	2077	2119	2161	2205	2249	2294	2339
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Designation (ft) (AADT)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Design Hour Volume (ADV) (ft) (ft)	214	218	223	227	232	236	241	246	251	256	261	266	271	277	282	288	294	300	305	312	318	324	331	337	344	351
Designation Car Equivalent Design Flow (V/C) (ft) (ft)	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
Link Result	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Volume to Capacity Ratio (V/C)	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31

Southbound Direction - Two Lane Highway level Terrain link Analysis: Base Conditions With Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Ultimate Link Capacity (pc/h/ln)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	142	145	148	151	154	157	160	163	167	170	173	177	180	184	188	191	195	199	203	207	211	216	220	224	229	233	238
Tractor Trailers + Less: R + Ballast, M + Mountaintops																											
Light & Ultimate Capacity (pc/h/ln)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Light & Ultimate Capacity (veh/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Light & Ultimate Capacity (pc/h/ln)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795
Light & Ultimate Capacity (veh/h)	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Light & Ultimate Capacity (pc/h/ln)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Traffic Signals	72	72	75	75	75	79	81	84	86	87	89	91	93	94	96	98	100	103	104	106	108	111	113	115	117	120	
Light & Ultimate Capacity (pc/h/ln)	214	215	217	218	219	221	223	225	226	228	230	232	234	236	238	240	242	244	246	248	250	252	254	256	258	260	262
Percentage of Capacity Used	1.5	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	
Percentage of Capacity Used	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	
Percentage of Capacity Used	1.45	1.48	1.51	1.54	1.57	1.60	1.63	1.67	1.70	1.73	1.77	1.80	1.84	1.88	1.91	1.95	1.99	2.03	2.07	2.11	2.16	2.20	2.24	2.29	2.33	2.38	
Percentage of Capacity Used	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Percentage of Capacity Used	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Percentage of Capacity Used	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200						

Case Highway - Between Tumamoc Road and Vines Street		Southbound Direction - Two Lane Highway Level Terrain Link Analysis Base Conditions Without Development Traffic																																		
Year of Analysis	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	
Design Vehicle (vph/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Design Vehicle (vph/ft)	142	145	148	151	154	157	163	163	167	170	173	177	180	184	188	191	195	199	203	207	211	216	220	224	228	233	238	243	248	253	258	263	268	273	278	283
Design Vehicle (vph/ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Design Vehicle (vph/ft)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Design Vehicle (vph/ft)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Design Vehicle (vph/ft)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795
Design Vehicle (vph/ft)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350
Design Vehicle (vph/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Design Vehicle (vph/ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Design Vehicle (vph/ft)	72	73	75	76	78	79	81	82	84	86	87	88	91	91	94	96	98	100	102	104	106	109	111	113	115	117	120	122	124	126	128	130	132	134	136	
Design Vehicle (vph/ft)	214	218	223	227	232	236	241	246	251	256	261	266	271	277	282	289	294	300	305	312	318	324	331	337	344	351	358	365	372	379	386	393	400	407	414	
Design Vehicle (vph/ft)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		
Design Vehicle (vph/ft)	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	
Design Vehicle (vph/ft)	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	
Design Vehicle (vph/ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Design Vehicle (vph/ft)	1424	1444	1514	1544	1574	1616	1616	1636	1674	1704	1738	1773	1808	1848	1882	1919	1958	1997	2037	2077	2119	2161	2205	2248	2294	2336	2386	2436	2486	2536	2586	2636	2686	2736	2786	
Design Vehicle (vph/ft)	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	
Design Vehicle (vph/ft)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Vehicle (vph/ft)	214	218	223	227	232	236	241	246	251	256	261	266	271	277	282	289	294	300	305	312	318	324	331	337	344	351	358	365	372	379	386	393	400	407	414	
Design Vehicle (vph/ft)	205	205	205	205	205	205	205	205	205	205	205	205	205	205	205	205	205	205	205	205	205	205	205	205	205	205	205	205	205	205	205	205	205	205	205	205
Design Vehicle (vph/ft)	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	

[illegible]

Hot Rollover Two Lane Highway Level Terrain Urban Analysis, Base Conditions With Development Traffic																																						
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100
Average Daily Capacity (pc/h/ft)	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	
Peak Hour Capacity (pc/h/ft)	924	924	924	924	924	924	924	924	924	924	924	924	924	924	924	924	924	924	924	924	924	924	924	924	924	924	924	924	924	924	924	924	924	924	924	924	924	924
Terrain Type = Level, R = Rolling, M = Mountainous	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Load & Unload Capacity (pc/h/ft)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Load & Unload Capacity (pc/h/ft)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Load & Unload Capacity (pc/h/ft)	1320	1320	1320	1320	1320	1320	1320	1320	1320	1320	1320	1320	1320	1320	1320	1320	1320	1320	1320	1320	1320	1320	1320	1320	1320	1320	1320	1320	1320	1320	1320	1320	1320	1320	1320	1320		
Average Daily Capacity (pc/h/ft)	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Number of truck lanes	73	74	75	77	79	80	82	83	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	118	120	122	124	126	128	130	132	134	136	138	140	
Average Capacity (pc/h/ft)	964	974	984	994	1004	1014	1024	1034	1044	1054	1064	1074	1084	1094	1104	1114	1124	1134	1144	1154	1164	1174	1184	1194	1204	1214	1224	1234	1244	1254	1264	1274	1284	1294	1304	1314	1324	
Capacity per lane (pc/h/ft)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		
Development Traffic (ft)	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20		
Average Annual Total Traffic (AADT)	2442	2480	2511	2543	2576	2608	2640	2673	2705	2738	2770	2802	2834	2866	2898	2930	2962	2994	3026	3058	3090	3122	3154	3186	3218	3250	3282	3314	3346	3378	3410	3442	3474	3506	3538	3570	3602	
Average Annual Total Traffic (AADT)	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25		
Average R0th Capacity (AADT)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Capacity per Lane (pc/h/ft)	403	411	419	427	434	441	448	455	462	470	477	484	491	498	505	511	517	523	530	536	543	549	555	561	567	573	579	585	591	597	603	609	615	621	627	633		
Capacity per Lane (pc/h/ft)	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25			
Capacity per Lane (pc/h/ft)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15			
Capacity per Lane (pc/h/ft)	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25			
Capacity per Lane (pc/h/ft)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15			
Capacity per Lane (pc/h/ft)	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25			
Capacity per Lane (pc/h/ft)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15			
Capacity per Lane (pc/h/ft)	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25			
Capacity per Lane (pc/h/ft)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15			
Capacity per Lane (pc/h/ft)	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25			
Capacity per Lane (pc/h/ft)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15			
Capacity per Lane (pc/h/ft)	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25			
Capacity per Lane (pc/h/ft)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15			
Capacity per Lane (pc/h/ft)	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25			
Capacity per Lane (pc/h/ft)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15			
Capacity per Lane (pc/h/ft)	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25			
Capacity per Lane (pc/h/ft)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.															

[illegible]

Millcreek Interconnect Road - Between Cunningham Highway and Thornton Road																											
Northbound - Two Lane Highway level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Ultimate Lane Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Light Vehicle Volume (veh/h)	17	17	17	18	18	18	19	19	19	20	20	21	21	21	22	22	23	24	24	25	25	26	26	27	27	28	
Truck Type 1 = Level, B = Rolling, M = Mountainous	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Est. A Ultimate Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Est. B Ultimate Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Est. C Ultimate Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Est. D Ultimate Capacity (pcu/h)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Est. E Ultimate Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of trucks (veh/h)	9	9	9	10	10	10	10	10	11	11	11	11	11	12	12	12	13	13	13	14	14	14	15	15	15	15	
Total vehicles (veh/h)	26	26	27	27	28	28	29	29	30	31	31	32	32	33	34	34	35	36	36	37	38	39	40	40	41	42	43
Designated car equivalent (ft)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Designated Trucks (ft)	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	
Heavy vehicle factor (HVF) (ft/veh/h)	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	
Driver population (ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	170	174	177	181	184	188	192	196	200	204	208	212	216	220	225	229	234	239	243	248	253	258	263	268	274	279	285
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	
Designation (ft/hour) / AADT	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (ADV) (ft/hour)	26	26	27	27	28	28	29	29	30	31	31	32	32	33	34	34	35	36	36	37	38	39	40	40	41	42	43
Designation Car Equivalent Design Flow (V/C) (ft/hour) - Base Without Development	30	31	31	32	33	33	34	35	35	36	37	37	38	39	40	40	41	42	43	44	45	46	47	48	49	50	
Designation Car Equivalent Design Flow (V/C) (ft/hour) - With Development	30	31	31	32	33	33	34	35	35	36	37	37	38	39	40	40	41	42	43	44	45	46	47	48	49	50	
Est. Result	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	

Northbound - Two Lane Highway level Terrain Link Analysis: Base Conditions With Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Ultimate Lane Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Light Vehicle Volume (veh/h)	17	17	17	18	18	18	19	19	19	20	20	21	21	21	22	22	23	24	24	25	25	26	26	27	27	28	
Truck Type 1 = Level, B = Rolling, M = Mountainous	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Est. A Ultimate Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Est. B Ultimate Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Est. C Ultimate Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Est. D Ultimate Capacity (pcu/h)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Est. E Ultimate Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of trucks (veh/h)	9	9	9	10	10	10	10	10	11	11	11	11	11	12	12	12	13	13	13	14	14	14	15	15	15	15	
Total vehicles (veh/h)	26	26	27	27	28	28	29	29	30	31	31	32	32	33	34	34	35	36	36	37	38	39	40	40	41	42	43
Designated car equivalent (ft)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Designated Trucks (ft)	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	
Heavy vehicle factor (HVF) (ft/veh/h)	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	
Driver population (ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	170	174	177	181	184	188	192	196	200	204	208	212	216	220	225	229	234	239	243	248	253	258	263	268	274	279	285
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	
Designation (ft/hour) / AADT	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (ADV) (ft/hour)	26	26	27	27	28	28	29	29	30	31	31	32	32	33	34	34	35	36	36	37	38	39	40	40	41	42	43
Designation Car Equivalent Design Flow (V/C) (ft/hour) - Base Without Development	30	31	31	32	33	33	34	35	35	36	37	37	38	39	40	40	41	42	43	44	45	46	47	48	49	50	
Designation Car Equivalent Design Flow (V/C) (ft/hour) - With Development	30	31	31	32	33	33	34	35	35	36	37	37	38	39	40	40	41	42	43	44	45	46	47	48	49	50	
Est. Result	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	

Millcreek Interconnect Road - Between Cunningham Highway and Thornton Road																											
Southbound Direction - Two Lane Highway level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Ultimate Lane Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	17	17	18	18	18	19	19	19	20	20	21	21	21	22	22	23	24	24	25	25	26	26	27	27	28	28	29
Truck Type 1 = Level, B = Rolling, M = Mountainous	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Est. A Ultimate Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Est. B Ultimate Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Est. C Ultimate Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Est. D Ultimate Capacity (pcu/h)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350
Est. E Ultimate Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of trucks (veh/h)	9	9	9	9	9	9	9	9	10	10	10	10	11	11	11	11	12	12	12	12	13	13	13	14	14	14	
Total vehicles (veh/h)	26	26	27	27	28	28	29	29	30	30	31	31	32	32	33	34	34	35	36	36	37	38	39	40	40	41	42
Designation car equivalent (ft)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Designation Trucks (ft)	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	
Heavy vehicle factor (HVF) (ft/veh/h)	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	
Driver population (ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	170	174	177	181	184	188	192	196	200	204	208	212	216	220	225	229	234	239	243	248	253	258	263	268	274	279	285
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	
Designation Hour Volume (ADV) (ft/hour)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (ADV) (ft/hour)	26	26	27	27	28	28	29	29	30	30	31	31	32	32	33	34	34	35	36	36	37	38	39	40	40	41	42
Designation Car Equivalent Design Flow (V/C) (ft/hour) - Base Without Development	30	30	31	31	32	33	33	34	35	35	36	37	38	39	40	40	41	42	42	43	44	45	46	47	48	49	50
Est. Result	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Volume to Capacity Ratio (V/C)	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02

Southbound Direction - Two Lane Highway level Terrain Link Analysis: Base Conditions With Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Adverse Lane Capacity (veh/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	17	18	18	18	19	19	19	20	21	21	21	22	22	23	23	24	24	25	25	26	26	27	27	27	28	28	29
Heavy Truck + Load + B Trailer, M + Motorcycles																											
Light A (Unloaded) Capacity (veh/h/ft)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Light B (Unloaded) Capacity (veh/h/ft)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Light C (Unloaded) Capacity (veh/h/ft)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795
Light D (Unloaded) Capacity (veh/h/ft)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350
Light E (Unloaded) Capacity (veh/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	
Truck capacity (veh/h)	25	27	27	27	28	29	29	30	31	31	32	32	33	34	34	35	35	36	36	37	38	38	39	40	40	41	42
Equivalent capacity (veh/h)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Equivalent Trucks (veh/h)	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	
Equivalent Trucks (veh/h) (AASHTO)	1.70	1.78	1.77	1.80	1.82	1.86	1.87	1.90	1.92	1.93	1.96	1.97	2.00	2.02	2.04	2.07	2.09	2.11	2.13	2.15	2.17	2.19	2.21	2.23	2.25	2.27	
Queue Ratio Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Queue Ratio Factor (AASHTO)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Development Car Equivalent Demand Flow (veh/h/ft/ft) - Base Without Development	30	30	31	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50				
Development Traffic (veh/h/ft)	30	30	31	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50				
Development Car Equivalent Demand Flow (veh/h/ft/ft) - With Development	30	30	31	30	109	62	67	64	62	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50		
Link Result	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Development Car Equivalent Demand Flow (veh/h/ft/ft) - With Development	0.01	0.01	0.01	0.01	0.05	0.03	0.03	0.03	0.03	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	

[illegible]

South-West Section - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
Year of analysis	2016	2018	2020	2022	2024	2026	2028	2030	2032	2034	2036	2038	2040	2042	2044	2046	2048	2050	2052	2054	2056	2058	2060	2062	2064	2066	2068	2070	2072	2074	2076	2078	2080	2082	2084	2086	2088	2090	2092	2094	2096	2098	2100	2102	2104	2106	2108	2110	2112	2114	2116	2118	2120	2122	2124	2126	2128	2130	2132	2134	2136	2138	2140	2142	2144	2146	2148	2150	2152	2154	2156	2158	2160	2162	2164	2166	2168	2170	2172	2174	2176	2178	2180	2182	2184	2186	2188	2190	2192	2194	2196	2198	2200	2202	2204	2206	2208	2210	2212	2214	2216	2218	2220	2222	2224	2226	2228	2230	2232	2234	2236	2238	2240	2242	2244	2246	2248	2250	2252	2254	2256	2258	2260	2262	2264	2266	2268	2270	2272	2274	2276	2278	2280	2282	2284	2286	2288	2290	2292	2294	2296	2298	2300	2302	2304	2306	2308	2310	2312	2314	2316	2318	2320	2322	2324	2326	2328	2330	2332	2334	2336	2338	2340	2342	2344	2346	2348	2350	2352	2354	2356	2358	2360	2362	2364	2366	2368	2370	2372	2374	2376	2378	2380	2382	2384	2386	2388	2390	2392	2394	2396	2398	2400	2402	2404	2406	2408	2410	2412	2414	2416	2418	2420	2422	2424	2426	2428	2430	2432	2434	2436	2438	2440	2442	2444	2446	2448	2450	2452	2454	2456	2458	2460	2462	2464	2466	2468	2470	2472	2474	2476	2478	2480	2482	2484	2486	2488	2490	2492	2494	2496	2498	2500	2502	2504	2506	2508	2510	2512	2514	2516	2518	2520	2522	2524	2526	2528	2530	2532	2534	2536	2538	2540	2542	2544	2546	2548	2550	2552	2554	2556	2558	2560	2562	2564	2566	2568	2570	2572	2574	2576	2578	2580	2582	2584	2586	2588	2590	2592	2594	2596	2598	2600	2602	2604	2606	2608	2610	2612	2614	2616	2618	2620	2622	2624	2626	2628	2630	2632	2634	2636	2638	2640	2642	2644	2646	2648	2650	2652	2654	2656	2658	2660	2662	2664	2666	2668	2670	2672	2674	2676	2678	2680	2682	2684	2686	2688	2690	2692	2694	2696	2698	2700	2702	2704	2706	2708	2710	2712	2714	2716	2718	2720	2722	2724	2726	2728	2730	2732	2734	2736	2738	2740	2742	2744	2746	2748	2750	2752	2754	2756	2758	2760	2762	2764	2766	2768	2770	2772	2774	2776	2778	2780	2782	2784	2786	2788	2790	2792	2794	2796	2798	2800	2802	2804	2806	2808	2810	2812	2814	2816	2818	2820	2822	2824	2826	2828	2830	2832	2834	2836	2838	2840	2842	2844	2846	2848	2850	2852	2854	2856	2858	2860	2862	2864	2866	2868	2870	2872	2874	2876	2878	2880	2882	2884	2886	2888	2890	2892	2894	2896	2898	2900	2902	2904	2906	2908	2910	2912	2914	2916	2918	2920	2922	2924	2926	2928	2930	2932	2934	2936	2938	2940	2942	2944	2946	2948	2950	2952	2954	2956	2958	2960	2962	2964	2966	2968	2970	2972	2974	2976	2978	2980	2982	2984	2986	2988	2990	2992	2994	2996	2998	3000
Volume (A) Capacity (B) (vph/s)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	22																									

[illegible]

[illegible]

[illegible]

Southbound Section - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																																
Year of Analysis	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045
Maximum Capacity (pc/h/ft)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Level Conversion Volume (veh/h)	50	60	61	62	63	65	66	67	68	69	70	71	73	74	76	77	79	80	82	84	85	87	89	91	92	94	95	96	98	99	100	101
Access Point & Level: B - Ballwin, M = Mount Laurel																																
Level A Ultimate Capacity (pc/h/ft)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Level B Ultimate Capacity (pc/h/ft)	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800
Level C Ultimate Capacity (pc/h/ft)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795
Level D Ultimate Capacity (pc/h/ft)	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Level E Ultimate Capacity (pc/h/ft)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Number of Traffic Joints	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Number of Lanes per Joint	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77
Conversion of car equivalent (veh/h)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Accessed Traffic Joints	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23
Accessed Traffic Joints (ADT)	510	520	531	541	551	561	571	581	591	601	611	621	631	641	651	661	671	681	691	701	711	721	731	741	751	761	771	781	791	801	811	821
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Accessed ADT (veh/h) - ADT(ADT)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Conversion Car Equivalent Design Flow (pc/h/ft) (V/P) (P/S) - Base Without Car Equivalent	85	87	89	91	92	94	95	96	98	100	102	104	105	108	111	113	115	117	120	122	124	127	130	132	135	137	140	143	145	147	149	151
Conversion Car Equivalent Design Flow (pc/h/ft) (V/P) (P/S) - Base With Car Equivalent	85	87	89	91	92	94	95	96	98	100	102	104	105	108	111	113	115	117	120	122	124	127	130	132	135	137	140	143	145	147	149	151
Conversion Car Equivalent Design Flow (pc/h/ft) (V/P) (P/S) - With Development	85	87	89	91	92	94	95	96	98	100	102	104	105	108	111	113	115	117	120	122	124	127	130	132	135	137	140	143	145	147	149	151
Link Result	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
Volume to Capacity Ratio (V/C)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04

Midwestern Ingeed Road - Between Campbell Street and Gore Highway																											
Northbound - Two Lane Highway level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urban/Low Density Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	37	38	39	40	41	41	42	43	44	45	46	46	47	48	49	50	51	52	53	54	55	57	58	59	60	61	62
Terrain Type (L = Level, B = Rolling, M = Mountainous)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Left A Minimum Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Left B Minimum Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Left C Minimum Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Left D Minimum Capacity (pcu/h)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Left E Minimum Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of Items	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	15	16	16	16	17	17	17	18	18	18	19	19	20	20	20	21	21	22	22	23	23	24	24	25	25	26	26
Total vehicles (veh/h)	53	54	55	56	57	58	59	61	62	63	64	66	67	68	70	71	72	74	75	77	78	80	82	83	85	87	88
Percentage Trucks (H)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (M)	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	
Percentage Trucks (B)	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	
Heavy vehicle factor (H+M+L) (d=1000 ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Driver population (B)	362	369	364	373	381	389	394	404	412	421	429	438	446	453	464	474	483	493	503	513	523	533	544	555	566	577	589
Average Annual Daily Traffic (AADT)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Design Hour Factor	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	
Design Hour Volume (ADT x 30th Highest Factor)	53	54	55	56	57	58	59	61	62	63	64	66	67	68	70	71	72	74	75	77	78	80	82	83	85	87	88
Passenger Car Equivalent Design Flow (pcu/h) (B+M+L) - Base Without Development	63	62	63	64	65	67	68	70	72	74	75	77	78	80	81	83	85	86	89	90	92	94	95	97	99	101	103
Left Break	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	
Northbound - Two Lane Highway level Terrain Link Analysis: Base Conditions With Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urban/Low Density Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	37	38	39	40	41	41	42	43	44	45	46	46	47	48	49	50	51	52	53	54	55	57	58	59	60	61	62
Terrain Type (L = Level, B = Rolling, M = Mountainous)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Left A Minimum Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Left B Minimum Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Left C Minimum Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Left D Minimum Capacity (pcu/h)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Left E Minimum Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of Items	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	15	16	16	16	17	17	18	18	18	19	19	20	20	20	21	21	22	22	23	23	24	24	25	25	26	26	27
Total vehicles (veh/h)	53	54	55	56	57	58	59	61	62	63	64	66	67	68	70	71	72	74	75	77	78	80	82	83	85	87	88
Percentage Trucks (H)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (M)	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	
Percentage Trucks (B)	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	
Heavy vehicle factor (H+M+L) (d=1000 ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Driver population (B)	364	369	364	373	383	393	399	407	416	427	435	446	449	458	467	478	486	496	506	516	526	536	547	558	569	581	592
Average Annual Daily Traffic (AADT)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Design Hour Factor	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	
Design Hour Volume (ADT x 30th Highest Factor)	53	54	55	56	57	58	60	61	63	65	66	67	69	70	72	73	74	76	77	79	80	82	84	85	87	89	90
Passenger Car Equivalent Design Flow (pcu/h) (B+M+L) - With Development	61	62	63	64	65	66	68	69	70	72	73	75	76	78	79	81	82	84	86	88	89	91	93	95	97	99	101
Left Break	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	
Midwestern Ingeed Road - Between Campbell Street and Gore Highway																											
Southbound Direction - Two Lane Highway level Terrain Link Analysis: Base Conditions With Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urban/Low Density Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	37	38	39	40	41	41	42	43	44	45	46	46	47	48	49	50	51	52	53	54	55	57	58	59	60	61	62
Terrain Type (L = Level, B = Rolling, M = Mountainous)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Left A Minimum Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Left B Minimum Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480		

Millennium Express Road - Between Gore Highway and Reddie Road		Northbound - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Year of Analysis	2010	2015	2020	2025	2032	2037	2042	2047	2052	2057	2062	2067	2072	2077	2082	2087	2092	2097	2102	2107	2112	2117	2122	2127	2132	2137	2142	2147	2152	2157	2162	2167	2172	2177	2182	2187	2192	2197	2202	2207	2212	2217	2222	2227	2232	2237	2242	2247	2252	2257	2262	2267	2272	2277	2282	2287	2292	2297	2302	2307	2312	2317	2322	2327	2332	2337	2342	2347	2352	2357	2362	2367	2372	2377	2382	2387	2392	2397	2402	2407	2412	2417	2422	2427	2432	2437	2442	2447	2452	2457	2462	2467	2472	2477	2482	2487	2492	2497	2502	2507	2512	2517	2522	2527	2532	2537	2542	2547	2552	2557	2562	2567	2572	2577	2582	2587	2592	2597	2602	2607	2612	2617	2622	2627	2632	2637	2642	2647	2652	2657	2662	2667	2672	2677	2682	2687	2692	2697	2702	2707	2712	2717	2722	2727	2732	2737	2742	2747	2752	2757	2762	2767	2772	2777	2782	2787	2792	2797	2802	2807	2812	2817	2822	2827	2832	2837	2842	2847	2852	2857	2862	2867	2872	2877	2882	2887	2892	2897	2902	2907	2912	2917	2922	2927	2932	2937	2942	2947	2952	2957	2962	2967	2972	2977	2982	2987	2992	2997	3002	3007	3012	3017	3022	3027	3032	3037	3042	3047	3052	3057	3062	3067	3072	3077	3082	3087	3092	3097	3102	3107	3112	3117	3122	3127	3132	3137	3142	3147	3152	3157	3162	3167	3172	3177	3182	3187	3192	3197	3202	3207	3212	3217	3222	3227	3232	3237	3242	3247	3252	3257	3262	3267	3272	3277	3282	3287	3292	3297	3302	3307	3312	3317	3322	3327	3332	3337	3342	3347	3352	3357	3362	3367	3372	3377	3382	3387	3392	3397	3402	3407	3412	3417	3422	3427	3432	3437	3442	3447	3452	3457	3462	3467	3472	3477	3482	3487	3492	3497	3502	3507	3512	3517	3522	3527	3532	3537	3542	3547	3552	3557	3562	3567	3572	3577	3582	3587	3592	3597	3602	3607	3612	3617	3622	3627	3632	3637	3642	3647	3652	3657	3662	3667	3672	3677	3682	3687	3692	3697	3702	3707	3712	3717	3722	3727	3732	3737	3742	3747	3752	3757	3762	3767	3772	3777	3782	3787	3792	3797	3802	3807	3812	3817	3822	3827	3832	3837	3842	3847	3852	3857	3862	3867	3872	3877	3882	3887	3892	3897	3902	3907	3912	3917	3922	3927	3932	3937	3942	3947	3952	3957	3962	3967	3972	3977	3982	3987	3992	3997	4002	4007	4012	4017	4022	4027	4032	4037	4042	4047	4052	4057	4062	4067	4072	4077	4082	4087	4092	4097	4102	4107	4112	4117	4122	4127	4132	4137	4142	4147	4152	4157	4162	4167	4172	4177	4182	4187	4192	4197	4202	4207	4212	4217	4222	4227	4232	4237	4242	4247	4252	4257	4262	4267	4272	4277	4282	4287	4292	4297	4302	4307	4312	4317	4322	4327	4332	4337	4342	4347	4352	4357	4362	4367	4372	4377	4382	4387	4392	4397	4402	4407	4412	4417	4422	4427	4432	4437	4442	4447	4452	4457	4462	4467	4472	4477	4482	4487	4492	4497	4502	4507	4512	4517	4522	4527	4532	4537	4542	4547	4552	4557	4562	4567	4572	4577	4582	4587	4592	4597	4602	4607	4612	4617	4622	4627	4632	4637	4642	4647	4652	4657	4662	4667	4672	4677	4682	4687	4692	4697	4702	4707	4712	4717	4722	4727	4732	4737	4742	4747	4752	4757	4762	4767	4772	4777	4782	4787	4792	4797	4802	4807	4812	4817	4822	4827	4832	4837	4842	4847	4852	4857	4862	4867	4872	4877	4882	4887	4892	4897	4902	4907	4912	4917	4922	4927	4932	4937	4942	4947	4952	4957	4962	4967	4972	4977	4982	4987	4992	4997	5002	5007	5012	5017	5022	5027	5032	5037	5042	5047	5052	5057	5062	5067	5072	5077	5082	5087	5092	5097	5102	5107	5112	5117	5122	5127	5132	5137	5142	5147	5152	5157	5162	5167	5172	5177	5182	5187	5192	5197	5202	5207	5212	5217	5222	5227	5232	5237	5242	5247	5252	5257	5262	5267	5272	5277	5282	5287	5292	5297	5302	5307	5312	5317	5322	5327	5332	5337	5342	5347	5352	5357	5362	5367	5372	5377	5382	5387	5392	5397	5402	5407	5412	5417	5422	5427	5432	5437	5442	5447	5452	5457	5462	5467	5472	5477	5482	5487	5492	5497	5502	5507	5512	5517	5522	5527	5532	5537	5542	5547	5552	5557	5562	5567	5572	5577	5582	5587	5592	5597	5602	5607	5612	5617	5622	5627	5632	5637	5642	5647	5652	5657	5662	5667	5672	5677	5682	5687	5692	5697	5702	5707	5712	5717	5722	5727	5732	5737	5742	5747	5752	5757	5762	5767	5772	5777	5782	5787	5792	5797	5802	5807	5812	5817	5822	5827	5832	5837	5842	5847	5852	5857	5862	5867	5872	5877	5882	5887	5892	5897	5902	5907	5912	5917	5922	5927	5932	5937	5942	5947	5952	5957	5962	5967	5972	5977	5982	5987	5992	5997	6002	6007	6012	6017	6022	6027	6032	6037	6042	6047	6052	6057	6062	6067	6072	6077	6082	6087	6092	6097	6102	6107	6112	6117	6122	6127	6132	6137	6142	6147	6152	6157	6162	6167	6172	6177	6182	6187	6192	6197	6202	6207	6212	6217	6222	6227	6232	6237	6242	6247	6252	6257	6262	6267	6272	6277	6282	6287	6292	6297	6302	6307	6312	6317	6322	6327	6332	6337	6342	6347	6352	6357	6362	6367	6372	6377	6382	6387	6392	6397	6402	6407	6412	6417	6422	6427	6432	6437	6442	6447	6452	6457	6462	6467	6472	6477	6482	6487	6492	6497	6502	6507	6512	6517	6522	6527	6532	6537	6542	6547	6552	6557	6562	6567	6572	6577	6582	6587	6592	6597	6602	6607	6612	6617	6622	6627	6632	6637	6642	6647	6652	6657	6662	6667	6672	6677	6682	6687	6692	6697	6702	6707	6712	6717	6722	6727	6732	6737	6742	6747	6752	6757	6762	6767	6772	6777	6782	6787	6792	6797	6802	6807	6812	6817	6822	6827	6832	6837	6842	6847	6852	6857	6862	6867	6872	6877	6882	6887	6892	6897	6902	6907	6912	6917	6922	6927	6932	6937	6942	6947	6952	6957	6962	6967	6972	6977	6982	6987	6992	6997	7002	7007	7012	7017	7022	7027	7032	7037	7042	7047	7052	7057	7062	7067	7072	7077	7082	7087	7092	7097	7102	7107	7112	7117	7122	7127	7132	7137	7142	7147	7152	7157	7162	7167	7172	7177	7182	7187	7192	7197	7202	7207	7212	7217	7222	7227	7232	7237	7242	7247	7252	7257	7262	7267	7272	7277	7282	7287	7292	7297	7302	7307	7312	7317	7322	7327	7332	7337	7342	7347	7352	7357	7362	7367	7372	7377	7382	7387	7392	7397	7402	7407	7412	7417	7422	7427	7432	7437	7442	7447	7452	7457	7462	7467	7472	7477	7482	7487	7492	7497	7502	7507	7512	7517	7522	7527	7532	7537	7542	7547	7552	7557	7562	7567	7572	7577	7582	7587	7592	7597	7602	7607	7612	7617	7622	7627	7632	7637	7642	7647	7652	7657	7662	7667	7672	7677	7682	7687	7692	7697	7702	7707	7712	7717	7722	7727	7732	7737	7742	7747	7752	7757	7762	7767	7772	7777	7782	7787	7792	7797	7802	7807	7812	7817	7822	7827	7832	7837	7842	7847	7852	7857	7862	7867	7872	7877	7882	7887	7892	7897	7902	7907	7912	7917	7922	7927	7932	7937	7942	7947	7952	7957	7962	7967	7972	7977	7982	7987	7992	7997	8002	8007	8012	8017	8022	8027	8032	8037	8042	8047	8052	8057	8062	8067	8072	8077	8082	8087	8092	8097	8102	8107	8112	8117	8122	8127	8132	8137	8142	8147	8152	8157	8162	8167	8172	8177	8182	8187	8192	8197	8202	8207	8212	8217	8222	8227	8232	8237	8242	8247	8252	8257	8262	8267	8272	8277	8282	8287	8292	8297	8302	8307	8312	8317	8322	8327	8332	8337	8342	8347	8352	8357	8362	8367	8372	8377	8382	8387	8392	8397	8402	8407	8412	8417	8422	8427	8432	8437	8442	8447	8452	8457	8462	8467	8472	8477	8482	8487	8492	8497	8502	8507	8512	8517	8522	8527	8532	8537	8542	8547	8552	8557	8562	8567	8572	8577	8582	8587	8592	8597	8602	8607	8612	8617	8622	8627	8632	8637	8642	8647	8652	8657	8662	8667	8672	8677	8682	8687	8692	8697	8702	8707	8712	8717	8722	8727	8732	8737	8742	8747	8752	8757	8762	8767	8772	8777	8782	8787	8792	8797	8802	8807	8812	8817	8822	8827	8832	8837	8842	8847	8852

No. Vehicles / Hour Lane Highway Level Service Link Analysis, Base Conditions With Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000																																																																																																																																				
Arroyo Las Capas (up/down)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200</

[illegible][illegible]

[illegible][illegible]

Texas Urban Road - Between Conventional Highway and Old Texas Urban Road - Four-Lane - Two Lane Highway Level Terrain City Analysis: Base Conditions Without Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
Year of Analysis	2000	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
Level of Service (LOS)	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

Hwy 660 - Two Lane Highway Level Terrain Grid Analysis: Base Conditions With Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Estimated Traffic Capacity (pc/h/ft)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Light Vehicle Volume (veh/h)	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Heavy Vehicle Volume (veh/h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Truck Type 1 & 2 (veh/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Truck Type 3 (veh/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Light Vehicle Capacity (pc/h/ft)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795
Heavy Vehicle Capacity (pc/h/ft)	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250
Truck Type 1 & 2 Capacity (pc/h/ft)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Truck Type 3 Capacity (pc/h/ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Number of Lanes	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Number of Traffic Signals	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Estimated Cost (\$/mile)	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47
Estimated Traffic Volume (AADT)	95	100	105	110	115	120	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225
Estimated Traffic Volume (AADT)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Estimated Traffic Volume (AADT)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Estimated Traffic Volume (AADT)	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Estimated Traffic Volume (AADT)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Estimated Cost (\$/mile)	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Estimated Cost (\$/mile)	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
Estimated Cost (\$/mile)	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01

Texas Turnpike Road - Between Cunningham Highway and Old Texas Turnpike Road Southbound Direction - Two Lane Highway Level Terrain Urban Analysis- Base Conditions Without Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urban Volume (V _U) Capacity (C _U)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Rural Volume (V _R) Capacity (C _R)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Design Volume (V _D) Capacity (C _D)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Design Volume (V _D) Capacity (C _D)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Left Volume (V _L) Capacity (C _L)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Right Volume (V _R) Capacity (C _R)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Through Volume (V _T) Capacity (C _T)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795
Left Volume (V _L) Capacity (C _L)	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Right Volume (V _R) Capacity (C _R)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of travel lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Travel volume (V _T)	14	15	15	15	15	15	16	16	16	17	17	17	18	18	19	19	20	20	20	21	21	22	22	23	23	24	24
Passenger car equivalent (PCE)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Adjusted Travel Time (H _A) (min/mile/h)	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	
Coverage population (%)	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	
Design Volume (V _D) Capacity (C _D)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Annual Average Daily Traffic (AADT)	95	97	99	100	102	105	107	109	111	113	116	118	120	122	125	128	130	133	135	138	141	144	147	150	153	156	159
Peak Hour Volume (PHV) (ADMT)	0.95	0.96	0.97	0.98	0.99	1.00	1.01	1.02	1.03	1.04	1.05																
Coverage population (%)	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	
Design Hour Volume (ADMT) (30min Heavy Factor)	14	15	15	15	15	16	16	17	17	17	18	18	19	19	19	20	20	20	21	21	22	22	23	23	24	24	
Passenger car equivalent (PCE)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Adjusted Travel Time (H _A) (min/mile/h)	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	
Coverage population (%)	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	

[illegible]

Toomsooda Second Range Crossing - Between Gore Highway and Toomsooda Cst. Bar/Mile: Two Lane Highway Level Terrain Soil Analysis: Base Conditions Without Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
View of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000	4005	4010	4015	4020	4025	4030	4035	4040	4045	4050	4055	4060	4065	4070	4075	4080	4085	4090	4095	4100	4105	4110	4115	4120	4125	4130	4135	4140	4145	4150	4155	4160	4165	4170	4175	4180	4185	4190	4195	4200	4205	4210	4215	4220	4225	4230	4235	4240	4245	4250	4255	4260	4265	4270	4275	4280	4285	4290	4295	4300	4305	4310	4315	4320	4325	4330	4335	4340	4345	4350	4355	4360	4365	4370	4375	4380	4385	4390	4395	4400	4405	4410	4415	4420	4425	4430	4435	4440	4445	4450	4455	4460	4465	4470	4475	4480	4485	4490	4495	4500	4505	4510	4515	4520	4525	4530	4535	4540	4545	4550	4555	4560	4565	4570	4575	4580	4585	4590	4595	4600	4605	4610	4615	4620	4625	4630	4635	4640	4645	4650	4655	4660	4665	4670	4675	4680	4685	4690	4695	4700	4705	4710	4715	4720	4725	4730	4735	4740	4745	4750	4755	4760	4765	4770	4775	4780	4785	4790	4795	4800	4805	4810	4815	4820	4825	4830	4835	4840	4845	4850	4855	4860	4865	4870	4875	4880	4885	4890	4895	4900	4905	4910	4915	4920	4925	4930	4935	4940	4945	4950	4955	4960	4965	4970	4975	4980	4985	4990	4995	5000																										
Left Vehicle Lanes Capacity (vph/ln)	2240	2260	2280	2300	2320	2340	2360	2380	2400	2420	2440	2460	2480	2500	2520	2540	2560	2580	2600	2620	2640	2660	2680	2700	2720	2740	2760	2780	2800	2820	2840	2860	2880	2900	2920	2940	2960	2980	3000	3020	3040	3060	3080	3100	3120	3140	3160	3180	3200	3220	3240	3260	3280	3300	3320	3340	3360	3380	3400	3420	3440	3460	3480	3500	3520	3540	3560	3580	3600	3620	3640	3660	3680	3700	3720	3740	3760	3780	3800	3820	3840	3860	3880	3900	3920	3940	3960	3980	4000	4020	4040	4060	4080	4100	4120	4140	4160	4180	4200	4220	4240	4260	4280	4300	4320	4340	4360	4380	4400	4420	4440	4460	4480	4500	4520	4540	4560	4580	4600	4620	4640	4660	4680	4700	4720	4740	4760	4780	4800	4820	4840	4860	4880	4900	4920	4940	4960	4980	5000																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Left Vehicle Lanes Capacity (vph)	87	79	90	82	84	95	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	118	120	122	124	126	128	130	132	134	136	138	140	142	144	146	148	150	152	154	156	158	160	162	164	166	168	170	172	174	176	178	180	182	184	186	188	190	192	194	196	198	200	202	204	206	208	210	212	214	216	218	220	222	224	226	228	230	232	234	236	238	240	242	244	246	248	250	252	254	256	258	260	262	264	266	268	270	272	274	276	278	280	282	284	286	288	290	292	294	296	298	300	302	304	306	308	310	312	314	316	318	320	322	324	326	328	330	332	334	336	338	340	342	344	346	348	350	352	354	356	358	360	362	364	366	368	370	372	374	376	378	380	382	384	386	388	390	392	394	396	398	400	402	404	406	408	410	412	414	416	418	420	422	424	426	428	430	432	434	436	438	440	442	444	446	448	450	452	454	456	458	460	462	464	466	468	470	472	474	476	478	480	482	484	486	488	490	492	494	496	498	500																																																																																																																																																																																																																																																																																																																																																																																																																												
Scenario Type (e.g. Level, 4-0, Rolling, Mt. - Mountbroad)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L

Type of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Lithium-Ion Capacity (GWh/yr)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Total Vehicle Volume (Units)	77	79	80	82	84	85	87	89	91	92	94	96	98	100	102	104	106	108	110	113	115	117	119	122	124	127	129
Electric Type A & Low- & Range-Mile Mountaintop	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Fast Lithium-Ion Capacity (GWh/yr)	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750
Fast Lithium-Ion Vehicle Volume (Units)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480
Fast Lithium-Ion Capacity (GWh/yr)	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790
Fast Lithium-Ion Vehicle Volume (Units)	1090	1090	1090	1090	1090	1090	1090	1090	1090	1090	1090	1090	1090	1090	1090	1090	1090	1090	1090	1090	1090	1090	1090	1090	1090	1090	1090
Fast Lithium-Ion Capacity (GWh/yr)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of Years	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Number of vehicle builds	66	67	68	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	96	98	100	102	104	106	108	110
Total vehicle builds	143	145	147	152	155	158	161	164	166	171	174	178	181	185	189	193	196	200	204	208	213	217	221	226	230	235	239
Percentage of vehicle build	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Average Daily Sales (ADS)	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	
Average Annual Daily Sales (AADS)	1430	1440	1458	1516	1574	1631	1689	1747	1806	1864	1922	1980	2038	2096	2154	2212	2270	2328	2386	2444	2502	2560	2618	2676	2734	2792	2850
Hour of Day Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Vehicle Build Rate (VBR)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10
Production Cost (Per Unit) - Fast-Lithium-Ion	115	120	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240	245
Development Time (Days)	0	21	23	0	1	2	0																				
Production Cost (Per Unit) - Fast-Lithium-Ion	116	122	127	132	137	142	147	152	157	162	167	172	177	182	187	192	197	202	207	212	217	222	227	232	237	242	247
Fast-Lithium-Ion Capacity (GWh/yr)	0.09	0.09	0.09	0.10	0.10	0.09	0.09	0.09	0.09	0.09	0.09	0.10	0.10	0.10	0.10	0.11	0.11	0.11	0.11	0.11	0.11	0.12	0.12	0.12	0.13	0.13	

[illegible][illegible]

[illegible]

No. Vehicles / Hour Lane Highway Level Interim Link Analysis, Base Conditions With Development Traffic																												
Year of Analysis	2010	2015	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	
Interim Link Capacity (veh/hour)	2600	2600	2600	2600	2600	2600	2600	2600	2600	2600	2600	2600	2600	2600	2600	2600	2600	2600	2600	2600	2600	2600	2600	2600	2600	2600	2600	
Link Capacity (veh/hour)	314	318	319	321	325	328	330	334	336	339	343	344	348	350	352	355	357	359	362	365	367	370	373	375	378	381	384	
Interim Link Capacity (veh/hour)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Link Capacity (veh/hour)	151	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Link Capacity (veh/hour)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Link Capacity (veh/hour)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Link Capacity (veh/hour)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Link Capacity (veh/hour)	2550	2550	2550	2550	2550	2550	2550	2550	2550	2550	2550	2550	2550	2550	2550	2550	2550	2550	2550	2550	2550	2550	2550	2550	2550	2550	2550	
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Number of travel lanes	92	101	103	105	107	111	113	116	118	120	121	123	125	126	128	130	133	135	138	141	144	147	150	153	156	159	162	
Link efficiency (veh/hour)	215	219	221	223	226	227	232	234	236	238	240	242	244	246	248	250	252	254	256	258	260	262	264	266	268	270	272	
Link efficiency (veh/hour)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		
Development Traffic (veh/hour)	0.46	0.61	0.66	0.68	0.68	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	
Annual Average Daily Traffic (AADT)	1430	1456	1438	1434	1448	1474	1411	1434	1478	1509	1474	1509	1474	1509	1478	1509	1504	2043	2043	2043	2043	2043	2043	2043	2043	2043	2043	
Development Traffic (veh/hour)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Average 20th Highest AADT	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	
Development Traffic (veh/hour) - Base Conditions, Full Development	264	260	259	258	256	253	247	263	309	315	322	330	338	345	352	360	365	362	370	377	384	392	400	408	416	424	430	442
Development Traffic (veh/hour) - Full Development	264	260	259	258	256	253	247	263	309	315	322	330	338	345	352	360	365	362	370	377	384	392	400	408	416	424	430	442
Development Traffic (veh/hour) - Full Development, No Development	264	260	259	258	256	253	247	263	310	315	322	330	338	345	352	360	365	362	370	377	384	392	400	408	416	424	430	442
Link Capacity	314	318	319	321	325	328	330	334	336	339	343	344	348	350	352	355	357	359	362	365	367	370	373	375	378	381	384	
Link Capacity (veh/hour)	0.12	0.12	0.12	0.14	0.14	0.13	0.13	0.13	0.14	0.14	0.14	0.14	0.14	0.15	0.15	0.15	0.15	0.16	0.16	0.17	0.17	0.17	0.18	0.18	0.19	0.19	0.19	

Soombwa Second Range Crossing - Between Soombwa Crd Plaza Road and Ft Smith - Section - Two Lane Highway Level Terrain (All Analysis - Base Conditions Without Development Traffic)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000	4005	4010	4015	4020	4025	4030	4035	4040	4045	4050	4055	4060	4065	4070	4075	4080	4085	4090	4095	4100	4105	4110	4115	4120	4125	4130	4135	4140	4145	4150	4155	4160	4165	4170	4175	4180	4185	4190	4195	4200	4205	4210	4215	4220	4225	4230	4235	4240	4245	4250	4255	4260	4265	4270	4275	4280	4285	4290	4295	4300	4305	4310	4315	4320	4325	4330	4335	4340	4345	4350	4355	4360	4365	4370	4375	4380	4385	4390	4395	4400	4405	4410	4415	4420	4425	4430	4435	4440	4445	4450	4455	4460	4465	4470	4475	4480	4485	4490	4495	4500	4505	4510	4515	4520	4525	4530	4535	4540	4545	4550	4555	4560	4565	4570	4575	4580	4585	4590	4595	4600	4605	4610	4615	4620	4625	4630	4635	4640	4645	4650	4655	4660	4665	4670	4675	4680	4685	4690	4695	4700	4705	4710	4715	4720	4725	4730	4735	4740	4745	4750	4755	4760	4765	4770	4775	4780	4785	4790	4795	4800	4805	4810	4815	4820	4825	4830	4835	4840	4845	4850	4855	4860	4865	4870	4875	4880	4885	4890	4895	4900	4905	4910	4915	4920	4925	4930	4935	4940	4945	4950	4955	4960	4965	4970	4975	4980	4985	4990	4995	5000
Accessed Area Capacity (pcu/hy)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200																																																																																																																					

Southbound direction - Two Lane Highway level Terrain link Analysis Base Conditions With Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000	4005	4010	4015	4020	4025	4030	4035	4040	4045	4050	4055	4060	4065	4070	4075	4080	4085	4090	4095	4100	4105	4110	4115	4120	4125	4130	4135	4140	4145	4150	4155	4160	4165	4170	4175	4180	4185	4190	4195	4200	4205	4210	4215	4220	4225	4230	4235	4240	4245	4250	4255	4260	4265	4270	4275	4280	4285	4290	4295	4300	4305	4310	4315	4320	4325	4330	4335	4340	4345	4350	4355	4360	4365	4370	4375	4380	4385	4390	4395	4400	4405	4410	4415	4420	4425	4430	4435	4440	4445	4450	4455	4460	4465	4470	4475	4480	4485	4490	4495	4500	4505	4510	4515	4520	4525	4530	4535	4540	4545	4550	4555	4560	4565	4570	4575	4580	4585	4590	4595	4600	4605	4610	4615	4620	4625	4630	4635	4640	4645	4650	4655	4660	4665	4670	4675	4680	4685	4690	4695	4700	4705	4710	4715	4720	4725	4730	4735	4740	4745	4750	4755	4760	4765	4770	4775	4780	4785	4790	4795	4800	4805	4810	4815	4820	4825	4830	4835	4840	4845	4850	4855	4860	4865	4870	4875	4880	4885	4890	4895	4900	4905	4910	4915	4920	4925	4930	4935	4940	4945	4950	4955	4960	4965	4970	4975	4980	4985	4990	4995	5000
Estimated Lane Capacity (pcu/h/ln)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2																																																																																																																																																																																																																																																																													

[illegible]

[illegible]

[illegible]

[illegible]

Hot Model - Two Lane Highway Level Terrain Gtd Analysis: Base Conditions With Development Traffic																													
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150
Traveler Volume (veh/h/ft)	700	750	750	750	700	750	750	750	700	750	750	750	700	750	750	750	700	750	750	750	700	750	750	750	700	750	750	750	750
Light Vehicle Volume (veh/h/ft)	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
Truck Type & Level, WB = Mountainous	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Left 6 Ultimate Capacity (veh/h/ft)	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	
Right 6 Ultimate Capacity (veh/h/ft)	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	
Left 3 Ultimate Capacity (veh/h/ft)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
Right 3 Ultimate Capacity (veh/h/ft)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
Left 6 Ultimate Capacity (veh/h/ft)	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	
Right 6 Ultimate Capacity (veh/h/ft)	1250	1350	1350	1350	1250	1350	1350	1350	1250	1350	1350	1350	1250	1350	1350	1350	1250	1350	1350	1350	1250	1350	1350	1250	1350	1350	1350	1350	
Left 3 Ultimate Capacity (veh/h/ft)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	
Right 3 Ultimate Capacity (veh/h/ft)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	
Number of lanes	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Number of truck bays	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Left vehicle bay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Right vehicle bay	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Development car development (ft)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Development trucks (ft)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Average Annual Daily Traffic (AADT)	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	
Peak Hour Traffic (PHF)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Conversion BODM Highway (AADT)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	
Development car development (ft) - Base Without Car development	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Development trucks (ft) - Base Without Car development	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Development car development (ft) - With Development	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Development trucks (ft) - With Development	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left Bay	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

[illegible]

Southbound Direction - Two Lane Highway Level Traffic Unit Analysis: Base Conditions With Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
	2010					2015					2020					2025					2030					2035					2040					2045					2050					2055					2060					2065					2070					2075					2080					2085					2090					2095					2100					2105					2110					2115					2120					2125					2130					2135					2140					2145					2150					2155					2160					2165					2170					2175					2180					2185					2190					2195					2200					2205					2210					2215					2220					2225					2230					2235					2240					2245					2250					2255					2260					2265					2270					2275					2280					2285					2290					2295					2300					2305					2310					2315					2320					2325					2330					2335					2340					2345					2350					2355					2360					2365					2370					2375					2380					2385					2390					2395					2400					2405					2410					2415					2420					2425					2430					2435					2440					2445					2450					2455					2460					2465					2470					2475					2480					2485					2490					2495					2500					2505					2510					2515					2520					2525					2530					2535					2540					2545					2550					2555					2560					2565					2570					2575					2580					2585					2590					2595					2600					2605					2610					2615					2620					2625					2630					2635					2640					2645					2650					2655					2660					2665					2670					2675					2680					2685					2690					2695					2700					2705					2710					2715					2720					2725					2730					2735					2740					2745					2750					2755					2760					2765					2770					2775					2780					2785					2790					2795					2800					2805					2810					2815					2820					2825					2830					2835					2840					2845					2850					2855					2860					2865					2870					2875					2880					2885					2890					2895					2900					2905					2910					2915					2920					2925					2930					2935					2940					2945					2950					2955					2960					2965					2970					2975					2980					2985					2990					2995					3000					3005					3010					3015					3020					3025					3030					3035					3040					3045					3050					3055					3060					3065					3070					3075					3080					3085					3090					3095					3100					3105					3110					3115					3120					3125					3130					3135					3140					3145					3150					3155					3160					3165					3170					3175					3180					3185					3190					3195					3200					3205					3210					3215					3220					3225					3230					3235					3240					3245					3250					3255					3260					3265					3270					3275					3280					3285					3290					3295					3300					3305					3310					3315					3320					3325					3330					3335					3340					3345					3350					3355					3360					3365					3370					3375					3380					3385					3390					3395					3400					3405					3410					3415					3420					3425					3430					3435					3440					3445					3450					3455					3460					3465					3470					3475					3480					3485					3490					3495					3500					3505					3510					3515					3520					3525					3530					3535					3540					3545					3550					3555					3560					3565					3570					3575					3580					3585					3590					3595					3600					3605					3610					3615					3620					3625					3630					3635					3640					3645					3650					3655					3660					3665					3670					3675					3680					3685					3690					3695					3700					3705					3710					3715					3720					3725					3730					3735					3740					3745					3750					3755					3760					3765					3770					3775					3780					3785					3790					3795					3800					3805					3810					3815					3820					3825					3830					3835					3840					3845					3850					3855					3860					3865					3870					3875					3880					3885					3890					3895					3900					3905					3910					3915					3920					3925					3930					3935					3940					3945					3950					3955					3960					3965					3970					3975					3980					3985					3990					3995					4000					4005					4010					4015					4020					4025					4030					4035					4040					4045					4050					4055					4060					4065					4070					4075					4080					4085					4090					4095					4100					4105					4110					4115					4120					4125					4130					4135					4140					4145					4150					4155					4160					4165					4170					4175					4180					4185					4190					4195					4200					4205					4210					4215					4220					4225					4230					4235					4240					4245					4250					4255					4260					4265					4270					4275					4280					4285					4290					4295					4300					4305					4310					4315					4320					4325					4330					4335					4340					4345					4350					4355					4360					4365					4370					4375					4380					4385					4390					4395					4400					4405					4410					4415					4420					4425					4430					4435					4440					4445					4450					4455					4460					4465					4470					4475					4480					4485					4490					4495					4500					4505					4510					4515					4520					4525					4530					4535					4540					4545					4550					4555					4560					4565					4570					4575					4580					4585					4590					4595					4600					4605					4610					4615					4620					4625					4630					4635					4640					4645					4650					4655					4660					4665					4670					4675					4680					4685					4690					4695					4700					4705					4710					4715					4720					4725					4730					4735					4740					4745					4750					4755					4760					4765					4770					4775					4780					4785					4790					4795					4800					4805					4810					4815					4820					4825					4830					4835					4840					4845					4850					4855					4860					4865					4870					4875					4880					4885					4890					4895					4900					4905					4910					4915					4920					4925					4930					4935					4940					4945					4950					4955					4960					4965					4970					4975					4980					4985					4990					4995					5000					5005					5010					5015					5020					5025					5030					5035					5040					5045					5050					5055					5060					5065					5070					5075					5080					5085					5090					5095					5100					5105					5110					5115					5120					5125					5130					5135					5140					5145					5150					5155					5160					5165					5170					5175					5180					5185					5190					5195					5200					5205					5210					5215					5220					5225					5230					5235					5240					5245					5250					5255					5260					5265					5270					5275					5280					5285					5290					5295					5300					5305					5310					5315					5320					5325					5330					5335					5340					5345					5350					5355					5360					5365					5370					5375					5380					5385					5390					5395					5400					5405					5410					5415					5420					5425					5430					5435					5440					5445					5450					5455					5460					5465					5470					5475					5480					5485					5490					5495					5500					5505					5510					5515					5520					5525					5530					5535					5540					5545					5550					5555					5560					5565					5570					5575					5580					5585					5590					5595					5600					5605					5610					5615					5620					5625					5630					5635					5640					5645					5650					5655					5660					5665					5670					5675					5680					5685					5690					5695					5700					5705					5710					5715					5720					5725					5730					5735					5740					5745					5750					5755					5760					5765					5770					5775					5780					5785					5790					5795					5800					5805					5810					5815					5820					5825					5830					5835					5840					5845					5850					5855					5860					5865					5870					5875					5880					5885					5890					5895					5900					5905					5910					5915					5920					5925					5930					5935					5940					5945					5950					5955					5960					5965					5970					5975					5980					5985					5990					5995					6000					6005					6010					6015					6020					6025					6030					6035					6040					6045					6050					6055					6060					6065					6070					6075					6080					6085					6090					6095					6100					6105					6110					6115					6120					6125					6130					6135					6140					6145					6150					6155					6160					6165					6170					6175					6180					6185					6190					6195					6200					6205					6210					6215					6220					6225					6230					6235					6240					6245					6250					6255					6260					6265					6270					6275					6280					6285					6290					6295					6300					6305					6310					6315					6320					6325					6330					6335					6340					6345					6350					6355					6360					6365					6370					6375					6380					6385					6390					6395					6400					6405					6410					6415					6420					6425					6430					6435					6440					6445					6450					6455					6460					6465					6470					6475					6480					6485					6490					6495					6500					6505					6510					6515					6520					6525					6530					6535					6540					6545					6550					6555					6560					6565					6570					6575					6580					6585					6590					6595					6600					6605					6610					6615					6620					6625					6630					6635					6640					6645					6650					6655					6660					6665					6670					6675					6680					6685					6690					6695					6700					6705					6710					6715					6720					6725					6730					6735					6740					6745					6750					6755					6760					6765					6770					6775					6780					6785					6790					6795					6800					6805					6810					6815					6820					6825					6830					6835					6840					6845					6850					6855					6860					6865					6870					6875					6880					6885					6890					6895					6900					6905					6910					6915					6920					6925					6930					6935					6940					6945					6950					6955					6960					6965					6970					6975					6980					6985					6990					6995					7000					7005					7010					7015					7020					7025					7030					7035					7040					7045					7050					7055					7060					7065					7070					7075					7080					7085					7090					7095					7100					7105					7110					7115					7120					7125					7130					7135					7140					7145					7150</				

[illegible]

No. Vehicles / Four Lane Highway Level of Service Link Analysis, Base Conditions With Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000	4005	4010	4015	4020	4025	4030	4035	4040	4045	4050	4055	4060	4065	4070	4075	4080	4085	4090	4095	4100	4105	4110	4115	4120	4125	4130	4135	4140	4145	4150	4155	4160	4165	4170	4175	4180	4185	4190	4195	4200	4205	4210	4215	4220	4225	4230	4235	4240	4245	4250	4255	4260	4265	4270	4275	4280	4285	4290	4295	4300	4305	4310	4315	4320	4325	4330	4335	4340	4345	4350	4355	4360	4365	4370	4375	4380	4385	4390	4395	4400	4405	4410	4415	4420	4425	4430	4435	4440	4445	4450	4455	4460	4465	4470	4475	4480	4485	4490	4495	4500	4505	4510	4515	4520	4525	4530	4535	4540	4545	4550	4555	4560	4565	4570	4575	4580	4585	4590	4595	4600	4605	4610	4615	4620	4625	4630	4635	4640	4645	4650	4655	4660	4665	4670	4675	4680	4685	4690	4695	4700	4705	4710	4715	4720	4725	4730	4735	4740	4745	4750	4755	4760	4765	4770	4775	4780	4785	4790	4795	4800	4805	4810	4815	4820	4825	4830	4835	4840	4845	4850	4855	4860	4865	4870	4875	4880	4885	4890	4895	4900	4905	4910	4915	4920	4925	4930	4935	4940	4945	4950	4955	4960	4965	4970	4975	4980	4985	4990	4995	5000
Arroyo Los Angeles (Veh/Hr)	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250	7250</																																																																																																																																																																																																																																																																					

Southwold Dam Access - Full Extent		Southwold Access - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
Year of analysis	2010	2015	2020	2025	2032	2037	2042	2047	2052	2057	2062	2067	2072	2077	2082	2087	2092	2097	2102	2107	2112	2117	2122	2127	2132	2137	2142	2147	2152	2157	2162	2167	2172	2177	2182	2187	2192	2197	2202	2207	2212	2217	2222	2227	2232	2237	2242	2247	2252	2257	2262	2267	2272	2277	2282	2287	2292	2297	2302	2307	2312	2317	2322	2327	2332	2337	2342	2347	2352	2357	2362	2367	2372	2377	2382	2387	2392	2397	2402	2407	2412	2417	2422	2427	2432	2437	2442	2447	2452	2457	2462	2467	2472	2477	2482	2487	2492	2497	2502	2507	2512	2517	2522	2527	2532	2537	2542	2547	2552	2557	2562	2567	2572	2577	2582	2587	2592	2597	2602	2607	2612	2617	2622	2627	2632	2637	2642	2647	2652	2657	2662	2667	2672	2677	2682	2687	2692	2697	2702	2707	2712	2717	2722	2727	2732	2737	2742	2747	2752	2757	2762	2767	2772	2777	2782	2787	2792	2797	2802	2807	2812	2817	2822	2827	2832	2837	2842	2847	2852	2857	2862	2867	2872	2877	2882	2887	2892	2897	2902	2907	2912	2917	2922	2927	2932	2937	2942	2947	2952	2957	2962	2967	2972	2977	2982	2987	2992	2997	3002	3007	3012	3017	3022	3027	3032	3037	3042	3047	3052	3057	3062	3067	3072	3077	3082	3087	3092	3097	3102	3107	3112	3117	3122	3127	3132	3137	3142	3147	3152	3157	3162	3167	3172	3177	3182	3187	3192	3197	3202	3207	3212	3217	3222	3227	3232	3237	3242	3247	3252	3257	3262	3267	3272	3277	3282	3287	3292	3297	3302	3307	3312	3317	3322	3327	3332	3337	3342	3347	3352	3357	3362	3367	3372	3377	3382	3387	3392	3397	3402	3407	3412	3417	3422	3427	3432	3437	3442	3447	3452	3457	3462	3467	3472	3477	3482	3487	3492	3497	3502	3507	3512	3517	3522	3527	3532	3537	3542	3547	3552	3557	3562	3567	3572	3577	3582	3587	3592	3597	3602	3607	3612	3617	3622	3627	3632	3637	3642	3647	3652	3657	3662	3667	3672	3677	3682	3687	3692	3697	3702	3707	3712	3717	3722	3727	3732	3737	3742	3747	3752	3757	3762	3767	3772	3777	3782	3787	3792	3797	3802	3807	3812	3817	3822	3827	3832	3837	3842	3847	3852	3857	3862	3867	3872	3877	3882	3887	3892	3897	3902	3907	3912	3917	3922	3927	3932	3937	3942	3947	3952	3957	3962	3967	3972	3977	3982	3987	3992	3997	4002	4007	4012	4017																																																																																																																								
Link Length Capacity (pc/h/ft)	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250

[illegible]

Roadway Data - Between Connelburg Highway and 60th west of private access										Key Metrics										Two Lane Highway Level Terrain Soil Analysis: Base Conditions Without Development Traffic									
View of Analysis										View of Analysis										View of Analysis									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location										Location									
Location										Location</																			

[illegible][illegible]

Southbound Direction - Two Lane Highway Level Traffic Unit Analysis: Base Conditions With Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000	4005	4010	4015	4020	4025	4030	4035	4040	4045	4050	4055	4060	4065	4070	4075	4080	4085	4090	4095	4100	4105	4110	4115	4120	4125	4130	4135	4140	4145	4150	4155	4160	4165	4170	4175	4180	4185	4190	4195	4200	4205	4210	4215	4220	4225	4230	4235	4240	4245	4250																																																																																																																																																																																																				
Level of Service (LOS)	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

East Tazewell Road - Between Greenhough Highway and Springberg Road			West Tazewell Road - Between Greenhough Highway and Springberg Road			Northbound Two Lane Highway Level Terrain Link Analysis - Base Conditions VEBest Development Traffic			Southbound Two Lane Highway Level Terrain Link Analysis - Base Conditions VEBest Development Traffic			Eastbound Two Lane Highway Level Terrain Link Analysis - Base Conditions VEBest Development Traffic			Westbound Two Lane Highway Level Terrain Link Analysis - Base Conditions VEBest Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000																																																																																												
Left Turned Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200

[illegible][illegible][illegible]

Forten Road - Between Cunningham Highway and Grays Road		Northbound - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	
Unimproved Link Capacity (pcu/h)		2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Light Vehicle Volume (veh/h)		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Terrain Type (L = Level, B = Rolling, M = Mountainous)		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Link A Minimum Capacity (pcu/h)		150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150		
Link B Minimum Capacity (pcu/h)		400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400		
Link C Minimum Capacity (pcu/h)		795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795		
Link D Minimum Capacity (pcu/h)		1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350		
Link E Minimum Capacity (pcu/h)		2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200		
Number of Items		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Number of Trucks (veh/h)		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Percentage Trucks (H)		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		
Percentage Trucks (M)		0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09		
Heavy Vehicle Factor (HVC) (L=0.4, B=0.3, M=0.2)		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96		
Driver population (H)		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Average Annual Daily Traffic (AADT)		13	14	14	14	15	15	15	16	16	16	17	17	17	18	18	18	19	19	20	20	20	21	21	22	22	23		
Peak Hour Factor		0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99		
K-value (B=0.09, H=0.4) / AADT		0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Design Hour Volume (AADT x 30th Highest Factor)		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Passenger Car Equivalent Design Flow (pcu/h) (B=0.4, H=0.4) - Base Without Development		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Link Break		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
Volume to Capacity Ratio (V/C)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		

Forten Road - Between Cunningham Highway and Grays Road		Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	
Unimproved Link Capacity (pcu/h)		2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Light Vehicle Volume (veh/h)		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Terrain Type (L = Level, B = Rolling, M = Mountainous)		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Link A Minimum Capacity (pcu/h)		150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150		
Link B Minimum Capacity (pcu/h)		400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400		
Link C Minimum Capacity (pcu/h)		795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795		
Link D Minimum Capacity (pcu/h)		1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350		
Link E Minimum Capacity (pcu/h)		2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200		
Number of Items		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Number of Trucks (veh/h)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total vehicle (veh/h)		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Percentage Trucks (H)		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		
Percentage Trucks (M)		0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09		
Heavy Vehicle Factor (HVC) (L=0.4, B=0.3, M=0.2)		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96		
Driver population (H)		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Average Annual Daily Traffic (AADT)		13	14	14	14	15	15	15	16	16	16	17	17	17	18	18	18	19	19	20	20	20	21	21	22	22	23		
Peak Hour Factor		0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99		
K-value (B=0.09, H=0.4) / AADT		0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Design Hour Volume (AADT x 30th Highest Factor)		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Passenger Car Equivalent Design Flow (pcu/h) (B=0.4, H=0.4) - Base Without Development		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Link Break		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
Volume to Capacity Ratio (V/C)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		

Forten Road - Between Cunningham Highway and Grays Road		Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																											
Year of Analysis		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	
Unimproved Link Capacity (pcu/h)		2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Light Vehicle Volume (veh/h)		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Terrain Type (L = Level, B = Rolling, M = Mountainous)		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Link A Minimum Capacity (pcu/h)		150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150		
Link B Minimum Capacity (pcu/h)		400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400		
Link C Minimum Capacity (pcu/h)		795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795		
Link D Minimum Capacity (pcu/h)		1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350		
Link E Minimum Capacity (pcu/h)		2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	22									

[illegible]

Ingressed Quarry Access Road - Full Extent																											
Northbound - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urbanized Area Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	50	51	52	53	54	55	56	57	59	60	61	62	63	65	66	67	69	70	71	73	74	75	77	79	80	82	84
Terrain Type (A = Level, B = Rolling, M = Mountainous)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Left A Minimum Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Left B Minimum Capacity (pcu/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
Left C Minimum Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Left D Minimum Capacity (pcu/h)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Left E Minimum Capacity (pcu/h)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	
Number of Items	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	9	9	9	9	10	10	10	10	10	11	11	11	11	11	12	12	12	12	13	13	13	13	14	14	14	15	
Total vehicles (veh/h)	59	60	61	62	64	65	66	68	69	70	72	73	75	76	78	79	81	82	84	86	87	89	91	93	95	97	98
Passenger car equivalent (B)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (H)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design vehicle factor (H)(A+D)(M+B+L)	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Design population (B)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	392	400	408	416	424	432	442	450	459	469	478	488	497	507	517	528	538	549	560	571	583	594	606	618	631	643	656
Design Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Design Hour Volume (AADT)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (AADT x 30th Highest Factor)	63	65	67	69	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	96	98	100	102	104	106	
Passenger Car Equivalent Design Flow (pcu/h)(B)(H) - With Development	63	65	66	67	68	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	96	98	100	102	104	106
Left Break	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Volume to Capacity Ratio (V/C)	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.05	0.05

Ingressed Quarry Access Road - Full Extent																											
Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urbanized Area Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	50	51	52	53	54	55	56	57	59	60	61	62	63	65	66	67	69	70	71	73	74	75	77	79	80	82	84
Terrain Type (A = Level, B = Rolling, M = Mountainous)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Left A Minimum Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Left B Minimum Capacity (pcu/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
Left C Minimum Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Left D Minimum Capacity (pcu/h)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Left E Minimum Capacity (pcu/h)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	
Number of Items	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	9	9	9	9	10	10	10	10	10	11	11	11	11	11	12	12	12	12	13	13	13	13	14	14	14	15	
Total vehicles (veh/h)	59	60	61	62	64	65	66	68	69	70	72	73	75	76	78	79	81	82	84	86	87	89	91	93	95	97	98
Passenger car equivalent (B)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (H)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design vehicle factor (H)(A+D)(M+B+L)	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Design population (B)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	392	400	408	416	424	432	442	450	459	469	478	488	497	507	517	528	538	549	560	571	583	594	606	618	631	643	656
Design Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Design Hour Volume (AADT)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (AADT x 30th Highest Factor)	63	65	67	69	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	96	98	100	102	104	106	
Passenger Car Equivalent Design Flow (pcu/h)(B)(H) - With Development	63	65	66	67	68	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	96	98	100	102	104	106
Left Break	A	A	A	A	A	A	A	A	A	A	A	A</															

[illegible][illegible][illegible][illegible]

[illegible]

[illegible]

Mouquib Creek Road - Between Grays Road and Cunningham Highway																											
Northbound - Two Lane Highway level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urbanized Link Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Terrain Type (L = Level, B = Rolling, M = Mountainous)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Link A Minimum Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Link B Minimum Capacity (pcu/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
Link C Minimum Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Link D Minimum Capacity (pcu/h)	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
Link E Minimum Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of Items	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total vehicle (veh/h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Passenger car equivalent (PCE)	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
Percentage Trucks (PH)	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	
Heavy vehicle factor (HVF) (L=0.4, B=0.5, M=1.0)	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Design population (P)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	
Design Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Volume (ADMT) / AADT	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (ADMT x 30min Highest Factor)	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Passenger Car Equivalent Design Flow (pcu/h) (HVF)	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Passenger Car Equivalent Design Flow (pcu/h) (HVF) - With Development	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Link Break	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Mouquib Creek Road - Between Grays Road and Cunningham Highway																											
Southbound Direction - Two Lane Highway level Terrain Link Analysis: Base Conditions With Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urbanized Link Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Terrain Type (L = Level, B = Rolling, M = Mountainous)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Link A Minimum Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Link B Minimum Capacity (pcu/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
Link C Minimum Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Link D Minimum Capacity (pcu/h)	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
Link E Minimum Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of Items	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total vehicle (veh/h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Passenger car equivalent (PCE)	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
Percentage Trucks (PH)	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	
Heavy vehicle factor (HVF) (L=0.4, B=0.5, M=1.0)	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Design population (P)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	
Design Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Volume (ADMT) / AADT	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (ADMT x 30min Highest Factor)	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Passenger Car Equivalent Design Flow (pcu/h) (HVF)	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Passenger Car Equivalent Design Flow (pcu/h) (HVF) - With Development	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Link Break	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Mouquib Creek Road - Between Grays Road and Cunningham Highway																											
Southbound Direction - Two Lane Highway level Terrain Link Analysis: Base Conditions With Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urbanized Link Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Terrain Type (L = Level, B = Rolling, M = Mountainous)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Link A Minimum Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Link B Minimum Capacity (pcu/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
Link C Minimum Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Link D Minimum Capacity (pcu/h)	1500	1500	1500	1																							

Old Texas Yeladon Road - Between Texas Yeladon Road and Rocky Creek Road		Northbound - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	
Unimproved Link Capacity (pcu/h)		2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Light Vehicle Volume (veh/h)		4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Terrain Type (A = Level, B = Rolling, M = Mountainous)		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Link A Minimum Capacity (pcu/h)		200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	
Link B Minimum Capacity (pcu/h)		400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
Link C Minimum Capacity (pcu/h)		792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	
Link D Minimum Capacity (pcu/h)		1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	
Link E Minimum Capacity (pcu/h)		2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of Items		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Number of Trucks (veh/h)		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Total vehicle volume (veh/h)		5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5		
Percentage Trucks (Ph)		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		
Percentage Trucks (Ph)		0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19		
Heavy vehicle factor (HVF) (pcu/h)		0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91		
Driver population (Ph)		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Average Annual Daily Traffic (AADT)		40	41	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	62	63	64	65	67	69	71		
Design Hour Factor		0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09		
Design Hour Volume (ADV) (30th Highest Factor)		0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12		
Passenger Car Equivalent Design Flow (pcu/h) (PHV) - Base Without Development		6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6		
Passenger Car Equivalent Design Flow (pcu/h) (PHV) - With Development		6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6		
Link Break		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Volume to Capacity Ratio (V/C)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Northbound - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	
Unimproved Link Capacity (pcu/h)		2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Light Vehicle Volume (veh/h)		4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Terrain Type (A = Level, B = Rolling, M = Mountainous)		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Link A Minimum Capacity (pcu/h)		200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200		
Link B Minimum Capacity (pcu/h)		400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400		
Link C Minimum Capacity (pcu/h)		792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792		
Link D Minimum Capacity (pcu/h)		1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344		
Link E Minimum Capacity (pcu/h)		2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200		
Number of Items		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Number of Trucks (veh/h)		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Total vehicle volume (veh/h)		5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5		
Percentage Trucks (Ph)		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		
Percentage Trucks (Ph)		0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19		
Heavy vehicle factor (HVF) (pcu/h)		0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91		
Driver population (Ph)		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Average Annual Daily Traffic (AADT)		40	41	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	62	63	64	65	67	69	71		
Design Hour Factor		0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09		
Design Hour Volume (ADV) (30th Highest Factor)		0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12		
Passenger Car Equivalent Design Flow (pcu/h) (PHV) - Base Without Development		6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6		
Passenger Car Equivalent Design Flow (pcu/h) (PHV) - With Development		6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6		
Link Break		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Volume to Capacity Ratio (V/C)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	
Unimproved Link Capacity (pcu/h)		2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Light Vehicle Volume (veh/h)		4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Terrain Type (A = Level, B = Rolling, M = Mountainous)		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Link A Minimum Capacity (pcu/h)		200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200		
Link B Minimum Capacity (pcu/h)		400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400		
Link C Minimum Capacity (pcu/h)		792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792		
Link D Minimum Capacity (pcu/h)		1344	1344	1344	1344																								

Old Texas Yelabon Road - Between Rocky Creek Road and Improved Texas Road		Northbound - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042				
Unimproved Link Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200				
Light Vehicle Volume (veh/h)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4				
Terrain Type (L = Level, B = Rolling, M = Mountainous)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1					
Link A Minimum Capacity (pcu/h)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200				
Link B Minimum Capacity (pcu/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400				
Link C Minimum Capacity (pcu/h)	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792				
Link D Minimum Capacity (pcu/h)	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344				
Link E Minimum Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200				
Number of Items	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
Number of Trucks (veh/h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
Total vehicle volume (veh/h)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5				
Percentage Trucks (H)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5				
Percentage Trucks (M)	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19				
Heavy vehicle factor (H+M) (4+M)(B+L)	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91				
Design population (H)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
Average Annual Daily Traffic (AADT)	42	44	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	62	63	64	65	67	69				
Design Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
Volume (BDM Highway) / AADT	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12				
Design Hour Volume (ADT x 30th Highest Factor)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5				
Passenger Car Equivalent Design Flow (pcu/h) (BDMHV) - Base Without Development	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6				
Link Break	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A				
Volume to Capacity Ratio (V/C)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
Northbound - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042			
Unimproved Link Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200				
Light Vehicle Volume (veh/h)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4				
Terrain Type (L = Level, B = Rolling, M = Mountainous)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
Link A Minimum Capacity (pcu/h)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200				
Link B Minimum Capacity (pcu/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400				
Link C Minimum Capacity (pcu/h)	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792				
Link D Minimum Capacity (pcu/h)	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344				
Link E Minimum Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200				
Number of Items	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
Number of Trucks (veh/h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
Total vehicle volume (veh/h)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5				
Percentage Trucks (H)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5				
Percentage Trucks (M)	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19				
Heavy vehicle factor (H+M) (4+M)(B+L)	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91				
Design population (H)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
Average Annual Daily Traffic (AADT)	42	44	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	62	63	64	65	67	69				
Design Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
Volume (BDM Highway) / AADT	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12				
Design Hour Volume (ADT x 30th Highest Factor)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5				
Passenger Car Equivalent Design Flow (pcu/h) (BDMHV) - Base Without Development	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6				
Passenger Car Equivalent Design Flow (pcu/h) (BDMHV) - With Development	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6				
Link Break	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A				
Volume to Capacity Ratio (V/C)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
Old Texas Yelabon Road - Between Rocky Creek Road and Improved Texas Road		Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042				
Unimproved Link Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200				
Light Vehicle Volume (veh/h)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4				
Terrain Type (L = Level, B = Rolling, M = Mountainous)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1					
Link A Minimum Capacity (pcu/h)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200				
Link B Minimum Capacity (pcu/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400				
Link C Minimum Capacity (pcu/h)	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792				
Link D Minimum Capacity (pcu/h)	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344				
Link E Minimum Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200				
Number of Items	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1</									

HoRdM - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																												
Year of analysis	2018	2019	2020	2021	2022	2023	2024	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Automobiles Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	50	53	52	53	54	55	56	57	58	60	61	62	63	65	66	67	69	70	71	73	74	76	77	78	80	82	86	86
Truck Type A + Load, B+ Trailers, M+ Mount(ings)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Link A Utilization Capacity (pc/h/ft)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Link B Utilization Capacity (pc/h/ft)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Link C Utilization Capacity (pc/h/ft)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Link D Utilization Capacity (pc/h/ft)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Link E Utilization Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Station Inlets	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Link capacity (veh/h)	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	
Capacity car equivalent (veh/h)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Accessed Trains (per hour)	392	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Average RDSH length / AADT	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Capacity Car Equivalent Design Flow (pc/h/ft)/AADT - Base Without Dev. Document	63	65	66	67	68	69	70	71	72	73	74	75	76	77	79	80	81	83	85	87	89	90	92	94	96	100	102	104
Capacity Car Equivalent Design Flow (pc/h/ft)/AADT - With Development	63	65	66	71	69	70	71	73	74	76	77	79	80	80	82	83	85	87	89	90	92	94	96	98	100	102	104	106
Link Design	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.05	0.05

Southbound Direction - Two Lane Highway level Terrain link Analysis: Best Conditions With Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000																																																																																																																																													
Reference Link Capacity (vph/ln)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	22

[illegible]

[illegible][illegible][illegible][illegible]

[illegible]

[illegible]

South Atlantic - Two Lane Highway Level Terrain Unit Analysis: Base Conditions With Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000	4005	4010	4015	4020	4025	4030	4035	4040	4045	4050	4055	4060	4065	4070	4075	4080	4085	4090	4095	4100	4105	4110	4115	4120	4125	4130	4135	4140	4145	4150	4155	4160	4165	4170	4175	4180	4185	4190	4195	4200	4205	4210	4215	4220	4225	4230	4235	4240	4245	4250	4255	4260	4265	4270	4275	4280	4285	4290	4295	4300	4305	4310	4315	4320	4325	4330	4335	4340	4345	4350	4355	4360	4365	4370	4375	4380	4385	4390	4395	4400	4405	4410	4415	4420	4425	4430	4435	4440	4445	4450	4455	4460	4465	4470	4475	4480	4485	4490	4495	4500	4505	4510	4515	4520	4525	4530	4535	4540	4545	4550	4555	4560	4565	4570	4575	4580	4585	4590	4595	4600	4605	4610	4615	4620	4625	4630	4635	4640	4645	4650	4655	4660	4665	4670	4675	4680	4685	4690	4695	4700	4705	4710	4715	4720	4725	4730	4735	4740	4745	4750	4755	4760	4765	4770	4775	4780	4785	4790	4795	4800	4805	4810	4815	4820	4825	4830	4835	4840	4845	4850	4855	4860	4865	4870	4875	4880	4885	4890	4895	4900	4905	4910	4915	4920	4925	4930	4935	4940	4945	4950	4955	4960	4965	4970	4975	4980	4985	4990	4995	5000
Base Volume Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2																																																																																																																																																																																																																																															

Downward Road - Between Texas Yulabond Road and Private Land		Southbound Direction - Two Lane Highway Level Terrain Only Analytic Base Conditions Without Development Traffic																															
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046				
Traveler or Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200				
Vehicle Type or Mix (%)	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90					
Vehicle Type or Mix - Level, R= Rolling, M= Mountainous	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L					
Left Turned Capacity (pc/h/ft)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150					
Left Turned Capacity (pc/h/ft)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400					
Left Turned Capacity (pc/h/ft)	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250					
Left Turned Capacity (pc/h/ft)	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300					
Left Turned Capacity (pc/h/ft)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000					
Number of Items	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1					
Number of Items (pc/h/ft)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2					
Number of Items (pc/h/ft)	59	60	61	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Percentage or Capacity (%)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5					
Percentage Traffic (%)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15					
Percentage Traffic (%)	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09					
General population (%)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1					
General population (%)	392	400	408	416	424	433	442	450	459	469	478	488	497	507	517	526	536	546	556	566	571	583	594	606	618	631	643	656					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95					
Annual Distance (mi)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15					
Annual Hour Volume (ADT)	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95					
Design Hour Volume (ADT) - 30th Percentile Factor	60	60	60	62	64	66	68	69	70	71	72	73	74	75	76	77	78	79	80	81													

[illegible]

[illegible][illegible]

Unbound Road - Between East Samwell Road and Suthers Road																											
Northbound - Two Lane Highway level Terrain link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Ultimate Lane Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Light Vehicle Volume (veh/h)	50	51	52	53	54	55	56	57	59	60	61	62	63	65	66	67	69	70	71	73	74	76	77	79	80	82	84
Terrain Type (A = Level, B = Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Est. A Ultimate Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Est. B Ultimate Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Est. C Ultimate Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Est. D Ultimate Capacity (pcu/h)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Est. E Ultimate Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Number of trucks (veh/h)	9	9	9	9	10	10	10	10	10	11	11	11	11	11	12	12	13	13	13	13	14	14	14	14	14	15	
Total vehicle (veh/h)	59	60	61	62	64	65	66	68	69	70	72	73	75	76	78	79	81	82	84	86	87	89	91	93	95	97	
Designated car equivalent (h)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		
Percentage Trucks (h)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Heavy vehicle factor (Hv) (A=1, B=1.1)	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93		
Designated car equivalent (h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Average Annual Daily Traffic (AADT)	392	400	408	416	424	433	442	450	459	469	478	488	497	507	517	528	538	549	560	571	583	594	606	618	631	645	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Designation (hwy) (A=1, B=1.1)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Designation (hwy) (A=1, B=1.1)	63	65	66	67	68	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	96	99	100	104	106	
Est. Result	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	

Unbound Road - Between East Samwell Road and Suthers Road																											
Northbound - Two Lane Highway level Terrain link Analysis: Base Conditions With Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Ultimate Lane Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Light Vehicle Volume (veh/h)	50	51	52	53	54	55	56	57	59	60	61	62	63	65	66	67	69	70	71	73	74	76	77	79	80	82	84
Terrain Type (A = Level, B = Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Est. A Ultimate Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Est. B Ultimate Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Est. C Ultimate Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Est. D Ultimate Capacity (pcu/h)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Est. E Ultimate Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Number of trucks (veh/h)	9	9	9	9	10	10	10	10	10	11	11	11	11	11	12	12	13	13	13	13	14	14	14	14	14	15	
Total vehicle (veh/h)	59	60	61	62	64	65	66	68	69	70	72	73	75	76	78	79	81	82	84	86	87	89	91	93	95	97	
Designated car equivalent (h)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		
Percentage Trucks (h)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Average Annual Daily Traffic (AADT)	392	400	408	416	424	433	442	450	459	469	478	488	497	507	517	528	538	549	560	571	583	594	606	618	631	645	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Designation (hwy) (A=1, B=1.1)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Designation (hwy) (A=1, B=1.1)	63	65	66	67	68	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	96	99	100	104	106	
Est. Result	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A									

Unbound Road - Between East Samwell Road and Suthers Road																											
Southbound Direction - Two Lane Highway level Terrain link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Ultimate Lane Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Light Vehicle Volume (veh/h)	50	51	52	53	54	55	56	57	59	60	61	62	63	65	66	67	69	70	71	73	74	76	77	79	80	82	
Terrain Type (A = Level, B = Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L		
Est. A Ultimate Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Est. B Ultimate Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Est. C Ultimate Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Est. D Ultimate Capacity (pcu/h)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Est. E Ultimate Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Number of trucks (veh/h)	9	9	9	10	10	10	10	10	10	11	11	11	11	11	12	12	13	13	13	13	14	14	14	14	14		
Total vehicles (veh/h)	59	60	61	62	64	65	66	68	69	70	72	73	75	76	78	79	81	82	84	86	87	89	91	93	95	97	
Designated car equivalent (h)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		
Percentage Trucks (h)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Heavy vehicle factor (Hv) (A=1, B=1.1)	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93		
Designation (hwy) (A=1, B=1.1)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Average Annual Daily Traffic (AADT)	392	400	408	416	424	433	442	450	459	469	478	488	497	507	517	528	538	549	560	571	583	594	606	618	631	645	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Designation (hwy) (A=1, B=1.1)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Design Hour Volume (ADV) (15th Percentile Factor)	59	60	61	62	64	65	66	68	69	70	72	73	75	76	78	79	81	82	84	86	87	89	91	93	95	97	
Designation (hwy) (A=1, B=1.1)	63	65	66	67	68	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	96	99	100	102	104	
Designation (hwy) (A=1, B=1.1)	63	65	66	67	68	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	96	99	100	102	104	
Est. Result	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
Volume to Capacity Ratio (V/C)	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03		

Southbound Direction - Two Lane Highway level Terrain link Analysis: Base Conditions With Development Traffic																											
Year of analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Ultimate Lane Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	50	51	52	53	54	55	56	57	59	60	61	62	63	65	66	67	69	70	71	73	74	76	77	79	80	82	84
Terrain Type (A = Level, B = Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Est. A Ultimate Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Est. B Ultimate Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480
Est. M Ultimate Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795
Est. A Volume (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Est. B Volume (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Est. M Volume (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of lanes	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of truck bays	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Flow estimate (veh/h)	59	60	61	62	63	65	66	67	69	70	71	73	74	76	77	79	80	82	84	86	88	90	92	94	96	97	
Percentage of truck traffic (pt)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Development Trucks (pt)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Development Trucks (veh/h)	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	
Development Trucks Traffic (ADT)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Design Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Design Hour Volume (ADT)	63	65	66	67	68	69	70	71	72	73	74	76	77	79	80	82	84	86	88	90	92	94	96	97	99	100	
Development Trucks (ADT)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Development Trucks Traffic (ADT)	63	65	66	67	68	69	70	71	72	73	74	76	77	79	80	82	84	86	88	90	92	94	96	97	99	100	
Estimate C&D Equivalent Design Flow (pcu/h) (Veh/h) With Development	63	65	66	67	68	69	70	71	73	74	76	77	79	80	82	85	87	89	90	92	94	96	98	100	102	104	106
Est. Road	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.05	0.06

Unbound Road - Full extent																												
Northbound - Two Lane Highway level Terrain link Analysis: Base Conditions Without Development Traffic																												
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	
Ultimate Lane Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Light Vehicle Volume (veh/h)	50	51	52	53	54	55	56	57	59	60	61	62	63	65	66	67	69	70	71	73	74	76	77	79	80	82	84	
Terrain Type (A = Level, B = Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L		
Est. A Ultimate Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150		
Est. B Ultimate Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480		
Est. C Ultimate Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795		
Est. D Ultimate Capacity (pcu/h)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350		
Est. E Ultimate Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200		
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Number of trucks (veh/h)	9	9	9	10	10	10	10	10	10	11	11	11	11	11	12	12	13	13	13	13	14	14	14	14	14	15		
Total vehicles (veh/h)	59	60	61	62	64	65	66	68	69	70	72	73	75	76	78	79	81	82	84	86	87	89	91	93	95	97	99	
Designated car equivalent (h)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		
Percentage Trucks (h)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Heavy vehicle factor (Hv) (A=veh/B=1)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Over population (h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Average Annual Daily Traffic (AADT)	392	400	408	416	424	433	442	450	459	469	478	488	497	507	517	528	538	549	560	571	583	594	606	618	631	643	656	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Service (20th Highest) / AADT	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Design Hour Volume (ADV) (20th Highest Factor)	59	60	61	62	64	65	66	68	69	70	72	73	74	76	77	79	80	82	83	85	87	89	90	92	94	96	98	100
Designated Car Equivalent Design Flow (Vp) (veh/h) - Base Without Development	63	65	66	67	69	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	96	98	100	102	104	106	
Development Traffic (veh/h)																												
Designated Car Equivalent Design Flow (Vp) (veh/h) - With Development																												
Est. Result	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
Volume to Capacity Ratio (V/C)	0.03	0.03	0.03	0.03	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.05	0.05	

Unbound Road - Full extent																											
Southbound Direction - Two Lane Highway level Terrain link Analysis: Base Conditions Without Development Traffic																											
Year of analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Ultimate Lane Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	50	51	52	53	54	55	56	57	59	60	61	62	63	65	66	67	69	70	71	73	74	76	77	79	80	82	84
Terrain Type (A = Level, B = Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Est. A Ultimate Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Est. B Ultimate Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480
Est. C Ultimate Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795
Est. D Ultimate Capacity (pcu/h)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350
Est. E Ultimate Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of trucks (veh/h)	9	9	9	10	10	10	10	10	10	11	11	11	11	11	12	12	13	13	13	13	14	14	14	14	14	15	
Total vehicles (veh/h)	59	60	61	62	64	65	66	68	69	70	72	73	75	76	78	79	81	82	84	86	87	89	91	93	95	97	99
Designated car equivalent (h)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (h)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Heavy vehicle factor (Hv) (A=veh/B=1)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Over population (h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	392	400	408	416	424	433	442	450	459	469	478	488	497	507	517	528	538	549	560	571	583	594	606	618	631	643	656
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Service (20th Highest) / AADT	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (ADV) (20th Highest Factor)	59	60	61	62	64	65	66	68	69	70	72	73	75	76	78	79	81	82	84	86	87	89	91	93	95	97	99
Designated Car Equivalent Design Flow (Vp) (veh/h) - Base Without Development	63	65	66	67	69	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	96	98	100	102	104	106
Development Traffic (veh/h)																											
Designated Car Equivalent Design Flow (Vp) (veh/h) - With Development																											
Est. Result	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.05	0.05

Southbound Direction - Two Lane Highway level Terrain link Analysis: Base Conditions With Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Volume Link Capacity (veh/h/ln)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Volume Volume (veh/h)	50	50	52	53	54	55	56	57	59	60	61	62	63	65	66	67	69	70	71	73	74	76	77	79	80	82	84
Volume Type 1 - Local, R - Through, M - Mixed (veh/h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Link A - Unimodal Capacity (veh/h/ln)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Link A - Unimodal Capacity (veh/h/ln)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480
Link C - Unimodal Capacity (veh/h/ln)	725	725	725	725	725	725	725	725	725	725	725	725	725	725	725	725	725	725	725	725	725	725	725	725	725	725	725
Link C - Unimodal Capacity (veh/h/ln)	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250
Link D - Unimodal Capacity (veh/h/ln)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Through Lanes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Link A Capacity (veh/h/ln)	59	60	61	62	64	65	66	68	69	70	72	73	75	76	77	79	80	82	84	86	87	89	91	93	95	97	99
Link C Capacity (veh/h/ln)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Through Lane Capacity (veh/h/ln)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Through Lane Capacity (veh/h/ln)	392	400	408	416	424	432	440	448	456	464	472	480	488	496	504	512	520	528	536	544	552	560	568	576	584	592	
Through Lane Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Through Lane Capacity (veh/h/ln)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Through Lane Capacity (veh/h/ln)	63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	
Through Lane Capacity (veh/h/ln)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Through Lane Capacity (veh/h/ln)	63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	
Through Lane Capacity (veh/h/ln)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	
Through Lane Capacity (veh/h/ln)	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	

[illegible][illegible]

Banner Way - Between Texas Bridge Road and Glenrock Road		Northbound - Two Lane Highway Level Terrain Urban Analysis Base Conditions Without Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
Year of analysis		2010	2015	2020	2025	2032	2037	2042	2047	2052	2057	2062	2067	2072	2077	2082	2087	2092	2097	2102	2107	2112	2117	2122	2127	2132	2137	2142	2147	2152	2157	2162	2167	2172	2177	2182	2187	2192	2197	2202	2207	2212	2217	2222	2227	2232	2237	2242	2247	2252	2257	2262	2267	2272	2277	2282	2287	2292	2297	2302	2307	2312	2317	2322	2327	2332	2337	2342	2347	2352	2357	2362	2367	2372	2377	2382	2387	2392	2397	2402	2407	2412	2417	2422	2427	2432	2437	2442	2447	2452	2457	2462	2467	2472	2477	2482	2487	2492	2497	2502	2507	2512	2517	2522	2527	2532	2537	2542	2547	2552	2557	2562	2567	2572	2577	2582	2587	2592	2597	2602	2607	2612	2617	2622	2627	2632	2637	2642	2647	2652	2657	2662	2667	2672	2677	2682	2687	2692	2697	2702	2707	2712	2717	2722	2727	2732	2737	2742	2747	2752	2757	2762	2767	2772	2777	2782	2787	2792	2797	2802	2807	2812	2817	2822	2827	2832	2837	2842	2847	2852	2857	2862	2867	2872	2877	2882	2887	2892	2897	2902	2907	2912	2917	2922	2927	2932	2937	2942	2947	2952	2957	2962	2967	2972	2977	2982	2987	2992	2997	3002	3007	3012	3017	3022	3027	3032	3037	3042	3047	3052	3057	3062	3067	3072	3077	3082	3087	3092	3097	3102	3107	3112	3117	3122	3127	3132	3137	3142	3147	3152	3157	3162	3167	3172	3177	3182	3187	3192	3197	3202	3207	3212	3217	3222	3227	3232	3237	3242	3247	3252	3257	3262	3267	3272	3277	3282	3287	3292	3297	3302	3307	3312	3317	3322	3327	3332	3337	3342	3347	3352	3357	3362	3367	3372	3377	3382	3387	3392	3397	3402	3407	3412	3417	3422	3427	3432	3437	3442	3447	3452	3457	3462	3467	3472	3477	3482	3487	3492	3497	3502	3507	3512	3517	3522	3527	3532	3537	3542	3547	3552	3557	3562	3567	3572	3577	3582	3587	3592	3597	3602	3607	3612	3617	3622	3627	3632	3637	3642	3647	3652	3657	3662	3667	3672	3677	3682	3687	3692	3697	3702	3707	3712	3717	3722	3727	3732	3737	3742	3747	3752	3757	3762	3767	3772	3777	3782	3787	3792	3797	3802	3807	3812	3817	3822	3827	3832	3837	3842	3847	3852	3857	3862	3867	3872	3877	3882	3887	3892	3897	3902	3907	3912	3917	3922	3927	3932	3937	3942	3947	3952	3957	3962	3967	3972	3977	3982	3987	3992	3997	4002	4007	4012	4017	4022	4027	4032	4037	4042	4047	4052	4057	4062	4067	4072	4077	4082	4087	4092	4097	4102	4107	4112	4117	4122	4127	4132	4137	4142	4147	4152	4157	4162	4167	4172	4177	4182	4187	4192	4197	4202	4207	4212	4217	4222	4227	4232	4237	4242	4247	4252	4257	4262	4267	4272	4277	4282	4287	4292	4297	4302	4307	4312	4317	4322	4327	4332	4337	4342	4347	4352	4357	4362	4367	4372	4377	4382	4387	4392	4397	4402	4407	4412	4417	4422	4427	4432	4437	4442	4447	4452	4457	4462	4467	4472	4477	4482	4487	4492	4497	4502	4507	4512	4517	4522	4527	4532	4537	4542	4547	4552	4557	4562	4567	4572	4577	4582	4587	4592	4597	4602	4607	4612	4617	4622	4627	4632	4637	4642	4647	4652	4657	4662	4667	4672	4677	4682	4687	4692	4697	4702	4707	4712	4717	4722	4727	4732	4737	4742	4747	4752	4757	4762	4767	4772	4777	4782	4787	4792	4797	4802	4807	4812	4817	4822	4827	4832	4837	4842	4847	4852	4857	4862	4867	4872	4877	4882	4887	4892	4897	4902	4907	4912	4917	4922	4927	4932	4937	4942	4947	4952	4957	4962	4967	4972	4977	4982	4987	4992	4997	5002	5007	5012	5017	5022	5027	5032	5037	5042	5047	5052	5057	5062	5067	5072	5077	5082	5087	5092	5097	5102	5107	5112	5117	5122	5127	5132	5137	5142	5147	5152	5157	5162	5167	5172	5177	5182	5187	5192	5197	5202	5207	5212	5217	5222	5227	5232	5237	5242	5247	5252	5257	5262	5267	5272	5277	5282	5287	5292	5297	5302	5307	5312	5317	5322	5327	5332	5337	5342	5347	5352	5357	5362	5367	5372	5377	5382	5387	5392	5397	5402	5407	5412	5417	5422	5427	5432	5437	5442	5447	5452	5457	5462	5467	5472	5477	5482	5487	5492	5497	5502	5507	5512	5517	5522	5527	5532	5537	5542	5547	5552	5557	5562	5567	5572	5577	5582	5587	5592	5597	5602	5607	5612	5617	5622	5627	5632	5637	5642	5647	5652	5657	5662	5667	5672	5677	5682	5687	5692	5697	5702	5707	5712	5717	5722	5727	5732	5737	5742	5747	5752	5757	5762	5767	5772	5777	5782	5787	5792	5797	5802	5807	5812	5817	5822	5827	5832	5837	5842	5847	5852	5857	5862	5867	5872	5877	5882	5887	5892	5897	5902	5907	5912	5917	5922	5927	5932	5937	5942	5947	5952	5957	5962	5967	5972	5977	5982	5987	5992	5997	6002	6007	6012	6017	6022	6027	6032	6037	6042	6047	6052	6057	6062	6067	6072	6077	6082	6087	6092	6097	6102	6107	6112	6117	6122	6127	6132	6137	6142	6147	6152	6157	6162	6167	6172	6177	6182	6187	6192	6197	6202	6207	6212	6217	6222	6227	6232	6237	6242	6247	6252	6257	6262	6267	6272	6277	6282	6287	6292	6297	6302	6307	6312	6317	6322	6327	6332	6337	6342	6347	6352	6357	6362	6367	6372	6377	6382	6387	6392	6397	6402	6407	6412	6417	6422	6427	6432	6437	6442	6447	6452	6457	6462	6467	6472	6477	6482	6487	6492	6497	6502	6507	6512	6517	6522	6527	6532	6537	6542	6547	6552	6557	6562	6567	6572	6577	6582	6587	6592	6597	6602	6607	6612	6617	6622	6627	6632	6637	6642	6647	6652	6657	6662	6667	6672	6677	6682	6687	6692	6697	6702	6707	6712	6717	6722	6727	6732	6737	6742	6747	6752	6757	6762	6767	6772	6777	6782	6787	6792	6797	6802	6807	6812	6817	6822	6827	6832	6837	6842	6847	6852	6857	6862	6867	6872	6877	6882	6887	6892	6897	6902	6907	6912	6917	6922	6927	6932	6937	6942	6947	6952	6957	6962	6967	6972	6977	6982	6987	6992	6997	7002	7007	7012	7017	7022	7027	7032	7037	7042	7047	7052	7057	7062	7067	7072	7077	7082	7087	7092	7097	7102	7107	7112	7117	7122	7127	7132	7137	7142	7147	7152	7157	7162	7167	7172	7177	7182	7187	7192	7197	7202	7207	7212	7217	7222	7227	7232	7237	7242	7247	7252	7257	7262	7267	7272	7277	7282	7287	7292	7297	7302	7307	7312	7317	7322	7327	7332	7337	7342	7347	7352	7357	7362	7367	7372	7377	7382	7387	7392	7397	7402	7407	7412	7417	7422	7427	7432	7437	7442	7447	7452	7457	7462	7467	7472	7477	7482	7487	7492	7497	7502	7507	7512	7517	7522	7527	7532	7537	7542	7547	7552	7557	7562	7567	7572	7577	7582	7587	7592	7597	7602	7607	7612	7617	7622	7627	7632	7637	7642	7647	7652	7657	7662	7667	7672	7677	7682	7687	7692	7697	7702	7707	7712	7717	7722	7727	7732	7737	7742	7747	7752	7757	7762	7767	7772	7777	7782	7787	7792	7797	7802	7807	7812	7817	7822	7827	7832	7837	7842	7847	7852	7857	7862	7867	7872	7877	7882	7887	7892	7897	7902	7907	7912	7917	7922	7927	7932	7937	7942	7947	7952	7957	7962	7967	7972	7977	7982	7987	7992	7997	8002	8007	8012	8017	8022	8027	8032	8037	8042	8047	8052	8057	8062	8067	8072	8077	8082	8087	8092	8097	8102	8107	8112	8117	8122	8127	8132	8137	8142	8147	8152	8157	8162	8167	8172	8177	8182	8187	8192	8197	8202	8207	8212	8217	8222	8227	8232	8237	8242	8247	8252	8257	8262	8267	8272	8277	8282	8287	8292	8297	8302	8307	8312	8317	8322	8327	8332	8337	8342	8347	8352	8357	8362	8367	8372	8377	8382	8387	8392	8397	8402	8407	8412	8417	8422	8427	8432	8437	8442	8447	8452	8457	8462	8467	8472	8477	8482	8487	8492	8497	8502	8507	8512	8517	8522	8527	8532	8537	8542	8547	8552	8557	8562	8567	8572	8577	8582	8587	8592	8597	8602	8607	8612	8617	8622	8627	8632	8637	8642	8647	8652	8657	8662	8667	8672	8677	8682	8687	8692	8697	8702	8707	8712	8717	8722	8727	8732	8737	8742	8747	8752	8757	8762	8767	8772	8777	8782	8787	8792	8797	8802	8807	8812	8817	8822	8827	8832	8837	8842	8847	8852

Browns Way - Between Texas Bridge Road and Glenloch Road																																
Southbound Direction - Two Lane Highway Level Terrain Link Analysis Base Conditions Without Development Traffic																																
Year of Analysis	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	
Maximum Volume (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Level Volume Capacity (pc/h/ft)	19	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Left A Volume Capacity (pc/h/ft)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Left A Volume Capacity (pc/h/ft)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
Left A Volume Capacity (pc/h/ft)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Left A Volume Capacity (pc/h/ft)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Left A Volume Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of Lanes	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Left Volume Capacity (pc/h/ft)	37	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Design Type (e.g., Level, R, Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L								

Brauner Way - Between Glenbrook Road and New England Highway		Northbound - Two Lane Highway Level Terrain Link Analysis: Base Conditions V60-Base Development Traffic																									
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urban Area Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	15	15	16	16	16	17	17	17	18	18	18	19	19	20	20	21	21	22	22	23	23	24	24	25	25	26	26
Terrain Type (A = Level, B = Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Left A Ultimate Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Left B Ultimate Capacity (pcu/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
Left C Ultimate Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Left D Ultimate Capacity (pcu/h)	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	
Left E Ultimate Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of trucks (veh/h)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Total vehicles (veh/h)	19	20	20	20	21	21	22	22	23	23	24	24	25	25	26	26	27	28	29	30	30	31	31	32	32	33	
Designated car equivalent (h)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (h)	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	
Heavy vehicle factor (Hv) (A=1, B=1.1)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Driver population (h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	129	131	134	137	142	147	152	158	164	171	177	184	192	200	208	216	224	232	241	250	259	268	277	286	295	304	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Service (30th Highest) / AADT	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (ADV) (30th Highest Factor)	19	20	20	20	21	21	22	22	23	23	24	24	25	25	26	26	27	28	29	30	30	31	31	32	32	33	
Design Hour Volume (ADV) (30th Highest Factor) - Base Without Development	21	22	22	23	23	24	24	25	25	26	26	27	27	28	28	29	29	30	31	31	32	32	33	34	34	35	
Design Hour Volume (ADV) (30th Highest Factor) - With Development	21	22	22	23	23	24	24	25	25	26	26	27	27	28	28	29	29	30	31	31	32	32	33	34	34	35	
Left Result	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	

Brauner Way - Between Glenbrook Road and New England Highway		Northbound - Two Lane Highway Level Terrain Link Analysis: Base Conditions V60-Base Development Traffic																									
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urban Area Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	15	15	16	16	16	17	17	17	18	18	18	19	19	20	20	21	21	22	22	23	23	24	24	25	25	26	26
Terrain Type (A = Level, B = Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Left A Ultimate Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Left B Ultimate Capacity (pcu/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
Left C Ultimate Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Left D Ultimate Capacity (pcu/h)	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	
Left E Ultimate Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of trucks (veh/h)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Total vehicles (veh/h)	19	20	20	20	21	21	22	22	23	23	24	24	25	25	26	26	27	28	29	30	30	31	31	32	32	33	
Designated car equivalent (h)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (h)	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	
Heavy vehicle factor (Hv) (A=1, B=1.1)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Driver population (h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	129	131	134	137	142	147	152	158	164	171	177	184	192	200	208	216	224	232	241	250	259	268	277	286	295	304	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Service (30th Highest) / AADT	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (ADV) (30th Highest Factor)	19	20	20	20	21	21	22	22	23	23	24	24	25	25	26	26	27	28	29	30	30	31	31	32	32	33	
Design Hour Volume (ADV) (30th Highest Factor) - Base Without Development	21	22	22	23	23	24	24	25	25	26	26	27	27	28	28	29	29	30	31	31	32	32	33	34	34	35	
Design Hour Volume (ADV) (30th Highest Factor) - With Development	21	22	22	23	23	24	24	25	25	26	26	27	27	28	28	29	29	30	31	31	32	32	33	34	34	35	
Left Result	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	

Brauner Way - Between Glenbrook Road and New England Highway		Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																							
Year of analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Urban Area Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	10	14	14	14	14	15	15	15	16	16	16	17	17	18	18	19	19	20	20	21	21	22	22	23	
Terrain Type (A = Level, B = Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Left A Ultimate Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Left B Ultimate Capacity (pcu/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
Left C Ultimate Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Left D Ultimate Capacity (pcu/h)	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	
Left E Ultimate Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of trucks (veh/h)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Total vehicles (veh/h)	17	18	18	18	19	19	20	20	20	21	21	22	22	23	23	24	24	25	25	26	26	27	27	28	
Designated car equivalent (h)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (h)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Heavy vehicle factor (Hv) (A=1, B=1.1)	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	
Driver population (h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	116	118	121	123	126	129	131	133	136	139	141	144	147	150	153	156	159	162	165	169	172	176	179	183	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Service (30th Highest) / AADT	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (ADV) (30th Highest Factor)	17	18	18	18	19	19	20	20	20	21	21	22	22	23	23	24	24	25	25	26	26	27	27	28	
Design Hour Volume (ADV) (30th Highest Factor) - Base Without Development	19	20	20	20	21	21	22	22	23	23	24	24	25	25	26	26	27	27	28	28	29	30	30	31	
Design Hour Volume (ADV) (30th Highest Factor) - With Development	19	20	20	20	21	21	22	22	23	23	24	24	25	25	26	26	27	27	28	28	29	30	30	31	
Left Result	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	

Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urban Area Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	13	14	14	14	14	15	15	15	16	16	16	17	17	18	18	19	19	20	20	21	21	22	22	23	23	24	
Terrain Type (A = Level, B = Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Left A Ultimate Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Left B Ultimate Capacity (pcu/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
Left C Ultimate Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Left D Ultimate Capacity (pcu/h)	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	
Left E Ultimate Capacity (pcu/h)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	
Number of Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Right of Way (ft)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Right of Way (m)	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Designation (or Acquisition) (ft)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (%)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Left A Ultimate Capacity (pcu/h) (A0)	144	144	144	144	144	144	144	144	144	144	144	144	144	144	144	144	144	144	144	144	144	144	144	144	144	144	
Left B Ultimate Capacity (pcu/h) (B0)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Left C Ultimate Capacity (pcu/h) (C0)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Left D Ultimate Capacity (pcu/h) (D0)	19	20	20	21	21	22	22	22	23	23	23	24	24	25	25	26	26	27	27	28	28	29	30	30	31	32	31
Development Traffic (veh/h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Designation (or Acquisition) (Design) (ft)	19	20	20	21	21	22	22	23	23	23	24	24	25	25	26	26	27	27	28	28	29	30	30	31	31	32	31
Left B0	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	

Driveway Type - Between Howell Highway and Tucka Tucka Road		Southbound Direction - Two Lane Highway Level Terrain Urban Analysis - Base Conditions Without Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
Year of analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000	4005	4010	4015	4020	4025	4030	4035	4040	4045	4050	4055	4060	4065	4070	4075	4080	4085	4090	4095	4100	4105	4110	4115	4120	4125	4130	4135	4140	4145	4150	4155	4160	4165	4170	4175	4180	4185	4190	4195	4200	4205	4210	4215	4220	4225	4230	4235	4240	4245	4250	4255	4260	4265	4270	4275	4280	4285	4290	4295	4300	4305	4310	4315	4320	4325	4330	4335	4340	4345	4350	4355	4360	4365	4370	4375	4380	4385	4390	4395	4400	4405	4410	4415	4420	4425	4430	4435	4440	4445	4450	4455	4460	4465	4470	4475	4480	4485	4490	4495	4500	4505	4510	4515	4520	4525	4530	4535	4540	4545	4550	4555	4560	4565	4570	4575	4580	4585	4590	4595	4600	4605	4610	4615	4620	4625	4630	4635	4640	4645	4650	4655	4660	4665	4670	4675	4680	4685	4690	4695	4700	4705	4710	4715	4720	4725	4730	4735	4740	4745	4750	4755	4760	4765	4770	4775	4780	4785	4790	4795	4800	4805	4810	4815	4820	4825	4830	4835	4840	4845	4850	4855	4860	4865	4870	4875	4880	4885	4890	4895	4900	4905	4910	4915	4920	4925	4930	4935	4940	4945	4950	4955	4960	4965	4970	4975	4980	4985	4990	4995	5000
Left Volume Capacity (veh/h)	2000	2200	2400	2600	2800	3000	3200	3400	3600	3800	4000	4200	4400	4600	4800	5000	5200	5400	5600	5800	6000	6200	6400	6600	6800	7000	7200	7400	7600	7800	8000	8200	8400	8600	8800	9000	9200	9400	9600	9800	10000	10200	10400	10600	10800	11000	11200	11400	11600	11800	12000	12200	12400	12600	12800	13000	13200	13400	13600	13800	14000	14200	14400	14600	14800	15000	15200	15400	15600	15800	16000	16200	16400	16600	16800	17000	17200	17400	17600	17800	18000	18200	18400	18600	18800	19000	19200	19400	19600	19800	20000	20200	20400	20600	20800	21000	21200	21400	21600	21800	22000	22200	22400	22600	22800	23000	23200	23400	23600	23800	24000	24200	24400	24600	24800	25000	25200	25400	25600	25800	26000	26200	26400	26600	26800	27000	27200	27400	27600	27800	28000	28200	28400	28600	28800	29000	29200	29400	29600	29800	30000	30200	30400	30600	30800	31000	31200	31400	31600	31800	32000	32200	32400	32600	32800	33000	33200	33400	33600	33800	34000	34200	34400	34600	34800	35000	35200	35400	35600	35800	36000	36200	36400	36600	36800	37000	37200	37400	37600	37800	38000	38200	38400	38600	38800	39000	39200	39400	39600	39800	40000	40200	40400	40600	40800	41000	41200	41400	41600	41800	42000	42200	42400	42600	42800	43000	43200	43400	43600	43800	44000	44200	44400	44600	44800	45000	45200	45400	45600	45800	46000	46200	46400	46600	46800	47000	47200	47400	47600	47800	48000	48200	48400	48600	48800	49000	49200	49400	49600	49800	50000																																																																																																																																																																																																																																																																																																																																																																						
Left Volume Capacity (veh/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150																																																																																																																																																																										

[illegible]

[illegible]

Midstate Southbrook Road - Between Gore Highway and Stover Road										Northbound - Two Lane Highway level Terrain Link Analysis: Base Conditions Without Development Traffic																									
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044								
Ultimate Link Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200								
Light Vehicle Volume (veh/h)	13	13	13	13	14	14	14	15	15	15	16	16	16	17	17	17	18	18	18	19	19	20	20	21	21	21									
Truck Type 1 = Level, B = Rolling, M = Mountainous	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L									
Link A Ultimate Capacity (pc/h/ft)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150									
Link B Ultimate Capacity (pc/h/ft)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400									
Link C Ultimate Capacity (pc/h/ft)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795									
Link D Ultimate Capacity (pc/h/ft)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350									
Link E Ultimate Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200									
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1									
Number of trucks (veh/h)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4									
Total vehicles (veh/h)	16	16	17	17	18	18	19	19	19	20	20	21	21	21	22	22	23	24	24	25	25	26	26	27	27	27									
Designated car equivalent (ft)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5									
Percentage Trucks (ft)	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22									
Heavy vehicle factor (ft) (H ₁ + H ₂ + H ₃)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90									
Driver population (ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1									
Average Annual Daily Traffic (AADT)	108	110	112	114	117	119	121	124	126	129	131	134	137	139	142	145	148	151	154	157	160	163	167	170	173	177									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95									
Designation (ft) (AADT)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15									
Designation (ft) (AADT)	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10									
Designation (ft) (AADT)	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10									
Designation (ft) (AADT)	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10									
Link Result	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A									
Volume to Capacity Ratio (V/C)	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01									
Northbound - Two Lane Highway level Terrain Link Analysis: Base Conditions With Development Traffic																																			
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044								
Ultimate Link Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200								
Light Vehicle Volume (veh/h)	13	13	13	13	14	14	14	15	15	15	16	16	16	17	17	17	18	18	18	19	19	20	20	21	21	21									
Truck Type 1 = Level, B = Rolling, M = Mountainous	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L									
Link A Ultimate Capacity (pc/h/ft)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150									
Link B Ultimate Capacity (pc/h/ft)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400									
Link C Ultimate Capacity (pc/h/ft)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795									
Link D Ultimate Capacity (pc/h/ft)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350									
Link E Ultimate Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200									
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1																							

[illegible]

Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																																	
Year of Analysis	2016	2018	2020	2022	2024	2026	2028	2030	2032	2034	2036	2038	2040	2042	2044	2046	2048	2050	2052	2054	2056	2058	2060	2062	2064	2066	2068	2070	2072	2074	2076	2078	2080
Maximum Lanes Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (pc/h/ft)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Truck Volume (pc/h/ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Truck Factor (A = Level, B = Rolling, M = Mountainous)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Light Vehicle Capacity (pc/h/ft)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Light Vehicle Capacity (pc/h/ft)	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800
Truck Capacity (pc/h/ft)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795
Light Vehicle Capacity (pc/h/ft)	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Truck Capacity (pc/h/ft)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Number of Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Link Capacity (pc/h/ft)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Percentage Trucks (pc/h/ft)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Percentage Trucks (pc/h/ft)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Available Roadway Traffic (pc/h/ft)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Available Roadway Traffic (pc/h/ft)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Available Right-of-Way (A/R/W)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Percentage Car Equivalent Design Flow (pc/h/ft) (P/F) - Base Without Car Equivalent	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Percentage Car Equivalent Design Flow (pc/h/ft) (P/F) - With Development	2	2	2	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
Link Result	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)	0.00	0.00	0.00	0.03	0.03	0.00	0.03	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Ho-Ba-Hi - Two Lane Highway-level Terrain Link Analysis: Base Conditions With Development Traffic																																			
Year of Analysis	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Annual Average Daily Traffic (AADT)	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	
Vehicle Volume (veh/h)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Vehicle Volume (veh/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Vehicle Volume (veh/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Vehicle Volume (veh/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795
Vehicle Volume (veh/h)	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190	
Vehicle Volume (veh/h)	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	
Number of Trucks	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Vehicle Volume (veh/h)	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
Vehicle Volume (veh/h)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Vehicle Volume (veh/h)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Annual Average Daily Traffic (AADT)	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	
Vehicle Volume (veh/h)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Vehicle Volume (veh/h)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Vehicle Volume (veh/h)	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
Vehicle Volume (veh/h)	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
Vehicle Volume (veh/h)	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
Vehicle Volume (veh/h)	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
Vehicle Volume (veh/h)	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
Vehicle Volume (veh/h)	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
Vehicle Volume (veh/h)	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
Vehicle Volume (veh/h)	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
Vehicle Volume (veh/h)	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
Vehicle Volume (veh/h)	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
Vehicle Volume (veh/h)	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
Vehicle Volume (veh/h)	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
Vehicle Volume (veh/h)	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
Vehicle Volume (veh/h)	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
Vehicle Volume (veh/h)	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
Vehicle Volume (veh/h)	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
Vehicle Volume (veh/h)	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
Vehicle Volume (veh/h)	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
Vehicle Volume (veh/h)	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7													

[illegible]

[illegible]

Wet Road - Between Vage Road and Leeson Road		No B&B - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis:	2016	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044		
Likewise EA Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200		
Link Volume (veh/cycle)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
Terrain Type & Levels: Ex-Bollinger, M-Mountaintop	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Left A-UTurn Capacity (pc/h/ft)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200			
Left B-UTurn Capacity (pc/h/ft)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400			
Left C-UTurn Capacity (pc/h/ft)	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792			
Left D-UTurn Capacity (pc/h/ft)	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344			
Left E-UTurn Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200			
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Number of truck bays	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total vehicle length	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5			
Design speed (mph)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10			
Driver vehicle factor (MVA) (JL+CH+B&I)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Average Annual Daily Traffic (AADT)	33	34	34	35	34	37	37	38	39	40	40	41	42	41	44	45	46	47	48	49	50	51	52	53	54	55			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
At-value 80th Percentile (AAVET)	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12			
Design Hour Volume (AHV) At 80th Percentile Factor	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
Chowdhury Car Equipment Design Flow (pc/h/ft/MVA) - Base Without Development	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
Link Result	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A			
Volume to Capacity Ratio (V/C)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			

Wet Road - Between Vage Road and Leeson Road		No B&B - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																											
Year of Analysis:	2016	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044		
Likewise EA Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200		
Link Volume (veh/cycle)	4	4	4	4	4	4	4	4	4	4	4	4	4	5	5	5	5	5	5	5	5	5	5	6	6	6	6		
Terrain Type & Levels: Ex-Bollinger, M-Mountaintop	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Left A-UTurn Capacity (pc/h/ft)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200			
Left B-UTurn Capacity (pc/h/ft)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400			
Left C-UTurn Capacity (pc/h/ft)	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792			
Left D-UTurn Capacity (pc/h/ft)	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344			
Left E-UTurn Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200			
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Number of truck bays	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total vehicle length	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5			
Design speed (mph)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10			
Driver vehicle factor (MVA) (JL+CH+B&I)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Average Annual Daily Traffic (AADT)	33	34	34	35	34	37	37	38	39	40	40	41	42	41	44	45	46	47	48	49	50	51	52	53	54	55			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
At-value 80th Percentile (AAVET)	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12			
Design Hour Volume (AHV) At 80th Percentile Factor	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
Chowdhury Car Equipment Design Flow (pc/h/ft/MVA) - With Development	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
Link Result	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A			
Volume to Capacity Ratio (V/C)	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			

Wet Road - Between Vage Road and Leeson Road		Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis:	2016	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044		
Likewise EA Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200		
Link Volume (veh/cycle)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
Terrain Type & Levels: Ex-Bollinger, M-Mountaintop	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Left A-UTurn Capacity (pc/h/ft)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200			
Left B-UTurn Capacity (pc/h/ft)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400			
Left C-UTurn Capacity (pc/h/ft)	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792			
Left D-UTurn Capacity (pc/h/ft)	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344			
Left E-UTurn Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200			
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Number of truck bays	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total vehicle length	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5			
Design speed (mph)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10			
Driver vehicle factor (MVA) (JL+CH+B&I)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.										

Hours by Road - Between Midwestern Ingham Road and Unnamed Road										Hour Modes		Two Lane Highway Level Terrain Soil Analysis: Best Condition VDOT Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
										2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000	4005	4010	4015	4020	4025	4030	4035	4040	4045	4050	4055	4060	4065	4070	4075	4080	4085	4090	4095	4100	4105	4110	4115	4120	4125	4130	4135	4140	4145	4150	4155	4160	4165	4170	4175	4180	4185	4190	4195	4200	4205	4210	4215	4220	4225	4230	4235	4240	4245	4250	4255	4260	4265	4270	4275	4280	4285	4290	4295	4300	4305	4310	4315	4320	4325	4330	4335	4340	4345	4350	4355	4360	4365	4370	4375	4380	4385	4390	4395	4400	4405	4410	4415	4420	4425	4430	4435	4440	4445	4450	4455	4460	4465	4470	4475	4480	4485	4490	4495	4500	4505	4510	4515	4520	4525	4530	4535	4540	4545	4550	4555	4560	4565	4570	4575	4580	4585	4590	4595	4600	4605	4610	4615	4620	4625	4630	4635	4640	4645	4650	4655	4660	4665	4670	4675	4680	4685	4690	4695	4700	4705	4710	4715	4720	4725	4730	4735	4740	4745	4750	4755	4760	4765	4770	4775	4780	4785	4790	4795	4800	4805	4810	4815	4820	4825	4830	4835	4840	4845	4850	4855	4860	4865	4870	4875	4880	4885	4890	4895	4900	4905	4910	4915	4920	4925	4930	4935	4940	4945	4950	4955	4960	4965	4970	4975	4980	4985	4990	4995	5000	5005	5010	5015	5020	5025	5030	5035	5040	5045	5050	5055	5060	5065	5070	5075	5080	5085	5090	5095	5100	5105	5110	5115	5120	5125	5130	5135	5140	5145	5150	5155	5160	5165	5170	5175	5180	5185	5190	5195	5200	5205	5210	5215	5220	5225	5230	5235	5240	5245	5250	5255	5260	5265	5270	5275	5280	5285	5290	5295	5300	5305	5310	5315	5320	5325	5330	5335	5340	5345	5350	5355	5360	5365	5370	5375	5380	5385	5390	5395	5400	5405	5410	5415	5420	5425	5430	5435	5440	5445	5450	5455	5460	5465	5470	5475	5480	5485	5490	5495	5500	5505	5510	5515	5520	5525	5530	5535	5540	5545	5550	5555	5560	5565	5570	5575	5580	5585	5590	5595	5600	5605	5610	5615	5620	5625	5630	5635	5640	5645	5650	5655	5660	5665	5670	5675	5680	5685	5690	5695	5700	5705	5710	5715	5720	5725	5730	5735	5740	5745	5750	5755	5760	5765	5770	5775	5780	5785	5790	5795	5800	5805	5810	5815	5820	5825	5830	5835	5840	5845	5850	5855	5860	5865	5870	5875	5880	5885	5890	5895	5900	5905	5910	5915	5920	5925	5930	5935	5940	5945	5950	5955	5960	5965	5970	5975	5980	5985	5990	5995	6000	6005	6010	6015	6020	6025	6030	6035	6040	6045	6050	6055	6060	6065	6070	6075	6080	6085	6090	6095	6100	6105	6110	6115	6120	6125	6130	6135	6140	6145	6150	6155	6160	6165	6170	6175	6180	6185	6190	6195	6200	6205	6210	6215	6220	6225	6230	6235	6240	6245	6250	6255	6260	6265	6270	6275	6280	6285	6290	6295	6300	6305	6310	6315	6320	6325	6330	6335	6340	6345	6350	6355	6360	6365	6370	6375	6380	6385	6390	6395	6400	6405	6410	6415	6420	6425	6430	6435	6440	6445	6450	6455	6460	6465	6470	6475	6480	6485	6490	6495	6500	6505	6510	6515	6520	6525	6530	6535	6540	6545	6550	6555	6560	6565	6570	6575	6580	6585	6590	6595	6600	6605	6610	6615	6620	6625	6630	6635	6640	6645	6650	6655	6660	6665	6670	6675	6680	6685	6690	6695	6700	6705	6710	6715	6720	6725	6730	6735	6740	6745	6750	6755	6760	6765	6770	6775	6780	6785	6790	6795	6800	6805	6810	6815	6820	6825	6830	6835	6840	6845	6850	6855	6860	6865	6870	6875	6880	6885	6890	6895	6900	6905	6910	6915	6920	6925	6930	6935	6940	6945	6950	6955	6960	6965	6970	6975	6980	6985	6990	6995	7000	7005	7010	7015	7020	7025	7030	7035	7040	7045	7050	7055	7060	7065	7070	7075	7080	7085	7090	7095	7100	7105	7110	7115	7120	7125	7130	7135	7140	7145	7150	7155	7160	7165	7170	7175	7180	7185	7190	7195	7200	7205	7210	7215	7220	7225	7230	7235	7240	7245	7250	7255	7260	7265	7270	7275	7280	7285	7290	7295	7300	7305	7310	7315	7320	7325	7330	7335	7340	7345	7350	7355	7360	7365	7370	7375	7380	7385	7390	7395	7400	7405	7410	7415	7420	7425	7430	7435	7440	7445	7450	7455	7460	7465	7470	7475	7480	7485	7490	7495	7500	7505	7510	7515	7520	7525	7530	7535	7540	7545	7550	7555	7560	7565	7570	7575	7580	7585	7590	7595	7600	7605	7610	7615	7620	7625	7630	7635	7640	7645	7650	7655	7660	7665	7670	7675	7680	7685	7690	7695	7700	7705	7710	7715	7720	7725	7730	7735	7740	7745	7750	7755	7760	7765	7770	7775	7780	7785	7790	7795	7800	7805	7810	7815	7820	7825	7830	7835	7840	7845	7850	7855	7860	7865	7870	7875	7880	7885	7890	7895	7900	7905	7910	7915	7920	7925	7930	7935	7940	7945	7950	7955	7960	7965	7970	7975	7980	7985	7990	7995	8000	8005	8010	8015	8020	8025	8030	8035	8040	8045	8050	8055	8060	8065	8070	8075	8080	8085	8090	8095	8100	8105	8110	8115	8120	8125	8130	8135	8140	8145	8150	8155	8160	8165	8170	8175	8180	8185	8190	8195	8200	8205	8210	8215	8220	8225	8230	8235	8240	8245	8250	8255	8260	8265	8270	8275	8280	8285	8290	8295	8300	8305	8310	8315	8320	8325	8330	8335	8340	8345	8350	8355	8360	8365	8370	8375	8380	8385	8390	8395	8400	8405	8410	8415	8420	8425	8430	8435	8440	8445	8450	8455	8460	8465	8470	8475	8480	8485	8490	8495	8500	8505	8510	8515	8520	8525	8530	8535	8540	8545	8550	8555	8560	8565	8570	8575	8580	8585	8590	8595	8600	8605	8610	8615	8620	8625	8630	8635	8640	8645	8650	8655	8660	8665	8670	8675	8680	8685	8690	8695	8700	8705	8710	8715	8720	8725	8730	8735	8740	8745	8750	8755	8760	8765	8770	8775	8780	8785	8790	8795	8800	8805	8810	8815	8820	8825	8830	8835	8840	8845

Two Lane Highway Level Terrain GAD Analysis: Base Condition With Development Traffic																												
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145
Annual Average Daily Traffic (AADT)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (ADT)	50	51	52	53	54	55	56	57	59	60	61	62	63	65	66	67	69	70	71	73	74	76	77	79	80	82	84	86
Truck Type 1 & Level, 40' Spacing, 40' Mounting	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Light Vehicle Volume (ADT)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Light Vehicle Volume (ADT)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Light Vehicle Volume (ADT)	705	705	705	705	705	705	705	705	705	705	705	705	705	705	705	705	705	705	705	705	705	705	705	705	705	705	705	705
Light Vehicle Volume (ADT)	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250
Light Vehicle Volume (ADT)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Number of Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Number of Truck Lanes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Light Vehicle Volume (ADT)	59	60	61	62	63	65	66	67	69	70	71	73	74	76	77	79	80	82	84	86	87	89	90	92	94	96	98	100
Development Traffic (ADT)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Development Traffic (ADT)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Development Traffic (ADT)	302	302	302	302	302	302	302	302	302	302	302	302	302	302	302	302	302	302	302	302	302	302	302	302	302	302	302	302
Development Traffic (ADT)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Development Traffic (ADT)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Development Traffic (ADT)	63	65	66	67	69	70	71	73	74	76	77	79	80	82	84	86	87	89	90	92	94	96	98	100	102	104	106	108
Development Traffic (ADT)	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Development Traffic (ADT)	63	65	66	67	69	70	71	73	74	76	77	79	80	82	84	86	87	89	90	92	94	96	98	100	102	104	106	108
Development Traffic (ADT)	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9

[illegible]

Southern Region - Two Lane Highway Level Traffic Unit Analysis: Base Conditions With Development Traffic																																																																																																																																																																																																																																																											
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000																																																				
Travel Demand (veh/h/ln)	7000	7200	7400	7600	7800	8000	8200	8400	8600	8800	9000	9200	9400	9600	9800	10000	10200	10400	10600	10800	11000	11200	11400	11600	11800	12000	12200	12400	12600	12800	13000	13200	13400	13600	13800	14000	14200	14400	14600	14800	15000	15200	15400	15600	15800	16000	16200	16400	16600	16800	17000	17200	17400	17600	17800	18000	18200	18400	18600	18800	19000	19200	19400	19600	19800	20000	20200	20400	20600	20800	21000	21200	21400	21600	21800	22000	22200	22400	22600	22800	23000	23200	23400	23600	23800	24000	24200	24400	24600	24800	25000	25200	25400	25600	25800	26000	26200	26400	26600	26800	27000	27200	27400	27600	27800	28000	28200	28400	28600	28800	29000	29200	29400	29600	29800	30000																																																																																																																																							
Travel Demand (veh/h/ln) - Base Conditions (M = Miscellaneous)	500	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300
Left & Through (veh/h/ln)	1000	1010	1020	1030	1040	1050	1060	1070	1080	1090	1100	1110	1120	1130	1140	1150	1160	1170	1180	1190	1200	1210	1220	1230	1240	1250	1260	1270	1280	1290	1300	1310	1320	1330	1340	1350	1360	1370	1380	1390	1400	1410	1420	1430	1440	1450	1460	1470	1480	1490	1500	1510	1520	1530	1540	1550	1560	1570	1580	1590	1600	1610	1620	1630	1640	1650	1660	1670	1680	1690	1700	1710	1720	1730	1740	1750	1760	1770	1780	1790	1800	1810	1820	1830	1840	1850	1860	1870	1880	1890	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010	2020	2030	2040	2050	2060	2070	2080	2090	2100	2110	2120	2130	2140	2150	2160	2170	2180	2190	2200	2210	2220	2230	2240	2250	2260	2270	2280	2290	2300	2310	2320	2330	2340	2350	2360	2370	2380	2390	2400	2410	2420	2430	2440	2450	2460	2470	2480	2490	2500	2510	2520	2530	2540	2550	2560	2570	2580	2590	2600	2610	2620	2630	2640	2650	2660	2670	2680	2690	2700	2710	2720	2730	2740	2750	2760	2770	2780	2790	2800	2810	2820	2830	2840	2850	2860	2870	2880	2890	2900	2910	2920	2930	2940	2950	2960	2970	2980	2990	3000																																																		
Left & Through (veh/h/ln) - Base Conditions	1000	1010	1020	1030	1040	1050	1060	1070	1080	1090	1100	1110	1120	1130	1140	1150	1160	1170	1180	1190	1200	1210	1220	1230	1240	1250	1260	1270	1280	1290	1300	1310	1320	1330	1340	1350	1360	1370	1380	1390	1400	1410	1420	1430	1440	1450	1460	1470	1480	1490	1500	1510	1520	1530	1540	1550	1560	1570	1580	1590	1600	1610	1620	1630	1640	1650	1660	1670	1680	1690	1700	1710	1720	1730	1740	1750	1760	1770	1780	1790	1800	1810	1820	1830	1840	1850	1860	1870	1880	1890	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010	2020	2030	2040	2050	2060	2070	2080	2090	2100	2110	2120	2130	2140	2150	2160	2170	2180	2190	2200	2210	2220	2230	2240	2250	2260	2270	2280	2290	2300	2310	2320	2330	2340	2350	2360	2370	2380	2390	2400	2410	2420	2430	2440	2450	2460	2470	2480	2490	2500	2510	2520	2530	2540	2550	2560	2570	2580	2590	2600	2610	2620	2630	2640	2650	2660	2670	2680	2690	2700	2710	2720	2730	2740	2750	2760	2770	2780	2790	2800	2810	2820	2830	2840	2850	2860	2870	2880	2890	2900	2910	2920	2930	2940	2950	2960	2970	2980	2990	3000																																																		
Left & Through (veh/h/ln) - Base Conditions (M = Miscellaneous)	1000	1010	1020	1030	1040	1050	1060	1070	1080	1090	1100	1110	1120	1130	1140	1150	1160	1170	1180	1190	1200	1210	1220	1230	1240	1250	1260	1270	1280	1290	1300	1310	1320	1330	1340	1350	1360	1370	1380	1390	1400	1410	1420	1430	1440	1450	1460	1470	1480	1490	1500	1510	1520	1530	1540	1550	1560	1570	1580	1590	1600	1610	1620	1630	1640	1650	1660	1670	1680	1690	1700	1710	1720	1730	1740	1750	1760	1770	1780	1790	1800	1810	1820	1830	1840	1850	1860	1870	1880	1890	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010	2020	2030	2040	2050	2060	2070	2080	2090	2100	2110	2120	2130	2140	2150	2160	2170	2180	2190	2200	2210	2220	2230	2240	2250	2260	2270	2280	2290	2300	2310	2320	2330	2340	2350	2360	2370	2380	2390	2400	2410	2420	2430	2440	2450	2460	2470	2480	2490	2500	2510	2520	2530	2540	2550	2560	2570	2580	2590	2600	2610	2620	2630	2640	2650	2660	2670	2680	2690	2700	2710	2720	2730	2740	2750	2760	2770	2780	2790	2800	2810	2820	2830	2840	2850	2860	2870	2880	2890	2900	2910	2920	2930	2940	2950	2960	2970	2980	2990	3000																																																		
Left & Through (veh/h/ln) - Base Conditions (M = Miscellaneous)	1000	1010	1020	1030	1040	1050	1060	1070	1080	1090	1100	1110	1120	1130	1140	1150	1160	1170	1180	1190	1200	1210	1220	1230	1240	1250	1260	1270	1280	1290	1300	1310	1320	1330	1340	1350	1360	1370	1380	1390	1400	1410	1420	1430	1440	1450	1460	1470	1480	1490	1500	1510	1520	1530	1540	1550	1560	1570	1580	1590	1600	1610	1620	1630	1640	1650	1660	1670	1680	1690	1700	1710	1720	1730	1740	1750	1760	1770	1780	1790	1800	1810	1820	1830	1840	1850	1860	1870	1880	1890	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010	2020	2030	2040	2050	2060	2070	2080	2090	2100	2110	2120	2130	2140	2150	2160	2170	2180	2190	2200	2210	2220	2230	2240	2250	2260	2270	2280	2290	2300	2310	2320	2330	2340	2350	2360	2370	2380	2390	2400	2410	2420	2430	2440	2450	2460	2470	2480	2490	2500	2510	2520	2530	2540	2550	2560	2570	2580	2590	2600	2610	2620	2630	2640	2650	2660	2670	2680	2690	2700	2710	2720	2730	2740	2750	2760	2770	2780	2790	2800	2810	2820	2830	2840	2850	2860	2870	2880	2890	2900	2910	2920	2930	2940	2950	2960	2970	2980	2990	3000																																																		
Left & Through (veh/h/ln) - Base Conditions (M = Miscellaneous)	1000	1010	1020	1030	1040	10																																																																																																																																																																																																																																																					

Gap Road - Between Gore Highway and Cypress Street

Northbound - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic

Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urbanized Area Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	60	62	63	64	65	67	68	69	71	72	74	75	77	78	80	81	83	86	88	90	92	93	95	97	99	101	
Traffic Type (A = Level, B = Rolling, M = Mountainous)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Level A Minimum Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Level B Minimum Capacity (pcu/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
Level C Minimum Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Level D Minimum Capacity (pcu/h)	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
Level E Minimum Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of Items	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	26	26	27	27	28	28	29	29	30	30	31	32	32	33	34	34	35	36	36	37	38	39	40	41	42	43	
Total vehicle volume (veh/h)	86	88	89	91	93	95	97	99	103	105	107	109	111	113	116	118	120	122	125	126	128	130	131	133	135	137	
Percentage Cap. Equivalent (B)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		
Percentage Trucks (H)	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30		
Heavy Vehicle Factor (H ₁) (pcu/h)	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87		
Driver population (B)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Average Annual Daily Traffic (AADT)	573	584	594	606	620	635	645	659	671	685	698	712	727	741	756	771	787	802	818	835	851	868	884	904	922	940	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Design Hour Volume (ADV) (pcu/h)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Design Hour Volume (ADV) (pcu/h) (H ₁) (H ₂) (H ₃) (H ₄) (H ₅) (H ₆) (H ₇) (H ₈) (H ₉) (H ₁₀) (H ₁₁) (H ₁₂) (H ₁₃) (H ₁₄) (H ₁₅) (H ₁₆) (H ₁₇) (H ₁₈) (H ₁₉) (H ₂₀) (H ₂₁) (H ₂₂) (H ₂₃) (H ₂₄) (H ₂₅) (H ₂₆) (H ₂₇) (H ₂₈) (H ₂₉) (H ₃₀) (H ₃₁) (H ₃₂) (H ₃₃) (H ₃₄) (H ₃₅) (H ₃₆) (H ₃₇) (H ₃₈) (H ₃₉) (H ₄₀) (H ₄₁) (H ₄₂) (H ₄₃) (H ₄₄) (H ₄₅) (H ₄₆) (H ₄₇) (H ₄₈) (H ₄₉) (H ₅₀) (H ₅₁) (H ₅₂) (H ₅₃) (H ₅₄) (H ₅₅) (H ₅₆) (H ₅₇) (H ₅₈) (H ₅₉) (H ₆₀) (H ₆₁) (H ₆₂) (H ₆₃) (H ₆₄) (H ₆₅) (H ₆₆) (H ₆₇) (H ₆₈) (H ₆₉) (H ₇₀) (H ₇₁) (H ₇₂) (H ₇₃) (H ₇₄) (H ₇₅) (H ₇₆) (H ₇₇) (H ₇₈) (H ₇₉) (H ₈₀) (H ₈₁) (H ₈₂) (H ₈₃) (H ₈₄) (H ₈₅) (H ₈₆) (H ₈₇) (H ₈₈) (H ₈₉) (H ₉₀) (H ₉₁) (H ₉₂) (H ₉₃) (H ₉₄) (H ₉₅) (H ₉₆) (H ₉₇) (H ₉₈) (H ₉₉) (H ₁₀₀) (H ₁₀₁) (H ₁₀₂) (H ₁₀₃) (H ₁₀₄) (H ₁₀₅) (H ₁₀₆) (H ₁₀₇) (H ₁₀₈) (H ₁₀₉) (H ₁₁₀) (H ₁₁₁) (H ₁₁₂) (H ₁₁₃) (H ₁₁₄) (H ₁₁₅) (H ₁₁₆) (H ₁₁₇) (H ₁₁₈) (H ₁₁₉) (H ₁₂₀) (H ₁₂₁) (H ₁₂₂) (H ₁₂₃) (H ₁₂₄) (H ₁₂₅) (H ₁₂₆) (H ₁₂₇) (H ₁₂₈) (H ₁₂₉) (H ₁₃₀) (H ₁₃₁) (H ₁₃₂) (H ₁₃₃) (H ₁₃₄) (H ₁₃₅) (H ₁₃₆) (H ₁₃₇) (H ₁₃₈) (H ₁₃₉) (H ₁₄₀) (H ₁₄₁) (H ₁₄₂) (H ₁₄₃) (H ₁₄₄) (H ₁₄₅) (H ₁₄₆) (H ₁₄₇) (H ₁₄₈) (H ₁₄₉) (H ₁₅₀) (H ₁₅₁) (H ₁₅₂) (H ₁₅₃) (H ₁₅₄) (H ₁₅₅) (H ₁₅₆) (H ₁₅₇) (H ₁₅₈) (H ₁₅₉) (H ₁₆₀) (H ₁₆₁) (H ₁₆₂) (H ₁₆₃) (H ₁₆₄) (H ₁₆₅) (H ₁₆₆) (H ₁₆₇) (H ₁₆₈) (H ₁₆₉) (H ₁₇₀) (H ₁₇₁) (H ₁₇₂) (H ₁₇₃) (H ₁₇₄) (H ₁₇₅) (H ₁₇₆) (H ₁₇₇) (H ₁₇₈) (H ₁₇₉) (H ₁₈₀) (H ₁₈₁) (H ₁₈₂) (H ₁₈₃) (H ₁₈₄) (H ₁₈₅) (H ₁₈₆) (H ₁₈₇) (H ₁₈₈) (H ₁₈₉) (H ₁₉₀) (H ₁₉₁) (H ₁₉₂) (H ₁₉₃) (H ₁₉₄) (H ₁₉₅) (H ₁₉₆) (H ₁₉₇) (H ₁₉₈) (H ₁₉₉) (H ₂₀₀) (H ₂₀₁) (H ₂₀₂) (H ₂₀₃) (H ₂₀₄) (H ₂₀₅) (H ₂₀₆) (H ₂₀₇) (H ₂₀₈) (H ₂₀₉) (H ₂₁₀) (H ₂₁₁) (H ₂₁₂) (H ₂₁₃) (H ₂₁₄) (H ₂₁₅) (H ₂₁₆) (H ₂₁₇) (H ₂₁₈) (H ₂₁₉) (H ₂₂₀) (H ₂₂₁) (H ₂₂₂) (H ₂₂₃) (H ₂₂₄) (H ₂₂₅) (H ₂₂₆) (H ₂₂₇) (H ₂₂₈) (H ₂₂₉) (H ₂₃₀) (H ₂₃₁) (H ₂₃₂) (H ₂₃₃) (H ₂₃₄) (H ₂₃₅) (H ₂₃₆) (H ₂₃₇) (H ₂₃₈) (H ₂₃₉) (H ₂₄₀) (H ₂₄₁) (H ₂₄₂) (H ₂₄₃) (H ₂₄₄) (H ₂₄₅) (H ₂₄₆) (H ₂₄₇) (H ₂₄₈) (H ₂₄₉) (H ₂₅₀) (H ₂₅₁) (H ₂₅₂) (H ₂₅₃) (H ₂₅₄) (H ₂₅₅) (H ₂₅₆) (H ₂₅₇) (H ₂₅₈) (H ₂₅₉) (H ₂₆₀) (H ₂₆₁) (H ₂₆₂) (H ₂₆₃) (H ₂₆₄) (H ₂₆₅) (H ₂₆₆) (H ₂₆₇) (H ₂₆₈) (H ₂₆₉) (H ₂₇₀) (H ₂₇₁) (H ₂₇₂) (H ₂₇₃) (H ₂₇₄) (H ₂₇₅) (H ₂₇₆) (H ₂₇₇) (H ₂₇₈) (H ₂₇₉) (H ₂₈₀) (H ₂₈₁) (H ₂₈₂) (H ₂₈₃) (H ₂₈₄) (H ₂₈₅) (H ₂₈₆) (H ₂₈₇) (H ₂₈₈) (H ₂₈₉) (H ₂₉₀) (H ₂₉₁) (H ₂₉₂) (H ₂₉₃) (H ₂₉₄) (H ₂₉₅) (H ₂₉₆) (H ₂₉₇) (H ₂₉₈) (H ₂₉₉) (H ₃₀₀) (H ₃₀₁) (H ₃₀₂) (H ₃₀₃) (H ₃₀₄) (H ₃₀₅) (H ₃₀₆) (H ₃₀₇) (H ₃₀₈) (H ₃₀₉) (H ₃₁₀) (H ₃₁₁) (H ₃₁₂) (H ₃₁₃) (H ₃₁₄) (H ₃₁₅) (H ₃₁₆) (H ₃₁₇) (H ₃₁₈) (H ₃₁₉) (H ₃₂₀) (H ₃₂₁) (H ₃₂₂) (H ₃₂₃) (H ₃₂₄) (H ₃₂₅) (H ₃₂₆) (H ₃₂₇) (H ₃₂₈) (H ₃₂₉) (H ₃₃₀) (H ₃₃₁) (H ₃₃₂) (H ₃₃₃) (H ₃₃₄) (H ₃₃₅) (H ₃₃₆) (H ₃₃₇) (H ₃₃₈) (H ₃₃₉) (H ₃₄₀) (H ₃₄₁) (H ₃₄₂) (H ₃₄₃) (H ₃₄₄) (H ₃₄₅) (H ₃₄₆) (H ₃₄₇) (H ₃₄₈) (H ₃₄₉) (H ₃₅₀) (H ₃₅₁) (H ₃₅₂) (H ₃₅₃) (H ₃₅₄) (H ₃₅₅) (H ₃₅₆) (H ₃₅₇) (H ₃₅₈) (H ₃₅₉) (H ₃₆₀) (H ₃₆₁) (H ₃₆₂) (H ₃₆₃) (H ₃₆₄) (H ₃₆₅) (H ₃₆₆) (H ₃₆₇) (H ₃₆₈) (H ₃₆₉) (H ₃₇₀) (H ₃₇₁) (H ₃₇₂) (H ₃₇₃) (H ₃₇₄) (H ₃₇₅) (H ₃₇₆) (H ₃₇₇) (H ₃₇₈) (H ₃₇₉) (H ₃₈₀) (H ₃₈₁) (H ₃₈₂) (H ₃₈₃) (H ₃₈₄) (H ₃₈₅) (H ₃₈₆) (H ₃₈₇) (H ₃₈₈) (H ₃₈₉) (H ₃₉₀) (H ₃₉₁) (H ₃₉₂) (H ₃₉₃) (H ₃₉₄) (H ₃₉₅) (H ₃₉₆) (H ₃₉₇) (H ₃₉₈) (H ₃₉₉) (H ₄₀₀) (H ₄₀₁) (H ₄₀₂) (H ₄₀₃) (H ₄₀₄) (H ₄₀₅) (H ₄₀₆) (H ₄₀₇) (H ₄₀₈) (H ₄₀₉) (H ₄₁₀) (H ₄₁₁) (H ₄₁₂) (H ₄₁₃) (H ₄₁₄) (H ₄₁₅) (H ₄₁₆) (H ₄₁₇) (H ₄₁₈) (H ₄₁₉) (H ₄₂₀) (H ₄₂₁) (H ₄₂₂) (H ₄₂₃) (H ₄₂₄) (H ₄₂₅) (H ₄₂₆) (H ₄₂₇) (H ₄₂₈) (H ₄₂₉) (H ₄₃₀) (H ₄₃₁) (H ₄₃₂) (H ₄₃₃) (H ₄₃₄) (H ₄₃₅) (H ₄₃₆) (H ₄₃₇) (H ₄₃₈) (H ₄₃₉) (H ₄₄₀) (H ₄₄₁) (H ₄₄₂) (H ₄₄₃) (H ₄₄₄) (H ₄₄₅) (H ₄₄₆) (H ₄₄₇) (H ₄₄₈) (H ₄₄₉) (H ₄₅₀) (H ₄₅₁) (H ₄₅₂) (H ₄₅₃) (H ₄₅₄) (H ₄₅₅) (H ₄₅₆) (H ₄₅₇) (H ₄₅₈) (H ₄₅₉) (H ₄₆₀) (H ₄₆₁) (H ₄₆₂) (H ₄₆₃) (H ₄₆₄) (H ₄₆₅) (H ₄₆₆) (H ₄₆₇) (H ₄₆₈) (H ₄₆₉) (H ₄₇₀) (H ₄₇₁) (H ₄₇₂) (H ₄₇₃) (H ₄₇₄) (H ₄₇₅) (H ₄₇₆) (H ₄₇₇) (H ₄₇₈) (H ₄₇₉) (H ₄₈₀) (H ₄₈₁) (H ₄₈₂) (H ₄₈₃) (H ₄₈₄) (H ₄₈₅) (H ₄₈₆) (H ₄₈₇) (H ₄₈₈) (H ₄₈₉) (H ₄₉₀) (H ₄₉₁) (H ₄₉₂) (H ₄₉₃) (H ₄₉₄) (H ₄₉₅) (H ₄₉₆) (H ₄₉₇) (H ₄₉₈) (H ₄₉₉) (H ₅₀₀) (H ₅₀₁) (H ₅₀₂) (H ₅₀₃) (H ₅₀₄) (H ₅₀₅) (H ₅₀₆) (H ₅₀₇) (H ₅₀₈) (H ₅₀₉) (H ₅₁₀) (H ₅₁₁) (H ₅₁₂) (H ₅₁₃) (H ₅₁₄) (H ₅₁₅) (H ₅₁₆) (H ₅₁₇) (H ₅₁₈) (H ₅₁₉) (H ₅₂₀) (H ₅₂₁) (H ₅₂₂) (H ₅₂₃) (H ₅₂₄) (H ₅₂₅) (H ₅₂₆) (H ₅₂₇) (H ₅₂₈) (H ₅₂₉) (H ₅₃₀) (H ₅₃₁) (H ₅₃₂) (H ₅₃₃) (H ₅₃₄) (H ₅₃₅) (H ₅₃₆) (H ₅₃₇) (H ₅₃₈) (H ₅₃₉) (H ₅₄₀) (H ₅₄₁) (H ₅₄₂) (H ₅₄₃) (H ₅₄₄) (H ₅₄₅) (H ₅₄₆) (H ₅₄₇) (H ₅₄₈) (H ₅₄₉) (H ₅₅₀) (H ₅₅₁) (H ₅₅₂) (H ₅₅₃) (H ₅₅₄) (H ₅₅₅) (H ₅₅₆) (H ₅₅₇) (H ₅₅₈) (H ₅₅₉) (H ₅₆₀) (H ₅₆₁) (H ₅₆₂) (H ₅₆₃) (H ₅₆₄) (H ₅₆₅) (H ₅₆₆) (H ₅₆₇) (H ₅₆₈) (H ₅₆₉) (H ₅₇₀) (H ₅₇₁) (H ₅₇₂) (H ₅₇₃) (H ₅₇₄) (H ₅₇₅) (H ₅₇₆) (H ₅₇₇) (H ₅₇₈) (H ₅₇₉) (H ₅₈₀) (H ₅₈₁) (H ₅₈₂) (H ₅₈₃) (H ₅₈₄) (H ₅₈₅) (H ₅₈₆) (H ₅₈₇) (H ₅₈₈) (H ₅₈₉) (H ₅₉₀) (H ₅₉₁) (H ₅₉₂) (H ₅₉₃) (H ₅₉₄) (H ₅₉₅) (H ₅₉₆) (H ₅₉₇) (H ₅₉₈) (H ₅₉₉) (H ₆₀₀) (H ₆₀₁) (H ₆₀₂) (H ₆₀₃) (H ₆₀₄) (H ₆₀₅) (H ₆₀₆) (H ₆₀₇) (H ₆₀₈) (H ₆₀₉) (H ₆₁₀) (H ₆₁₁) (H ₆₁₂) (H ₆₁₃) (H ₆₁₄) (H ₆₁₅) (H ₆₁₆) (H ₆₁₇) (H ₆₁₈) (H ₆₁₉) (H ₆₂₀) (H ₆₂₁) (H ₆₂₂) (H ₆₂₃) (H ₆₂₄) (H ₆₂₅) (H ₆₂₆) (H ₆₂₇) (H ₆₂₈) (H ₆₂₉) (H ₆₃₀) (H ₆₃₁) (H ₆₃₂) (H ₆₃₃) (H ₆₃₄) (H ₆₃₅) (H ₆₃₆) (H ₆₃₇) (H ₆₃₈) (H ₆₃₉) (H ₆₄₀) (H ₆₄₁) (H ₆₄₂) (H ₆₄₃) (H ₆₄₄) (H ₆₄₅) (H ₆₄₆) (H ₆₄₇) (H ₆₄₈) (H ₆₄₉) (H ₆₅₀) (H ₆₅₁) (H ₆₅₂) (H ₆₅₃) (H ₆₅₄) (H ₆₅₅) (H ₆₅₆) (H ₆₅₇) (H ₆₅₈) (H ₆₅₉) (H ₆₆₀) (H ₆₆₁) (H ₆₆₂) (H ₆₆₃) (H ₆₆₄) (H ₆₆₅) (H ₆₆₆) (H ₆₆₇) (H ₆₆₈) (H ₆₆₉) (H ₆₇₀) (H ₆₇₁) (H ₆₇₂) (H ₆₇₃) (H ₆₇₄) (H ₆₇₅) (H ₆₇₆) (H ₆₇₇) (H ₆₇₈) (H ₆₇₉) (H ₆₈₀) (H ₆₈₁) (H ₆₈₂) (H ₆₈₃) (H ₆₈₄) (H ₆₈₅) (H ₆₈₆) (H ₆₈₇) (H ₆₈₈) (H ₆₈₉) (H ₆₉₀) (H ₆₉₁) (H ₆₉₂) (H ₆₉₃) (H ₆₉₄) (H ₆₉₅) (H ₆₉₆) (H ₆₉₇) (H ₆₉₈) (H ₆₉₉) (H ₇₀₀) (H ₇₀₁) (H ₇₀₂) (H ₇₀₃) (H ₇₀₄) (H ₇₀₅) (H ₇₀₆) (H ₇₀₇) (H ₇₀₈) (H ₇₀₉) (H ₇₁₀) (H ₇₁₁) (H ₇₁₂) (H ₇₁₃) (H ₇₁₄) (H ₇₁₅) (H ₇₁₆) (H ₇₁₇) (H ₇₁₈) (H ₇₁₉) (H ₇₂₀) (H ₇₂₁) (H ₇₂₂) (H ₇₂₃) (H ₇₂₄) (H ₇₂₅) (H ₇₂₆) (H ₇₂₇) (H ₇₂₈) (H ₇₂₉) (H ₇₃₀) (H ₇₃₁) (H ₇₃₂) (H ₇₃₃) (H ₇₃₄)																											

Koonsegers Road - Between Millstream Ingrewood Road and Halls Road																											
Northbound - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urbanized Area Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	5	5	6	6	6	6	6	6	6	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8	8
Terrain Type (L = Level, B = Rolling, M = Mountainous)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Left A Minimum Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Left B Minimum Capacity (pcu/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Left C Minimum Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795
Left D Minimum Capacity (pcu/h)	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Left E Minimum Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of Items	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Total vehicle (veh/h)	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	
Passenger car equivalent (PCE)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (PH)	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	
Heavy vehicle factor (HVF) (L=0.4, B=0.3, M=0.5)	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Driver population factor (D)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Volume (BPM Highway) / AADT	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (ADT x 30th Highest Factor)	6	6	6	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8	
Passenger Car Equivalent Design Flow (pcu/h) (BPMHV) - Base Without Development	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8	
Passenger Car Equivalent Design Flow (pcu/h) (BPMHV) - With Development	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8	
Left Break	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Koonsegers Road - Between Millstream Ingrewood Road and Halls Road																											
Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urbanized Area Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	5	5	6	6	6	6	6	6	6	6	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8	
Terrain Type (L = Level, B = Rolling, M = Mountainous)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Left A Minimum Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Left B Minimum Capacity (pcu/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
Left C Minimum Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Left D Minimum Capacity (pcu/h)	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
Left E Minimum Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of Items	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Total vehicle (veh/h)	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	
Passenger car equivalent (PCE)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (PH)	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	
Heavy vehicle factor (HVF) (L=0.4, B=0.3, M=0.5)	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Driver population factor (D)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Volume (BPM Highway) / AADT	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (ADT x 30th Highest Factor)	6	6	6	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8	
Passenger Car Equivalent Design Flow (pcu/h) (BPMHV) - Base Without Development	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8	
Passenger Car Equivalent Design Flow (pcu/h) (BPMHV) - With Development	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8	
Left Break	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Koonsegers Road - Between Millstream Ingrewood Road and Halls Road																											
Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urbanized Area Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	5	5	6	6	6	6	6	6	6	6	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8	
Terrain Type (L = Level, B = Rolling, M = Mountainous)	1	1	1	1	1	1	1	1</																			

[illegible][illegible][illegible]

Southbound Direction - Two Lane Highway Level Toronto Urban Analysis: Base Conditions With Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Year of Analysis	2018	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000	4005	4010	4015	4020	4025	4030	4035	4040	4045	4050	4055	4060	4065	4070	4075	4080	4085	4090	4095	4100	4105	4110	4115	4120	4125	4130	4135	4140	4145	4150	4155	4160	4165	4170	4175	4180	4185	4190	4195	4200	4205	4210	4215	4220	4225	4230	4235	4240	4245	4250	4255	4260	4265	4270	4275	4280	4285	4290	4295	4300	4305	4310	4315	4320	4325	4330	4335	4340	4345	4350	4355	4360	4365	4370	4375	4380	4385	4390	4395	4400	4405	4410	4415	4420	4425	4430	4435	4440	4445	4450	4455	4460	4465	4470	4475	4480	4485	4490	4495	4500	4505	4510	4515	4520	4525	4530	4535	4540	4545	4550	4555	4560	4565	4570	4575	4580	4585	4590	4595	4600	4605	4610	4615	4620	4625	4630	4635	4640	4645	4650	4655	4660	4665	4670	4675	4680	4685	4690	4695	4700	4705	4710	4715	4720	4725	4730	4735	4740	4745	4750	4755	4760	4765	4770	4775	4780	4785	4790	4795	4800	4805	4810	4815	4820	4825	4830	4835	4840	4845	4850	4855	4860	4865	4870	4875	4880	4885	4890	4895	4900	4905	4910	4915	4920	4925	4930	4935	4940	4945	4950	4955	4960	4965	4970	4975	4980	4985	4990	4995	5000
Reference Link Capacity (veh/h/ln)	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	100																																																																																																																																																																																																																																																																										

[illegible][illegible][illegible]

Southbound Direction - Two Lane Highway Level Terrain Urban Analysis: Base Conditions With Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000	4005	4010	4015	4020	4025	4030	4035	4040	4045	4050	4055	4060	4065	4070	4075	4080	4085	4090	4095	4100	4105	4110	4115	4120	4125	4130	4135	4140	4145	4150	4155	4160	4165	4170	4175	4180	4185	4190	4195	4200	4205	4210	4215	4220	4225	4230	4235	4240	4245	4250
Travel Time (seconds per vehicle)	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00				

Boulevard Road - Between Care Highway and Linsley Road		Two Lane Highway Level Terrain Soil Analysis: Best Condition VDOT Best Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																													
View of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000

Two Lane Highway Level Terrain Gid Analysis: Base Condition With Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000																																																																																																																																																																																																																																										
Travelers (Average Daily Traffic)	13	13	13	13	14	14	14	15	15	15	16	16	16	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17

[illegible]

Southbound - I-10 Two Lane Highway Level Traffic Unit Analysis: Base Conditions VMT Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000	4005	4010	4015	4020	4025	4030	4035	4040	4045	4050	4055	4060	4065	4070	4075	4080	4085	4090	4095	4100	4105	4110	4115	4120	4125	4130	4135	4140	4145	4150	4155	4160	4165	4170	4175	4180	4185	4190	4195	4200	4205	4210	4215	4220	4225	4230	4235	4240	4245	4250																																																																												
Traveler Demand (veh/h/ln)	132	131	130	134	134	134	134	134	135	135	135	136	136	136	136	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	137	

Millwood Road - Between Millersrun Inglewood Road and Kooningsburg Road		Northbound - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	
Urbanized Area Capacity (pcu/h)		2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Light Vehicle Volume (veh/h)		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Terrain Type (L = Level, B = Rolling, M = Mountainous)		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
East A Minimum Capacity (pcu/h)		150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
East B Minimum Capacity (pcu/h)		400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
East C Minimum Capacity (pcu/h)		795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
East D Minimum Capacity (pcu/h)		1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
East E Minimum Capacity (pcu/h)		2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of Items		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total vehicle volume (veh/h)		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Passenger Car Equivalent (PCE)		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Heavy Vehicle Factor (HVF) (L=0.4, B=0.5, M=1.0)		0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	
Driver population (PCE)		33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	
Average Annual Daily Traffic (AADT)		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
B-volume (B0m Highway) / AADT		0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (ADT x 30m Highway Factor)		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Passenger Car Equivalent Design Flow (pcu/h) (B0m HWY) - Base Without Development		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Left Break		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Millwood Road - Between Millersrun Inglewood Road and Kooningsburg Road		Northbound - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																											
Year of Analysis		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	
Urbanized Area Capacity (pcu/h)		2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Light Vehicle Volume (veh/h)		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Terrain Type (L = Level, B = Rolling, M = Mountainous)		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
East A Minimum Capacity (pcu/h)		150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
East B Minimum Capacity (pcu/h)		400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
East C Minimum Capacity (pcu/h)		795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
East D Minimum Capacity (pcu/h)		1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
East E Minimum Capacity (pcu/h)		2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of Items		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total vehicle volume (veh/h)		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Passenger Car Equivalent (PCE)		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Heavy Vehicle Factor (HVF) (L=0.4, B=0.5, M=1.0)		0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	
Driver population (PCE)		33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	
Average Annual Daily Traffic (AADT)		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
B-volume (B0m Highway) / AADT		0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (ADT x 30m Highway Factor)		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Passenger Car Equivalent Design Flow (pcu/h) (B0m HWY) - With Development		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Left Break		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)		0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Millwood Road - Between Millersrun Inglewood Road and Kooningsburg Road		Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	
Urbanized Area Capacity (pcu/h)		2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Light Vehicle Volume (veh/h)		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Terrain Type (L = Level, B = Rolling, M = Mountainous)		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
East A Minimum Capacity (pcu/h)		150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
East B Minimum Capacity (pcu/h)		400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
East C Minimum Capacity (pcu/h)		795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
East D Minimum Capacity (pcu/h)		1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
East E Minimum Capacity (pcu/h)		2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of																													

Markagap Road - Between Gore Highway and Roche Road																													
Northbound - Two Lane Highway level Terrain Link Analysis: Base Conditions Without Development Traffic																													
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044		
Urbanized Link Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200		
Light Vehicle Volume (veh/h)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3			
Terrain Type (L = Level, B = Rolling, M = Mountainous)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Left A Volume Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150			
Left B Volume Capacity (pcu/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400			
Left C Volume Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795			
Left D Volume Capacity (pcu/h)	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Left E Volume Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200			
Number of Items	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Number of Trucks (veh/h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Total vehicles (veh/h)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
Passenger car equivalent (B)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5			
Percentage Trucks (H)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24			
Heavy vehicle factor (H)(L)(B)(M)(S)(L)	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89			
Driver population (B)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Average Annual Daily Traffic (AADT)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Volume (B)(H) Factor / AADT	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15			
Design Hour Volume (ADT x 30th Highest Factor)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
Passenger Car Equivalent Design Flow (pcu/h)(B)(H)(V) - Base Without Development	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
Left Break	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
Volume to Capacity Ratio (V/C)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Markagap Road - Between Gore Highway and Roche Road																													
Southbound Direction - Two Lane Highway level Terrain Link Analysis: Base Conditions With Development Traffic																													
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044		
Urbanized Link Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200		
Light Vehicle Volume (veh/h)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3			
Terrain Type (L = Level, B = Rolling, M = Mountainous)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Left A Volume Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150			
Left B Volume Capacity (pcu/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400			
Left C Volume Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795			
Left D Volume Capacity (pcu/h)	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Left E Volume Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200			
Number of Items	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Number of Trucks (veh/h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Total vehicles (veh/h)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
Passenger car equivalent (B)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5			
Percentage Trucks (H)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24			
Heavy vehicle factor (H)(L)(B)(M)(S)(L)	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89			
Driver population (B)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20			
Average Annual Daily Traffic (AADT)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Peak Hour Factor	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15			
Volume (B)(H) Factor / AADT	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
Design Hour Volume (ADT x 30th Highest Factor)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
Passenger Car Equivalent Design Flow (pcu/h)(B)(H)(V) - With Development	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
Left Break	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
Volume to Capacity Ratio (V/C)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			

[illegible][illegible][illegible][illegible]

[illegible][illegible][illegible][illegible]

Pekon Road - Between Millstream Implewood Road and Koroorenga Road																											
Northbound - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urban/Low Density Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	50	51	52	53	54	55	56	57	59	60	61	62	63	65	66	67	69	70	71	73	74	76	77	79	80	82	84
Traffic Type (A = Level, B = Rolling, M = Mountainous)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Left A Minimum Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Left B Minimum Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Left C Minimum Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Left D Minimum Capacity (pcu/h)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Left E Minimum Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of Items	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	9	9	9	9	10	10	10	10	10	11	11	11	11	11	12	12	12	12	13	13	13	13	14	14	14	14	
Total Volume (veh/h)	59	60	61	62	64	65	66	68	69	70	72	73	75	76	78	79	81	82	84	86	87	89	91	93	95	97	
Percentage Trucks (H)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (M)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Percentage Trucks (B)	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	
Design Vehicle Factor (MVD) (gpm)(B+L)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Design Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Design Hour Volume (AADT)	59	60	61	62	64	65	66	68	69	70	72	73	75	76	78	79	81	82	84	86	87	89	91	93	95	97	
Design Hour Volume (AADT x 30th Highest Factor)	63	65	66	67	69	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	96	98	100	102	104	106
Design Hour Volume (AADT x 30th Highest Factor) - With Development	63	65	66	67	69	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	96	98	100	102	104	106
Lost Road	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.05	

Pekon Road - Between Millstream Implewood Road and Koroorenga Road																											
Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urban/Low Density Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	50	51	52	53	54	55	56	57	59	60	61	62	63	65	66	67	69	70	71	73	74	76	77	79	80	82	84
Traffic Type (A = Level, B = Rolling, M = Mountainous)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Left A Minimum Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Left B Minimum Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Left C Minimum Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Left D Minimum Capacity (pcu/h)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Left E Minimum Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of Items	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	9	9	9	9	10	10	10	10	10	11	11	11	11	11	12	12	12	12	13	13	13	13	14	14	14	14	
Total Volume (veh/h)	59	60	61	62	64	65	66	68	69	70	72	73	75	76	78	79	81	82	84	86	87	89	91	93	95	97	
Percentage Trucks (H)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (M)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Percentage Trucks (B)	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	
Design Vehicle Factor (MVD) (gpm)(B+L)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Design Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Design Hour Volume (AADT)	59	60	61	62	64	65	66	68	69	70	72	73	75	76	78	79	81	82	84	86	87	89	91	93	95	97	
Design Hour Volume (AADT x 30th Highest Factor)	63	65	66	67	69	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	96	98	100	102	104	106
Design Hour Volume (AADT x 30th Highest Factor) - With Development	63	65	66	67	69	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	96	98	100	102	104	106
Lost Road	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.05	

Pekon Road - Between Millstream Implewood Road and Koroorenga Road																											
Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urban/Low Density Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	50	51	52	53	54	55	56	57	59	60	61	62	63	65	66	67	69	70	71	73	74	76	77	79	80	82	84
Traffic Type (A = Level, B = Rolling, M = Mountainous)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Left A Minimum Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Left B Minimum Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Left C Minimum Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Left D Minimum Capacity (pcu/h)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Left E Minimum Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of Items	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	9	9	9	9	10	10	10	10	10	11	11	11	11	11	12	12	12	12	13	13	13	13	14	14	14	14	
Total Volume (veh/h)	59	60	61	62	64	65	66	68	69	70	72	73	75	76	78	79	81	82	84	86	87	89					

[illegible][illegible][illegible][illegible]

Six Mile Road - Between Robbery Road and High Street		Northbound - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000	4005	4010	4015	4020	4025	4030	4035	4040	4045	4050	4055	4060	4065	4070	4075	4080	4085	4090	4095	4100	4105	4110	4115	4120	4125	4130	4135	4140	4145	4150	4155	4160	4165	4170	4175	4180	4185	4190	4195	4200	4205	4210	4215	4220	4225	4230	4235	4240	4245	4250	4255	4260	4265	4270	4275	4280	4285	4290	4295	4300	4305	4310	4315	4320	4325	4330	4335	4340	4345	4350	4355	4360	4365	4370	4375	4380	4385	4390	4395	4400	4405	4410	4415	4420	4425	4430	4435	4440	4445	4450	4455	4460	4465	4470	4475	4480	4485	4490	4495	4500	4505	4510	4515	4520	4525	4530	4535	4540	4545	4550	4555	4560	4565	4570	4575	4580	4585	4590	4595	4600	4605	4610	4615	4620	4625	4630	4635	4640	4645	4650	4655	4660	4665	4670	4675	4680	4685	4690	4695	4700	4705	4710	4715	4720	4725	4730	4735	4740	4745	4750	4755	4760	4765	4770	4775	4780	4785	4790	4795	4800	4805	4810	4815	4820	4825	4830	4835	4840	4845	4850	4855	4860	4865	4870	4875	4880	4885	4890	4895	4900	4905	4910	4915	4920	4925	4930	4935	4940	4945	4950	4955	4960	4965	4970	4975	4980	4985	4990	4995	5000	5005	5010	5015	5020	5025	5030	5035	5040	5045	5050	5055	5060	5065	5070	5075	5080	5085	5090	5095	5100	5105	5110	5115	5120	5125	5130	5135	5140	5145	5150	5155	5160	5165	5170	5175	5180	5185	5190	5195	5200	5205	5210	5215	5220	5225	5230	5235	5240	5245	5250	5255	5260	5265	5270	5275	5280	5285	5290	5295	5300	5305	5310	5315	5320	5325	5330	5335	5340	5345	5350	5355	5360	5365	5370	5375	5380	5385	5390	5395	5400	5405	5410	5415	5420	5425	5430	5435	5440	5445	5450	5455	5460	5465	5470	5475	5480	5485	5490	5495	5500	5505	5510	5515	5520	5525	5530	5535	5540	5545	5550	5555	5560	5565	5570	5575	5580	5585	5590	5595	5600	5605	5610	5615	5620	5625	5630	5635	5640	5645	5650	5655	5660	5665	5670	5675	5680	5685	5690	5695	5700	5705	5710	5715	5720	5725	5730	5735	5740	5745	5750	5755	5760	5765	5770	5775	5780	5785	5790	5795	5800	5805	5810	5815	5820	5825	5830	5835	5840	5845	5850	5855	5860	5865	5870	5875	5880	5885	5890	5895	5900	5905	5910	5915	5920	5925	5930	5935	5940	5945	5950	5955	5960	5965	5970	5975	5980	5985	5990	5995	6000	6005	6010	6015	6020	6025	6030	6035	6040	6045	6050	6055	6060	6065	6070	6075	6080	6085	6090	6095	6100	6105	6110	6115	6120	6125	6130	6135	6140	6145	6150	6155	6160	6165	6170	6175	6180	6185	6190	6195	6200	6205	6210	6215	6220	6225	6230	6235	6240	6245	6250	6255	6260	6265	6270	6275	6280	6285	6290	6295	6300	6305	6310	6315	6320	6325	6330	6335	6340	6345	6350	6355	6360	6365	6370	6375	6380	6385	6390	6395	6400	6405	6410	6415	6420	6425	6430	6435	6440	6445	6450	6455	6460	6465	6470	6475	6480	6485	6490	6495	6500	6505	6510	6515	6520	6525	6530	6535	6540	6545	6550	6555	6560	6565	6570	6575	6580	6585	6590	6595	6600	6605	6610	6615	6620	6625	6630	6635	6640	6645	6650	6655	6660	6665	6670	6675	6680	6685	6690	6695	6700	6705	6710	6715	6720	6725	6730	6735	6740	6745	6750	6755	6760	6765	6770	6775	6780	6785	6790	6795	6800	6805	6810	6815	6820	6825	6830	6835	6840	6845	6850	6855	6860	6865	6870	6875	6880	6885	6890	6895	6900	6905	6910	6915	6920	6925	6930	6935	6940	6945	6950	6955	6960	6965	6970	6975	6980	6985	6990	6995	7000	7005	7010	7015	7020	7025	7030	7035	7040	7045	7050	7055	7060	7065	7070	7075	7080	7085	7090	7095	7100	7105	7110	7115	7120	7125	7130	7135	7140	7145	7150	7155	7160	7165	7170	7175	7180	7185	7190	7195	7200	7205	7210	7215	7220	7225	7230	7235	7240	7245	7250	7255	7260	7265	7270	7275	7280	7285	7290	7295	7300	7305	7310	7315	7320	7325	7330	7335	7340	7345	7350	7355	7360	7365	7370	7375	7380	7385	7390	7395	7400	7405	7410	7415	7420	7425	7430	7435	7440	7445	7450	7455	7460	7465	7470	7475	7480	7485	7490	7495	7500	7505	7510	7515	7520	7525	7530	7535	7540	7545	7550	7555	7560	7565	7570	7575	7580	7585	7590	7595	7600	7605	7610	7615	7620	7625	7630	7635	7640	7645	7650	7655	7660	7665	7670	7675	7680	7685	7690	7695	7700	7705	7710	7715	7720	7725	7730	7735	7740	7745	7750	7755	7760	7765	7770	7775	7780	7785	7790	7795	7800	7805	7810	7815	7820	7825	7830	7835	7840	7845	7850	7855	7860	7865	7870	7875	7880	7885	7890	7895	7900	7905	7910	7915	7920	7925	7930	7935	7940	7945	7950	7955	7960	7965	7970	7975	7980	7985	7990	7995	8000	8005	8010	8015	8020	8025	8030	8035	8040	8045	8050	8055	8060	8065	8070	8075	8080	8085	8090	8095	8100	8105	8110	8115	8120	8125	8130	8135	8140	8145	8150	8155	8160	8165	8170	8175	8180	8185	8190	8195	8200	8205	8210	8215	8220	8225	8230	8235	8240	8245	8250	8255	8260	8265	8270	8275	8280	8285	8290	8295	8300	8305	8310	8315	8320	8325	8330	8335	8340	8345	8350	8355	8360	8365	8370	8375	8380	8385	8390	8395	8400	8405	8410	8415	8420	8425	8430	8435	8440	8445	8450	8455	8460	8465	8470	8475	8480	8485	8490	8495	8500	8505	8510	8515	8520	8525	8530	8535	8540	8545	8550	8555	8560	8565	8570	8575	8580	8585	8590	8595	8600	8605	8610	8615	8620	8625	8630	8635	8640	8645	8650	8655	8660	8665	8670	8675	8680	8685	8690	8695	8700	8705	8710	8715	8720	8725	8730	8735	8740	8745	8750	8755	8760	8765	8770	8775	8780	8785	8790	8795	8800	8805	8810	8815	8820	8825	8830	8835	8840	8845	8850	8

Major Road : Between Yonkers Highway and Draper Road		No Bypass - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis:	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044		
Likewise EA Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200		
Link Volume (veh/h)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
Design Type & Levels: E+/- Rolling, M = Mountainous	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Left A Unimodal Capacity (pc/h/ft)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200			
Left B Unimodal Capacity (pc/h/ft)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400			
Left C Unimodal Capacity (pc/h/ft)	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792			
Left D Unimodal Capacity (pc/h/ft)	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344			
Left E Unimodal Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200			
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Number of truck bays	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total vehicle length	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5			
Percentage truck (ft)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10			
Driver vehicle factor (MVAI) (ft)(H=3.5)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Average Annual Daily Traffic (AADT)	33	34	34	35	34	37	37	38	39	40	40	41	42	41	44	45	46	47	48	49	50	51	52	53	54	55			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Level 20th Highest (AADT)	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12			
Design Hour Volume (AADT x 20th Highest Factor)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
Chowdhury Car Equivalent Design Flow (pc/h/ft/MVAI) - Base Without Development	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
Link Result	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A			
Volume to Capacity Ratio (V/C)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			

Major Road : Between Yonkers Highway and Draper Road		No Bypass - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																											
Year of Analysis:	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044		
Likewise EA Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200		
Link Volume (veh/h)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
Design Type & Levels: E+/- Rolling, M = Mountainous	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Left A Unimodal Capacity (pc/h/ft)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200			
Left B Unimodal Capacity (pc/h/ft)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400			
Left C Unimodal Capacity (pc/h/ft)	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792			
Left D Unimodal Capacity (pc/h/ft)	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344			
Left E Unimodal Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200			
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Number of truck bays	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total vehicle length	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5			
Percentage truck (ft)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10			
Driver vehicle factor (MVAI) (ft)(H=3.5)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Average Annual Daily Traffic (AADT)	33	34	34	35	34	37	37	38	39	40	40	41	42	41	44	45	46	47	48	49	50	51	52	53	54	55			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Level 20th Highest (AADT)	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12			
Design Hour Volume (AADT x 20th Highest Factor)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
Chowdhury Car Equivalent Design Flow (pc/h/ft/MVAI) - With Development	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
Link Result	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A			
Volume to Capacity Ratio (V/C)	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			

Major Road : Between Yonkers Highway and Draper Road		Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis:	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044		
Likewise EA Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200		
Link Volume (veh/h)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
Design Type & Levels: E+/- Rolling, M = Mountainous	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Left A Unimodal Capacity (pc/h/ft)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200			
Left B Unimodal Capacity (pc/h/ft)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400			
Left C Unimodal Capacity (pc/h/ft)	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792			
Left D Unimodal Capacity (pc/h/ft)	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344			
Left E Unimodal Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200			
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Number of truck bays	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total vehicle length	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5			
Percentage truck (ft)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10			
Driver vehicle factor (MVAI) (ft)(H=3.5)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.							

[illegible][illegible][illegible][illegible]

[illegible][illegible][illegible]

Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000	4005	4010	4015	4020	4025	4030	4035	4040	4045	4050	4055	4060	4065	4070	4075	4080	4085	4090	4095	4100	4105	4110	4115	4120	4125	4130	4135	4140	4145	4150	4155	4160	4165	4170	4175	4180	4185	4190	4195	4200	4205	4210	4215	4220	4225	4230	4235	4240	4245	4250																																																																																																																																																																																															
Level of Service	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

Unimodal Road - Between Gore Highway and Millnerman Indoor Sports Centre																											
Northbound - Two Lane Highway level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Unimodal Link Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	200	204	208	212	216	221	225	229	234	239	244	249	254	259	264	269	275	280	286	291	297	303	309	315	322	328	335
Truck Type A + Level, B + Rolling, M + Mountainous	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Link A Unimodal Capacity (pcu/h)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	
Link B Unimodal Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Link C Unimodal Capacity (pcu/h)	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	792	
Link D Unimodal Capacity (pcu/h)	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	1344	
Link E Unimodal Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of Items	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	35	36	37	37	38	39	40	41	41	42	43	44	45	46	47	48	49	50	51	52	53	55	56	57	58	59	
Total vehicle volume (veh/h)	215	240	245	250	255	260	265	270	276	281	287	293	298	304	310	317	323	329	336	343	350	357	364	371	378	386	
Percentage Trucks (H)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		
Percentage Trucks (M)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Heavy vehicle factor (H/M) (g+dm)(B+L)	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93		
Driver population (B)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Average Annual Daily Traffic (AADT)	1561	2000	2049	2081	2122	2165	2208	2252	2297	2343	2389	2438	2487	2536	2587	2639	2692	2746	2800	2856	2914	2972	3031	3090	3150	3211	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Design Hour Volume (ADT + 30th Highest Factor)	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	
Design Hour Volume (ADT + 30th Highest Factor)	215	240	245	250	255	260	265	270	276	281	287	293	298	304	310	317	323	329	336	343	350	357	364	371	378	386	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	339	353	367	381	395	409	423	437	451	465	479	493	507	521	535	549	563	577	591	605	
Design Hour Volume (ADT + 30th Highest Factor)	253	269	283	297	311	325	3393																				

[illegible][illegible]

Accessed Road - Between Temomanda Cell Plains Road and Unaccessed Road		Southbound Direction - Two Lane Highway Level Terrain All Analytic Base Conditions Without Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000																																																																																																																																																																						
Unaccessed Lane Capacity (pcu/h/ln)	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700

Southbound Direction - Two Lane Highway Level Traffic Unit Analysis: Base Conditions With Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
Year of Analysis	2018	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000																																																																																																																																					
Intersecting Capacity (veh/h/ft)	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000</

Unimodal Road - Between Tumamoc Hill Road and Scribby Road		Northbound - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																										
Year of Analysis		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Unimodal Link Capacity (pcu/h)		2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)		50	51	52	53	54	55	56	57	59	60	61	62	63	65	66	67	69	70	71	73	74	76	77	79	80	82	84
Terrain Type (a = Level, b = Rolling, M = Mountainous)		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Left A Volume Capacity (pcu/h)		150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Left B Volume Capacity (pcu/h)		480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Left C Volume Capacity (pcu/h)		795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Left D Volume Capacity (pcu/h)		1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Left E Volume Capacity (pcu/h)		2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of Items		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)		9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	
Total volume (veh/h)		59	60	61	62	64	65	66	68	69	70	72	73	75	76	78	79	81	82	84	86	87	89	91	93	95	97	
Percentage Trucks (H)		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (M)		0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Average Annual Daily Traffic (AADT)		392	400	408	416	424	432	440	449	459	469	479	489	497	507	517	528	539	549	560	571	581	594	606	618	631	643	656
Design Hour Factor (DHF) (a+b+c+d+e)		0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Design Hour Volume (ADV) (a+b+c+d+e)		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Design Hour Volume (ADV) (a+b+c+d+e)		392	400	408	416	424	432	440	449	459	469	479	489	497	507	517	528	539	549	560	571	581	594	606	618	631	643	656
Design Hour Volume (ADV) (a+b+c+d+e)		0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84	86	87	89	91	93	95	97
Design Hour Volume (ADV) (a+b+c+d+e)		63	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	84							

Unimodal Road - Between Dryden Westbrook Road and Unimodal Road		Northbound - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																										
Year of Analysis		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Unimodal Link Capacity (pcu/h)		2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280
Light Vehicle Volume (veh/h)		50	51	52	53	54	55	56	57	59	60	61	62	63	65	66	67	69	70	71	73	74	76	77	79	80	82	84
Terrain Type (A = Level, B = Rolling, M = Mountainous)		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Lost A Ultimate Capacity (pcu/h)		150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Lost B Ultimate Capacity (pcu/h)		480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480
Lost C Ultimate Capacity (pcu/h)		795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795
Lost D Ultimate Capacity (pcu/h)		1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350
Lost E Ultimate Capacity (pcu/h)		2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280
Number of lanes		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of trucks (veh/h)		9	9	9	9	10	10	10	10	10	10	11	11	11	11	12	12	13	13	13	14	14	14	14	14	14	15	
Total vehicles (veh/h)		59	60	61	62	64	65	66	68	69	70	72	73	75	76	78	79	81	82	84	86	87	89	90	92	93	95	97
Designated car equivalent (B1)		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Deceleration Trucks (D1)		0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Heavy vehicle factor (H1) (S = 0.5, B = 1)		0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	
Design population (B1)		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)		352	400	408	416	424	433	442	450	459	469	478	488	497	507	517	528	538	549	560	571	583	594	606	618	631	643	656
Peak Hour Factor		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
K-value (from Highway / AADT)		0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (AADT x 10th Highest Factor)		59	60	61	62	64	65	66	68	69	70	72	73	74	76	77	79	80	82	84	86	87	89	90	92	93	95	97
Designated Car Equivalent Design Flow (Vp) (Vp/HV) - Base Without Development		63	65	66	67	69	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	96	98	100	102	104	106
Development Traffic (veh/h)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Designated Car Equivalent Design Flow (Vp) (Vp/HV) - With Development		63	65	66	67	69	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	96	98	100	102	104	106
Lost Road		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)		0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.05	0.05

Unimodal Road - Between Dryden Westbrook Road and Unimodal Road		Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																										
Year of Analysis		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Unimodal Link Capacity (pcu/h)		2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280
Light Vehicle Volume (veh/h)		50	51	52	53	54	55	56	57	59	60	61	62	63	65	66	67	69	70	71	73	74	76	77	79	80	82	84
Terrain Type (A = Level, B = Rolling, M = Mountainous)		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Lost A Ultimate Capacity (pcu/h)		150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Lost B Ultimate Capacity (pcu/h)		480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Lost C Ultimate Capacity (pcu/h)		795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Lost D Ultimate Capacity (pcu/h)		1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Lost E Ultimate Capacity (pcu/h)		2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	
Number of lanes		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of trucks (veh/h)		9	9	9	9	10	10	10	10	10	10	11	11	11	11	12	12	13	13	13	14	14	14	14	14	14	15	
Total vehicles (veh/h)		59	60	61	62	64	65	66	68	69	70	72	73	75	76	78	79	81	82	84	86	87	89	90	92	93	95	97
Designated car equivalent (B1)		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Deceleration Trucks (D1)		0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Heavy vehicle factor (H1) (S = 0.5, B = 1)		0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	
Design population (B1)		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)		352	400	408	416	424	433	442	450	459	469	478	488	497	507	517	528	538	549	560	571	583	594	606	618	631	643	656
Peak Hour Factor		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
K-value (from Highway / AADT)		0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (AADT x 10th Highest Factor)		59	60	61	62	64	65	66	68	69	70	72	73	74	76	77	79	80	82	84	86	87	89	90	92	93	95	97
Designated Car Equivalent Design Flow (Vp) (Vp/HV) - Base Without Development		63	65	66	67	69	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	96	98	100	102	104	106
Development Traffic (veh/h)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Designated Car Equivalent Design Flow (Vp) (Vp/HV) - With Development		63	65	66	67	69	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	96	98	100	102	104	106
Lost Road		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)		0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.05	0.05

Unimodal Road - Between Dryden Westbrook Road and Unimodal Road		Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																									
Year of Analysis		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030													

Unimodal Road - Between Bank's Road and Unimodal Road										No-Build - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																														
Year of Analysis										2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044				
Lanes/Lane Capacity (pc/h/ft)										2200	2250	2300	2350	2400	2450	2500	2550	2600	2650	2700	2750	2800	2850	2900	2950	3000	3050	3100	3150	3200	3250	3300	3350	3400	3450	3500	3550	3600		
Left A Uplifted Capacity (pc/h/ft)										50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
Travel Type & Level: R = Rolling, M = Mountainous										1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Left B Uplifted Capacity (pc/h/ft)										150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Left C Uplifted Capacity (pc/h/ft)										400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Left D Uplifted Capacity (pc/h/ft)										795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795
Left E Uplifted Capacity (pc/h/ft)										1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350
Left F Uplifted Capacity (pc/h/ft)										2200	2250	2300	2350	2400	2450	2500	2550	2600	2650	2700	2750	2800	2850	2900	2950	3000	3050	3100	3150	3200	3250	3300	3350	3400	3450	3500	3550	3600	3650	3700
Number of Lanes										1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Number of Truck Lanes										0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Driver car equivalent (R)										0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9		
Percentaged Trucks (R)										0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Annual Average Daily Traffic (AADT)										380	400	400	416	434	453	474	497	520	543	567	592	617	643	669	695	721	748	774	801											
Peak Hour Factor										0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Average 20th Highest / AADT										0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (ADT x 20th Highest Factor)										61	65	66	67	68	70	73	74	76	77	79	80	82	83	85	87	89	90	92	94	95	96	98	100	102	104	106				
Coverage for Equipment Design Flow (Vp/(Vp*H)) - With Development										0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9		
Left Road										A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)										0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.05	0.05	

Unimodal Road - Between Bank's Road and Unimodal Road										Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																														
Year of Analysis										2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044				
Lanes/Lane Capacity (pc/h/ft)										2200	2250	2300	2350	2400	2450	2500	2550	2600	2650	2700	2750	2800	2850	2900	2950	3000	3050	3100	3150	3200	3250	3300	3350	3400	3450	3500	3550	3600		
Left A Uplifted Capacity (pc/h/ft)										50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
Travel Type & Level: R = Rolling, M = Mountainous										1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Left B Uplifted Capacity (pc/h/ft)										150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Left C Uplifted Capacity (pc/h/ft)										400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Left D Uplifted Capacity (pc/h/ft)										795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795
Left E Uplifted Capacity (pc/h/ft)										1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350
Left F Uplifted Capacity (pc/h/ft)										2200	2250	2300	2350	2400	2450	2500	2550	2600	2650	2700	2750	2800	2850	2900	2950	3000	3050	3100	3150	3200	3250	3300	3350	3400	3450	3500	3550	3600	3650	3700
Number of Lanes										1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Number of Truck Lanes										0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Driver car equivalent (R)										0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9		
Percentaged Trucks (R)										0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Annual Average Daily Traffic (AADT)										380	400	400	416	434	453	474	497	520	543	567	592	617	643	669	695	721	748	774	801											
Peak Hour Factor										0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Average 20th Highest / AADT										0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (ADT x 20th Highest Factor)										61	65	66	67	68	70	73	74	76	77	79	80	82	83	85	87	89	90	92	94	95	96	98	100	102	104	106				
Coverage for Equipment Design Flow (Vp/(Vp*H)) - With Development										0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9		
Left Road										A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)										0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.05	0.05	

Unimodal Road - Between Bank's Road and Unimodal Road										Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																														
Year of Analysis										2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044				
Lanes/Lane Capacity (pc/h/ft)										2200	2250	2300	2350	2400	2450	2500	2550	2600	2650	2700	2750	2800	2850	2900	2950	3000	3050	3100	3150	3200	3250	3300	3350	3400	3450	3500	3550	3600		
Left A Uplifted Capacity (pc/h/ft)										50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
Travel Type & Level: R = Rolling, M = Mountainous										1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Left B Uplifted Capacity (pc/h/ft)										150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Left C Uplifted Capacity (pc/h/ft)										400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Left D Uplifted Capacity (pc/h/ft)										795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795
Left E Uplifted Capacity (pc/h/ft)										1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1					

[illegible]

[illegible]

Tarrant County Road - Between Railway Line and Salt Wells Road																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Southbound Direction - Two Lane Highway level Terrain Urban Analysis Base Conditions Without Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Year of analysis:																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000	4005	4010	4015	4020	4025	4030	4035	4040	4045	4050	4055	4060	4065	4070	4075	4080	4085	4090	4095	4100	4105	4110	4115	4120	4125	4130	4135	4140	4145	4150	4155	4160	4165	4170	4175	4180	4185	4190	4195	4200	4205	4210	4215	4220	4225	4230	4235	4240	4245	4250	4255	4260	4265	4270	4275	4280	4285	4290	4295	4300	4305	4310	4315	4320	4325	4330	4335	4340	4345	4350	4355	4360	4365	4370	4375	4380	4385	4390	4395	4400	4405	4410	4415	4420	4425	4430	4435	4440	4445	4450	4455	4460	4465	4470	4475	4480	4485	4490	4495	4500	4505	4510	4515	4520	4525	4530	4535	4540	4545	4550	4555	4560	4565	4570	4575	4580	4585	4590	4595	4600	4605	4610	4615	4620	4625	4630	4635	4640	4645	4650	4655	4660	4665	4670	4675	4680	4685	4690	4695	4700	4705	4710	4715	4720	4725	4730	4735	4740	4745	4750	4755	4760	4765	4770	4775	4780	4785	4790	4795	4800	4805	4810	4815	4820	4825	4830	4835	4840	4845	4850	4855	4860	4865	4870	4875	4880	4885	4890	4895	4900	4905	4910	4915	4920	4925	4930	4935	4940	4945	4950	4955	4960	4965	4970	4975	4980	4985	4990	4995	5000
Urban Vehicle Capacity (veh/hr)	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280																																																																																																																								

[illegible]

[illegible]

Tennay Road - Between Red Lane and Clark Road

Northbound - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic

Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Unimproved Link Capacity (pcu/h)	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290
Light Vehicle Volume (veh/h)	167	170	173	177	180	184	188	193	198	203	207	211	216	220	224	228	233	238	243	248	253	258	263	268	273	278	283
Truck Type (L = Level, B = Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Link A Minimum Capacity (pcu/h)	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	
Link B Minimum Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Link C Minimum Capacity (pcu/h)	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	
Link D Minimum Capacity (pcu/h)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Link E Minimum Capacity (pcu/h)	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	
Number of Jams	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	29	30	31	31	32	32	33	34	34	35	36	37	37	38	39	40	41	42	43	44	45	46	47	48	49	50	
Travel velocity (mph)	196	200	204	208	212	216	221	226	230	234	239	244	249	254	259	264	269	275	280	285	290	295	300	305	310	315	
Percentage car equivalent (B)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (M)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Average Annual Daily Traffic (AADT)	1961	2000	2040	2081	2122	2165	2209	2252	2297	2343	2390	2438	2487	2536	2587	2639	2692	2746	2800	2856	2913	2970	3029	3089	3154	3217	3281
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Crash Rate (0.001 / AADT)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	
Design Hour Volume (ADT x 10th Highest Factor)	196	200	204	208	212	216	221	226	230	234	239	244	249	254	259	264	269	275	280	285	290	295	300	305	310	315	
Design Hour Equivalent Design Flow (V _{DE} / 0.85 / 0.85) - Base Without Development	231	235	239	244	248	253	258	263	267	272	277	282	287	292	297	303	308	313	319	324	329	334	339	344	349	353	

Northbound - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic

Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Unimproved Link Capacity (pcu/h)	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290
Light Vehicle Volume (veh/h)	167	170	173	177	180	184	188	193	198	203	207	211	216	220	224	228	233	238	243	248	253	258	263	268	273	278	283
Truck Type (L = Level, B = Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Link A Minimum Capacity (pcu/h)	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	
Link B Minimum Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Link C Minimum Capacity (pcu/h)	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	
Link D Minimum Capacity (pcu/h)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Link E Minimum Capacity (pcu/h)	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	
Number of Jams	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	29	30	31	31	32	32	33	34	34	35	36	37	37	38	39	40	41	42	43	44	45	46	47	48	49	50	
Travel velocity (mph)	196	200	204	208	212	216	221	226	230	234	239	244	249	254	259	264	269	275	280	285	290	295	300	305	310	315	
Percentage car equivalent (B)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		
Percentage Trucks (M)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Average Annual Daily Traffic (AADT)	1961	2000	2040	2081	2122	2165	2209	2252	2297	2343	2390	2438	2487	2536	2587	2639	2692	2746	2800	2856	2913	2970	3029	3089	3154	3217	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Crash Rate (0.001 / AADT)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	
Design Hour Equivalent Design Flow (V _{DE} / 0.85 / 0.85) - Base Without Development	231	235	239	244	248	253	258	263	267	272	277	282	287	292	297	303	308	313	319	324	329	334	339	344	349	353	
Design Hour Equivalent Design Flow (V _{DE} / 0.85 / 0.85) - With Development	261	265	269	274	278	283	288	293	298	303	308	313	318	323	328	333	338	343	348	353	358	363	368	373	378	383	
Link Break	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)	0.09	0.09	0.10	0.10	0.10	0.10	0.11	0.11	0.11	0.11	0.11	0.12	0.12	0.12	0.12	0.13	0.13	0.13	0.13	0.14	0.14	0.14	0.15	0.15	0.15	0.15	

Tennay Road - Between Red Lane and Clark Road

Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic

Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Estimated Link Capacity (pcu/h)	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290
Light Vehicle Volume (veh/h)	167	170	173	177	180	184	188	193	198	203	207	211	216	220	224	228	233	238	243	248	253	258	263	268	273	278	283
Truck Type (L = Level, B = Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Link A Minimum Capacity (pcu/h)	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	
Link B Minimum Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Link C Minimum Capacity (pcu/h)	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	
Link D Minimum Capacity (pcu/h)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Link E Minimum Capacity (pcu/h)	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	2290	
Number of Jams	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	29	30	31	31	32	32	33	34	34	35	36	37	37	38	39	40	41	42	43	44	45	46	47	48	49	50	
Queue Length (veh)	184	190	194	198	202	206	210	214	218	222	226	230	234	238	242	246	250	254	258	262	266	270	274	278	282	286	
Queue Length as % of Capacity (%)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		
Percentage Trucks (%)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Driver Population (pcu/h)	0.30	0.31	0.31	0.32	0.33	0.33	0.33	0.34	0.34	0.35	0.35	0.36	0.36	0.37	0.37	0.38	0.39	0.40	0.41	0.42	0.43	0.44	0.45	0.46	0.47	0.48	
Accumulation Factor (AF)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Accumulation Factor (AF) (AF=1)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Accumulation Factor (AF) (AF=1)	0.30	0.31	0.31	0.32	0.33	0.33	0.33	0.34	0.34	0.35	0.35	0.36	0.36	0.37	0.37	0.38	0.39	0.40	0.41	0.42	0.43	0.44	0.45	0.46	0.47	0.48	
Accumulation Factor (AF) (AF=1)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Accumulation Factor (AF) (AF=1)	1940	1960	1980	2000	2022	2045	2068	2092	2117	2143	2169	2194	2219	2244	2269	2294	2319	2344	2369	2394	2419	2444	2469	2494	2519	2544	
Queue Length Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Queue Length Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Queue Length Factor (Queue Length Factor)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Queue Length Factor (Queue Length Factor)	210	215	219	224	228	233	237	242	247	252	257	262	267	272	277	282	287	292	297	302	307	312	317	322	327	332	

[illegible][illegible][illegible]

Eastbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000	4005	4010	4015	4020	4025	4030	4035	4040	4045	4050	4055	4060	4065	4070	4075	4080	4085	4090	4095	4100	4105	4110	4115	4120	4125	4130	4135	4140	4145	4150	4155	4160	4165	4170	4175	4180	4185	4190	4195	4200	4205	4210	4215	4220	4225	4230	4235	4240	4245	4250	4255																													
Link Analysis	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	

Southbound Direction - Two Lane Highway Level Terrain (All Analysis Base Conditions Without Development Traffic)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Year of Analysis	2010	2013	2020	2025	2032	2037	2042	2047	2052	2057	2062	2067	2072	2077	2082	2087	2092	2097	2102	2107	2112	2117	2122	2127	2132	2137	2142	2147	2152	2157	2162	2167	2172	2177	2182	2187	2192	2197	2202	2207	2212	2217	2222	2227	2232	2237	2242	2247	2252	2257	2262	2267	2272	2277	2282	2287	2292	2297	2302	2307	2312	2317	2322	2327	2332	2337	2342	2347	2352	2357	2362	2367	2372	2377	2382	2387	2392	2397	2402	2407	2412	2417	2422	2427	2432	2437	2442	2447	2452	2457	2462	2467	2472	2477	2482	2487	2492	2497	2502	2507	2512	2517	2522	2527	2532	2537	2542	2547	2552	2557	2562	2567	2572	2577	2582	2587	2592	2597	2602	2607	2612	2617	2622	2627	2632	2637	2642	2647	2652	2657	2662	2667	2672	2677	2682	2687	2692	2697	2702	2707	2712	2717	2722	2727	2732	2737	2742	2747	2752	2757	2762	2767	2772	2777	2782	2787	2792	2797	2802	2807	2812	2817	2822	2827	2832	2837	2842	2847	2852	2857	2862	2867	2872	2877	2882	2887	2892	2897	2902	2907	2912	2917	2922	2927	2932	2937	2942	2947	2952	2957	2962	2967	2972	2977	2982	2987	2992	2997	3002	3007	3012	3017	3022	3027	3032	3037	3042	3047	3052	3057	3062	3067	3072	3077	3082	3087	3092	3097	3102	3107	3112	3117	3122	3127	3132	3137	3142	3147	3152	3157	3162	3167	3172	3177	3182	3187	3192	3197	3202	3207	3212	3217	3222	3227	3232	3237	3242	3247	3252	3257	3262	3267	3272	3277	3282	3287	3292	3297	3302	3307	3312	3317	3322	3327	3332	3337	3342	3347	3352	3357	3362	3367	3372	3377	3382	3387	3392	3397	3402	3407	3412	3417	3422	3427	3432	3437	3442	3447	3452	3457	3462	3467	3472	3477	3482	3487	3492	3497	3502	3507	3512	3517	3522	3527	3532	3537	3542	3547	3552	3557	3562	3567	3572	3577	3582	3587	3592	3597	3602	3607	3612	3617	3622	3627	3632	3637	3642	3647	3652	3657	3662	3667	3672	3677	3682	3687	3692	3697	3702	3707	3712	3717	3722	3727	3732	3737	3742	3747	3752	3757	3762	3767	3772	3777	3782	3787	3792	3797	3802	3807	3812	3817	3822	3827	3832	3837	3842	3847	3852	3857	3862	3867	3872	3877	3882	3887	3892	3897	3902	3907	3912	3917	3922	3927	3932	3937	3942	3947	3952	3957	3962	3967	3972	3977	3982	3987	3992	3997	4002	4007	4012	4017	4022	4027	4032	4037	4042	4047	4052	4057	4062	4067	4072	4077	4082	4087	4092	4097	4102	4107	4112	4117	4122	4127	4132	4137	4142	4147	4152	4157	4162	4167	4172	4177	4182	4187	4192	4197	4202	4207	4212	4217	4222	4227	4232	4237	4242	4247	4252	4257	4262	4267	4272	4277	4282	4287	4292	4297	4302	4307	4312	4317	4322	4327	4332	4337	4342	4347	4352	4357	4362	4367	4372	4377	4382	4387	4392	4397	4402	4407	4412	4417	4422	4427	4432	4437	4442	4447	4452	4457	4462	4467	4472	4477	4482	4487	4492	4497	4502	4507	4512	4517	4522	4527	4532	4537	4542	4547	4552	4557	4562	4567	4572	4577	4582	4587	4592	4597	4602	4607	4612	4617	4622	4627	4632	4637	4642	4647	4652	4657	4662	4667	4672	4677	4682	4687	4692	4697	4702	4707	4712	4717	4722	4727	4732	4737	4742	4747	4752	4757	4762	4767	4772	4777	4782	4787	4792	4797	4802	4807	4812	4817	4822	4827	4832	4837	4842	4847	4852	4857	4862	4867	4872	4877	4882	4887	4892	4897	4902	4907	4912	4917	4922	4927	4932	4937	4942	4947	4952	4957	4962	4967	4972	4977	4982	4987	4992	4997	5002	5007	5012	5017	5022	5027	5032	5037	5042	5047	5052	5057	5062	5067	5072	5077	5082	5087	5092	5097	5102	5107	5112	5117	5122	5127	5132	5137	5142	5147	5152	5157	5162	5167	5172	5177	5182	5187	5192	5197	5202	5207	5212	5217	5222	5227	5232	5237	5242	5247	5252	5257	5262	5267	5272	5277	5282	5287	5292	5297	5302	5307	5312	5317	5322	5327	5332	5337	5342	5347	5352	5357	5362	5367	5372	5377	5382	5387	5392	5397	5402	5407	5412	5417	5422	5427	5432	5437	5442	5447	5452	5457	5462	5467	5472	5477	5482	5487	5492	5497	5502	5507	5512	5517	5522	5527	5532	5537	5542	5547	5552	5557	5562	5567	5572	5577	5582	5587	5592	5597	5602	5607	5612	5617	5622	5627	5632	5637	5642	5647	5652	5657	5662	5667	5672	5677	5682	5687	5692	5697	5702	5707	5712	5717	5722	5727	5732	5737	5742	5747	5752	5757	5762	5767	5772	5777	5782	5787	5792	5797	5802	5807	5812	5817	5822	5827	5832	5837	5842	5847	5852	5857	5862	5867	5872	5877	5882	5887	5892	5897	5902	5907	5912	5917	5922	5927	5932	5937	5942	5947	5952	5957	5962	5967	5972	5977	5982	5987	5992	5997	6002	6007	6012	6017	6022	6027	6032	6037	6042	6047	6052	6057	6062	6067	6072	6077	6082	6087	6092	6097	6102	6107	6112	6117	6122	6127	6132	6137	6142	6147	6152	6157	6162	6167	6172	6177	6182	6187	6192	6197	6202	6207	6212	6217	6222	6227	6232	6237	6242	6247	6252	6257	6262	6267	6272	6277	6282	6287	6292	6297	6302	6307	6312	6317	6322	6327	6332	6337	6342	6347	6352	6357	6362	6367	6372	6377	6382	6387	6392	6397	6402	6407	6412	6417	6422	6427	6432	6437	6442	6447	6452	6457	6462	6467	6472	6477	6482	6487	6492	6497	6502	6507	6512	6517	6522	6527	6532	6537	6542	6547	6552	6557	6562	6567	6572	6577	6582	6587	6592	6597	6602	6607	6612	6617	6622	6627	6632	6637	6642	6647	6652	6657	6662	6667	6672	6677	6682	6687	6692	6697	6702	6707	6712	6717	6722	6727	6732	6737	6742	6747	6752	6757	6762	6767	6772	6777	6782	6787	6792	6797	6802	6807	6812	6817	6822	6827	6832	6837	6842	6847	6852	6857	6862	6867	6872	6877	6882	6887	6892	6897	6902	6907	6912	6917	6922	6927	6932	6937	6942	6947	6952	6957	6962	6967	6972	6977	6982	6987	6992	6997	7002	7007	7012	7017	7022	7027	7032	7037	7042	7047	7052	7057	7062	7067	7072	7077	7082	7087	7092	7097	7102	7107	7112	7117	7122	7127	7132	7137	7142	7147	7152	7157	7162	7167	7172	7177	7182	7187	7192	7197	7202	7207	7212	7217	7222	7227	7232	7237	7242	7247	7252	7257	7262	7267	7272	7277	7282	7287	7292	7297	7302	7307	7312	7317	7322	7327	7332	7337	7342	7347	7352	7357	7362	7367	7372	7377	7382	7387	7392	7397	7402	7407	7412	7417	7422	7427	7432	7437	7442	7447	7452	7457	7462	7467	7472	7477	7482	7487	7492	7497	7502	7507	7512	7517	7522	7527	7532	7537	7542	7547	7552	7557	7562	7567	7572	7577	7582	7587	7592	7597	7602	7607	7612	7617	7622	7627	7632	7637	7642	7647	7652	7657	7662	7667	7672	7677	7682	7687	7692	7697	7702	7707	7712	7717	7722	7727	7732	7737	7742	7747	7752	7757	7762	7767	7772	7777	7782	7787	7792	7797	7802	7807	7812	7817	7822	7827	7832	7837	7842	7847	7852	7857	7862	7867	7872	7877	7882	7887	7892	7897	7902	7907	7912	7917	7922	7927	7932	7937	7942	7947	7952	7957	7962	7967	7972	7977	7982	7987	7992	7997	8002	8007	8012	8017	8022	8027	8032	8037	8042	8047	8052	8057	8062	8067	8072	8077	8082	8087	8092	8097	8102	8107	8112	8117	8122	8127	8132	8137	8142	8147	8152	8157	8162	8167	8172	8177	8182	8187	8192	8197	8202	8207	8212	8217	8222	8227	8232	8237	8242	8247	8252	8257	8262	8267	8272	8277	8282	8287	8292	8297	8302	8307	8312	8317	8322	8327	8332	8337	8342	8347	8352	8357	8362	8367	8372	8377	8382	8387	8392	8397	8402	8407	8412	8417	8422	8427	8432	8437	8442	8447	8452	8457	8462	8467	8472	8477	8482	8487	8492	8497	8502	8507	8512	8517	8522	8527	8532	8537	8542	8547	8552	8557	8562	8567	8572	8577	8582	8587	8592	8597	8602	8607	8612	8617	8622	8627	8632	8637	8642	8647	8652	8657	8662	8667	8672	8677	8682	8687	8692	8697	8702	8707	8712	8717	8722	8727	8732	8737	8742	8747	8752	8757	8762	8767	8772	8777	8782	8787	8792	8797	8802	8807	8812	8817	8822	8827	8832	8837	8842	8847	8852	8857	8862	8

[illegible]

Highway Design Access Road - Full Extent										Northbound - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																																		
West of Analysis										2010	2013	2016	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044							
Ultimate LRA Capacity (pcy/hy)										2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200		
Light Vehicle Volume (pcy/hy)										50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	
Heavy Truck & Load, Rk - Rolling, Mk - Mountaintop										1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Left A Ultimate Capacity (pcy/hy)										150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Left B Ultimate Capacity (pcy/hy)										480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480
Left C Ultimate Capacity (pcy/hy)										795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795
Left D Ultimate Capacity (pcy/hy)										1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350
Left E Ultimate Capacity (pcy/hy)										2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Number of Lanes (hy)										1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Left Vehicle Volume (hy)										59	60	61	62	64	65	66	68	69	70	72	73	75	76	78	79	81	82	84	86	87	89	90	91	93	95	96	98	99	99	99	99	99		
Percentage Car Equivalent (hy)										0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Percentage Truck Factor (hy)										0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Driver population (hy)										1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)										360	400	400	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424
Average 20th Percentile AADT										0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Average Hour Volume (AHV) at 20th Percentile Factor										58	66	67	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68
Percentage Car Equivalent Design Flow (pcy/hy/ln) - Base Without Development										63	65	66	67	68	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	96	98	99	100	102	104	106	108	110	112	114	116	118	
Percentage Car Equivalent Design Flow (pcy/hy/ln) - With Development										63	65	66	67	68	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	96	98	99	100	102	104	106	108	110	112	114	116	118	
Left Result										A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A			
Volume to Capacity Ratio (V/C)										0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03		

Highway Design Access Road - Full Extent										Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																																		
West of Analysis										2010	2013	2016	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044							
Ultimate LRA Capacity (pcy/hy)										2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200		
Light Vehicle Volume (pcy/hy)										50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	
Heavy Truck & Load, Rk - Rolling, Mk - Mountaintop										1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Left A Ultimate Capacity (pcy/hy)										150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Left B Ultimate Capacity (pcy/hy)										480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Left C Ultimate Capacity (pcy/hy)										795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Left D Ultimate Capacity (pcy/hy)										1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Left E Ultimate Capacity (pcy/hy)										2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of Lanes (hy)										1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Left Vehicle Volume (hy)										59	60	61	62	64	65	66	68	69	70	72	73	75	76	78	79	81	82	84	86	87	89	90	91	93	95	96	98	99	99	99	99	99		
Percentage Car Equivalent (hy)										0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Percentage Truck Factor (hy)										0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Driver population (hy)										1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)										360	400	400	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424	424
Average 20th Percentile AADT										0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Average Hour Volume (AHV) at 20th Percentile Factor										58	66	67	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68
Percentage Car Equivalent Design Flow (pcy/hy/ln) - Base Without Development										63	65	66	67	68	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	96	98	99	100	102	104	106	108	110	112	114	116	118	
Percentage Car Equivalent Design Flow (pcy/hy/ln) - With Development										63	65	66	67	68	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	96	98	99	100	102	104	106	108	110	112	114	116	118	
Left Result										A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
Volume to Capacity Ratio (V/C)										0.03	0.03	0.03	0.03	0.04	0.04	0.04	0.04	0.04	0.03	0.03	0.03	0.03	0.03	0.03	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	

Highway Design Access Road - Full Extent										Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																											
West of Analysis										2010	2013	2016	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Ultimate LRA Capacity (pcy/hy)										2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200														

[illegible]

[illegible][illegible]

Southbound Direction - Lane Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
Left Lane Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200

[illegible]

Weekdays Road - Between Cunningham Highway and Unnamed Road		Northbound - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000	4005	4010	4015	4020	4025	4030	4035	4040	4045	4050	4055	4060	4065	4070	4075	4080	4085	4090	4095	4100	4105	4110	4115	4120	4125	4130	4135	4140	4145	4150	4155	4160	4165	4170	4175	4180	4185	4190	4195	4200	4205	4210	4215	4220	4225	4230	4235	4240	4245	4250	4255	4260	4265	4270	4275	4280	4285	4290	4295	4300	4305	4310	4315	4320	4325	4330	4335	4340	4345	4350	4355	4360	4365	4370	4375	4380	4385	4390	4395	4400	4405	4410	4415	4420	4425	4430	4435	4440	4445	4450	4455	4460	4465	4470	4475	4480	4485	4490	4495	4500	4505	4510	4515	4520	4525	4530	4535	4540	4545	4550	4555	4560	4565	4570	4575	4580	4585	4590	4595	4600	4605	4610	4615	4620	4625	4630	4635	4640	4645	4650	4655	4660	4665	4670	4675	4680	4685	4690	4695	4700	4705	4710	4715	4720	4725	4730	4735	4740	4745	4750	4755	4760	4765	4770	4775	4780	4785	4790	4795	4800	4805	4810	4815	4820	4825	4830	4835	4840	4845	4850	4855	4860	4865	4870	4875	4880	4885	4890	4895	4900	4905	4910	4915	4920	4925	4930	4935	4940	4945	4950	4955	4960	4965	4970	4975	4980	4985	4990	4995	5000	5005	5010	5015	5020	5025	5030	5035	5040	5045	5050	5055	5060	5065	5070	5075	5080	5085	5090	5095	5100	5105	5110	5115	5120	5125	5130	5135	5140	5145	5150	5155	5160	5165	5170	5175	5180	5185	5190	5195	5200	5205	5210	5215	5220	5225	5230	5235	5240	5245	5250	5255	5260	5265	5270	5275	5280	5285	5290	5295	5300	5305	5310	5315	5320	5325	5330	5335	5340	5345	5350	5355	5360	5365	5370	5375	5380	5385	5390	5395	5400	5405	5410	5415	5420	5425	5430	5435	5440	5445	5450	5455	5460	5465	5470	5475	5480	5485	5490	5495	5500	5505	5510	5515	5520	5525	5530	5535	5540	5545	5550	5555	5560	5565	5570	5575	5580	5585	5590	5595	5600	5605	5610	5615	5620	5625	5630	5635	5640	5645	5650	5655	5660	5665	5670	5675	5680	5685	5690	5695	5700	5705	5710	5715	5720	5725	5730	5735	5740	5745	5750	5755	5760	5765	5770	5775	5780	5785	5790	5795	5800	5805	5810	5815	5820	5825	5830	5835	5840	5845	5850	5855	5860	5865	5870	5875	5880	5885	5890	5895	5900	5905	5910	5915	5920	5925	5930	5935	5940	5945	5950	5955	5960	5965	5970	5975	5980	5985	5990	5995	6000	6005	6010	6015	6020	6025	6030	6035	6040	6045	6050	6055	6060	6065	6070	6075	6080	6085	6090	6095	6100	6105	6110	6115	6120	6125	6130	6135	6140	6145	6150	6155	6160	6165	6170	6175	6180	6185	6190	6195	6200	6205	6210	6215	6220	6225	6230	6235	6240	6245	6250	6255	6260	6265	6270	6275	6280	6285	6290	6295	6300	6305	6310	6315	6320	6325	6330	6335	6340	6345	6350	6355	6360	6365	6370	6375	6380	6385	6390	6395	6400	6405	6410	6415	6420	6425	6430	6435	6440	6445	6450	6455	6460	6465	6470	6475	6480	6485	6490	6495	6500	6505	6510	6515	6520	6525	6530	6535	6540	6545	6550	6555	6560	6565	6570	6575	6580	6585	6590	6595	6600	6605	6610	6615	6620	6625	6630	6635	6640	6645	6650	6655	6660	6665	6670	6675	6680	6685	6690	6695	6700	6705	6710	6715	6720	6725	6730	6735	6740	6745	6750	6755	6760	6765	6770	6775	6780	6785	6790	6795	6800	6805	6810	6815	6820	6825	6830	6835	6840	6845	6850	6855	6860	6865	6870	6875	6880	6885	6890	6895	6900	6905	6910	6915	6920	6925	6930	6935	6940	6945	6950	6955	6960	6965	6970	6975	6980	6985	6990	6995	7000	7005	7010	7015	7020	7025	7030	7035	7040	7045	7050	7055	7060	7065	7070	7075	7080	7085	7090	7095	7100	7105	7110	7115	7120	7125	7130	7135	7140	7145	7150	7155	7160	7165	7170	7175	7180	7185	7190	7195	7200	7205	7210	7215	7220	7225	7230	7235	7240	7245	7250	7255	7260	7265	7270	7275	7280	7285	7290	7295	7300	7305	7310	7315	7320	7325	7330	7335	7340	7345	7350	7355	7360	7365	7370	7375	7380	7385	7390	7395	7400	7405	7410	7415	7420	7425	7430	7435	7440	7445	7450	7455	7460	7465	7470	7475	7480	7485	7490	7495	7500	7505	7510	7515	7520	7525	7530	7535	7540	7545	7550	7555	7560	7565	7570	7575	7580	7585	7590	7595	7600	7605	7610	7615	7620	7625	7630	7635	7640	7645	7650	7655	7660	7665	7670	7675	7680	7685	7690	7695	7700	7705	7710	7715	7720	7725	7730	7735	7740	7745	7750	7755	7760	7765	7770	7775	7780	7785	7790	7795	7800	7805	7810	7815	7820	7825	7830	7835	7840	7845	7850	7855	7860	7865	7870	7875	7880	7885	7890	7895	7900	7905	7910	7915	7920	7925	7930	7935	7940	7945	7950	7955	7960	7965	7970	7975	7980	7985	7990	7995	8000	8005	8010	8015	8020	8025	8030	8035	8040	8045	8050	8055	8060	8065	8070	8075	8080	8085	8090	8095	8100	8105	8110	8115	8120	8125	8130	8135	8140	8145	8150	8155	8160	8165	8170	8175	8180	8185	8190	8195	8200	8205	8210	8215	8220	8225	8230	8235	8240	8245	8250	8255	8260	8265	8270	8275	8280	8285	8290	8295	8300	8305	8310	8315	8320	8325	8330	8335	8340	8345	8350	8355	8360	8365	8370	8375	8380	8385	8390	8395	8400	8405	8410	8415	8420	8425	8430	8435	8440	8445	8450	8455	8460	8465	8470	8475	8480	8485	8490	8495	8500	8505	8510	8515	8520	8525	8530	8535	8540	8545	8550	8555	8560	8565	8570	8575	8580	8585	8590	8595	8600	8605	8610	8615	8620	8625	8630	8635	8640	8645	8650	8655	8660	8665	8670	8675	8680	8685	8690	8695	8700	8705	8710	8715	8720	8725	8730	8735	8740	8745	8750	8755	8760	8765	8770	8775	8780	8785	8790	8795	8800	8805	8810	8815	8820	8825	8830	8835	8840	8845	8850	8

Northbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																																	
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Vehicle Lane Capacity (pc/h/ft)	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	
Light Vehicle Volume (veh/h)	204	208	212	216	221	225	229	234	239	244	249	254	259	264	269	275	280	286	293	297	303	309	315	322	328	335	341						
Heavy Vehicle Volume (veh/h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Design Type & Level: See Exhibit M - Mount Pleasant	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Left & Right Lane Capacity (pc/h/ft)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Left & Right Lane Capacity (veh/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480
Left & Right Lane Capacity (pc/h/ft)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795
Left & Right Lane Capacity (veh/h)	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	
Left & Right Lane Capacity (pc/h/ft)	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200
Number of Turns	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Number of Through Lanes	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Left Lane Volume (veh/h)	240	245	250	255	260	265	270	275	280	285	290	295	300	305	310	315	320	325	330	335	340	345	350	355	360	365	370	375	380	385	390	395	400
Right Lane Volume (veh/h)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Designated Carpooling (2+)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Designated Trucks (2+)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Average 80th Percentile ADT (AADT)	1,600	1,632	1,664	1,696	1,727	1,759	1,792	1,824	1,856	1,888	1,920	1,952	1,984	2,016	2,048	2,080	2,112	2,144	2,176	2,208	2,240	2,272	2,304	2,336	2,368	2,400	2,432	2,464	2,496	2,528	2,560	2,592	2,624
Average 80th Percentile ADT (AADT)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Average 80th Percentile ADT (AADT)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Designated Carpooling (2+)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Designated Carpooling (2+)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Designated Carpooling (2+)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Designated Carpooling (2+)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Designated Carpooling (2+)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Designated Carpooling (2+)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Designated Carpooling (2+)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Designated Carpooling (2+)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Designated Carpooling (2+)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Designated Carpooling (2+)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Designated Carpooling (2+)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Designated Carpooling (2+)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Designated Carpooling (2+)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Designated Carpooling (2+)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Designated Carpooling (2+)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Designated Carpooling (2+)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Designated Carpooling (2+)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Designated Carpooling (2+)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Designated Carpooling (2+)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Designated Carpooling (2+)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Designated Carpooling (2+)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Designated Carpooling (2+)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Designated Car																																	

[illegible]

Wairakeia Road - Between Gossams Road and Oregon Road																								Northbound - Two Lane Highway Level Terrain Link Analysis: Base Conditions VEBest Development Traffic																							
Year of Analysis		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044																			
Likelihood EA Capacity (pcy/hyri)		2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000																			
Light Vehicle Volume (veh/h)		204	200	212	216	221	225	229	234	239	244	249	254	259	264	269	274	279	284	289	294	299	304	309	314	319	324	329																			
Heavy Truck % Level, Rte. Rating, M = Mountainous		L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L																				
Left A Unimodal Capacity (pcy/hyri)		150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150																			
Left B Unimodal Capacity (pcy/hyri)		480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480																			
Left C Unimodal Capacity (pcy/hyri)		795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795																			
Left D Unimodal Capacity (pcy/hyri)		1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950																				
Left E Unimodal Capacity (pcy/hyri)		2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000																			
Number of Trucks (hyr)		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1																				
Peak Hour Factor		36	37	37	38	39	40	41	41	42	43	44	45	46	47	48	49	50	51	52	53	55	56	57	58	59	60	60																			
Proportion CW Equivalent RTI		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5																				
Proportion CW Equivalent TRT (AACT)		0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35																				
Demonstrate Factor Method (AASHTO 11.1)		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95																				
Coverage RDS-Highway / ADRI		0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35																				
Proportion CW Equivalent Design Flow (Veh/hyri/PhyRt) - Base Without Development		258	263	268	273	279	285	290	295	300	305	310	315	320	325	330	335	340	345	350	355	360	365	370	375	380	385	390																			
Proportion CW Equivalent Design Flow (Veh/hyri/PhyRt) - Base With Development		258	263	268	273	279	285	290	295	300	305	310	315	320	325	330	335	340	345	350	355	360	365	370	375	380	385	390																			
Link Result		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
Volume to Capacity Ratio (V/C)		0.31	0.32	0.32	0.32	0.32	0.32	0.33	0.33	0.34	0.34	0.34	0.34	0.35	0.35	0.35	0.36	0.36	0.36	0.36	0.37	0.37	0.37	0.37	0.38	0.38	0.39																				

Northbound - Two Lane Highway Level Terrain Link Analysis: Base Conditions VEBest Development Traffic																												
Year of Analysis		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Likelihood EA Capacity (pcy/hyri)		2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	
Light Vehicle Volume (veh/h)		204	200	212	216	221	225	229	234	239	244	249	254	259	264	269	274	279	284	289	294	299	304	309	314	319	324	329
Heavy Truck % Level, Rte. Rating, M = Mountainous		L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Left A Unimodal Capacity (pcy/hyri)		150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Left B Unimodal Capacity (pcy/hyri)		480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Left C Unimodal Capacity (pcy/hyri)		795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Left D Unimodal Capacity (pcy/hyri)		1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	
Left E Unimodal Capacity (pcy/hyri)		2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	
Number of Trucks (hyr)		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Peak Hour Factor		36	37	37	38	39	40	41	41	42	43	44	45	46	47	48	49	50	51	52	53	55	56	57	58	59	60	
Proportion CW Equivalent RTI		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		
Proportion CW Equivalent TRT (AACT)		0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35		
Demonstrate Factor Method (AASHTO 11.1)		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Coverage RDS-Highway / ADRI		0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35		
Proportion CW Equivalent Design Flow (Veh/hyri/PhyRt) - Base Without Development		258	263	268	273	279	285	290	295	300	305	310	315	320	325	330	335	340	345	350	355	360	365	370	375	380	385	
Proportion CW Equivalent Design Flow (Veh/hyri/PhyRt) - Base With Development		258	263	268	273	279	285	290	295	300	305	310	315	320	325	330	335	340	345	350	355	360	365	370	375	380	385	
Link Result		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Volume to Capacity Ratio (V/C)		0.31	0.32	0.32	0.32	0.32	0.32	0.33	0.33	0.34	0.34	0.34	0.34	0.35	0.35	0.35	0.36	0.36	0.36	0.36	0.37	0.37	0.37	0.37	0.38	0.38	0.39	

Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions VEBest Development Traffic																												
Year of Analysis		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Likelihood EA Capacity (pcy/hyri)		2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	
Light Vehicle Volume (veh/h)		204	200	212	216	221	225	229	234	239	244	249	254	259	264	269	274	279	284	289	294	299	304	309	314	319	324	329
Heavy Truck % Level, Rte. Rating, M = Mountainous		L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Left A Unimodal Capacity (pcy/hyri)		150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Left B Unimodal Capacity (pcy/hyri)		480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Left C Unimodal Capacity (pcy/hyri)		795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Left D Unimodal Capacity (pcy/hyri)		1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	
Left E Unimodal Capacity (pcy/hyri)		2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	
Number of Trucks (hyr)		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Peak Hour Factor		36	37	37	38	39	40	41	41	42	43	44	45	46	47	48	49	50	51	52	53	55	56	57	58	59	60	
Proportion CW Equivalent RTI		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		
Proportion CW Equivalent TRT (AACT)		0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35		
Demonstrate Factor Method (AASHTO 11.1)		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Coverage R																												

Wardside Road - Between Oregon Street and Stephen Street																										
Northbound - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																										
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043
Ultimate Lane Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	204	208	212	216	221	225	230	234	239	244	249	254	259	264	269	275	280	286	291	297	303	309	315	322	328	335
Truck Type 1 = Level, B = Rolling, M = Mountainous	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Lod A Ultimate Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Lod B Ultimate Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Lod C Ultimate Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Lod D Ultimate Capacity (pcu/h)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Lod E Ultimate Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of Lanes	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Number of Trucks (veh/h)	36	37	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	55	56	57	59	59	60	
Total vehicle (veh/h)	240	245	250	255	260	265	270	275	281	287	293	298	304	310	317	323	329	336	343	350	357	364	371	378	386	
Passenger car equivalent (ft)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (ft)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Heavy vehicle factor (Hv) (ft) (Hv) (ft)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Driver population (ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	1600	1632	1665	1698	1732	1767	1802	1838	1875	1912	1950	1989	2029	2070	2111	2153	2196	2240	2285	2331	2378	2425	2474	2523	2573	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Service (ft/hour) / AADT	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (AADT x 10th Highest Factor)	240	245	250	255	260	265	270	275	281	287	293	298	304	310	317	323	329	336	343	350	357	364	371	378	386	
Design Car Equivalent Design Flow (Veh/h) (Veh/h) - Base Without Development	250	253	258	263	268	273	278	283	289	295	302	308	315	321	327	334	340	347	354	361	368	375	383	391	407	
Development Traffic (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Design Car Equivalent Design Flow (Veh/h) (Veh/h) - With Development	250	253	258	263	268	273	278	283	289	295	302	308	315	321	327	334	340	347	354	361	368	375	383	391	407	
Lod Result	0.11	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	
Volume to Capacity Ratio (V/C)	0.11	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	
Northbound - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																										
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043
Ultimate Lane Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	204	208	212	216	221	225	230	234	239	244	249	254	259	264	269	275	280	286	291	297	303	309	315	322	328	335
Truck Type 1 = Level, B = Rolling, M = Mountainous	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Lod A Ultimate Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Lod B Ultimate Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Lod C Ultimate Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Lod D Ultimate Capacity (pcu/h)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Lod E Ultimate Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of Lanes	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Number of Trucks (veh/h)	36	37	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	55	56	57	59	59	60	
Total vehicle (veh/h)	240	245	250	255	260	265	270	275	281	287	293	298	304	310	317	323	329	336	343	350	357	364	371	378	386	
Passenger car equivalent (ft)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (ft)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Heavy vehicle factor (Hv) (ft) (Hv) (ft)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Driver population (ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	1600	1632	1665	1698	1732	1767	1802	1838	1875	1912	1950	1989	2029	2070	2111	2153	2196	2240	2285	2331	2378	2425	2474	2523	2573	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Service (ft/hour) / AADT	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (AADT x 10th Highest Factor)	240	245	250	255	260	265	270	275	281	287	293	298	304	310	317	323	329	336	343	350	357	364	371	378	386	
Design Car Equivalent Design Flow (Veh/h) (Veh/h) - Base Without Development	250	253	258	263	268	273	278	283	289	295	302	308	315	321	327	334	340	347	354	361	368	375	383	391	407	
Development Traffic (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Design Car Equivalent Design Flow (Veh/h) (Veh/h) - With Development	250	253	258	263	268	273	278	283	289	295	302	308	315	321	327	334	340	347	354	361	368	375	383	391	407	
Lod Result	0.11	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	
Volume to Capacity Ratio (V/C)	0.11	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	
Wardside Road - Between Oregon Street and Stephen Street																										
Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																										
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043
Ultimate Lane Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (																										

[illegible]

High Street - Between Six Mile Road and Concrete Millstream		Northbound - Two Lane Highway level Terrain link Analysis: Base Conditions Without Development Traffic																									
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urban Area Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	200	204	208	212	216	221	225	230	234	239	244	249	254	259	264	269	275	280	285	291	297	303	309	315	322	328	335
Truck Type 1 = Level, 2 = Rolling, 3 = Mountainous	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Load A Ultimate Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Load B Ultimate Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Load C Ultimate Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Load D Ultimate Capacity (pcu/h)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Load E Ultimate Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of trucks (veh/h)	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	
Total vehicles (veh/h)	205	240	245	250	255	260	265	270	274	281	287	293	298	304	310	317	323	329	336	343	350	357	364	371	378	386	394
Designated car equivalent (h)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (h)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Heavy vehicle factor (h) (J _h = 1.0 + 0.15 * (B - 1))	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Design population (h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	1509	1600	1652	1698	1749	1797	1842	1889	1937	1982	2029	2079	2111	2153	2195	2240	2285	2331	2378	2426	2474	2523	2572	2621	2670	2719	2768
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Design 50th Highway / AADT	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (AADT x 50th Highway Factor)	226	240	245	250	255	260	265	270	274	281	287	293	298	304	310	317	323	329	336	343	350	357	364	371	378	386	394
Design Car Equivalent Design Flow (V _{DES} = V _{DES} / H _{DES}) - Base Without Development	253	259	263	268	274	279	285	291	296	302	308	315	321	327	334	340	347	354	361	368	376	383	391	399	407	415	423
Development Traffic (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Design Car Equivalent Design Flow (V _{DES} = V _{DES} / H _{DES}) - With Development	253	259	263	268	274	279	285	291	296	302	308	315	321	327	334	340	347	354	361	368	376	383	391	399	407	415	423
Load Result	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Volume to Capacity Ratio (V/C)	0.11	0.11	0.12	0.12	0.12	0.12	0.12	0.13	0.13	0.13	0.14	0.14	0.14	0.14	0.15	0.15	0.15	0.16	0.16	0.16	0.16	0.17	0.17	0.17	0.18	0.18	

High Street - Between Six Mile Road and Concrete Millstream		Northbound - Two Lane Highway level Terrain link Analysis: Base Conditions With Development Traffic																									
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urban Area Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	200	204	208	212	216	221	225	230	234	239	244	249	254	259	264	269	275	280	285	291	297	303	309	315	322	328	335
Truck Type 1 = Level, 2 = Rolling, 3 = Mountainous	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Load A Ultimate Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Load B Ultimate Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	
Load C Ultimate Capacity (pcu/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Load D Ultimate Capacity (pcu/h)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Load E Ultimate Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of trucks (veh/h)	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	
Total vehicles (veh/h)	205	240	245	250	255	260	265	270	274	281	287	293	298	304	310	317	323	329	336	343	350	357	364	371	378	386	394
Designated car equivalent (h)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (h)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Heavy vehicle factor (h) (J_h = 1.0 + 0.15 * (B - 1))	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Design population (h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	1509	1600	1652	1698	1749	1797	1842	1889	1937	1982	2029	2079	2111	2153	2195	2240	2285	2331	2378	2426	2474	2523	2572	2621	2670	2719	2768
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Design 50th Highway / AADT	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (AADT x 50th Highway Factor)	226	240	245	250	255	260	265	270	274	281	287	293	298	304	310	317	323	329	336	343	350	357	364	371	378	386	394
Design Car Equivalent Design Flow (V_{DES} = V_{DES} / H_{DES}) - Base Without Development	253	259	263	268	274	279	285	291	296	302	308	315	321	327	334	340	347	354	361	368	376	383	391	399	407	415	423
Development Traffic (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Design Car Equivalent Design Flow (V_{DES} = V_{DES} / H_{DES}) - With Development	253	259	263	268	274	279	285	291	296	302	308	315	321	327	334	340	347	354	361	368	376	383	391	399	407	415	423
Load Result	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Volume to Capacity Ratio (V/C)	0.11	0.11	0.12	0.12	0.12	0.12	0.13	0.13	0.13	0.13	0.14	0.14	0.14	0.14	0.15	0.15	0.15	0.16	0.16	0.16	0.16	0.17	0.17	0.17	0.18	0.18	
High Street - Between Six Mile Road and Concrete Millstream		Southbound Direction - Two Lane Highway level Terrain link Analysis: Base Conditions Without Development Traffic																									
Year of Analysis	2018	2019	2020	2021																							

[illegible]

[illegible]

Overhead Road - Between Vantage Highway and Ribbon Road		No. 660 - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis	2010	2013	2016	2019	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	
Ultimate LRA Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Light Vehicle Volume (pc/h/ft)	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	
Heavy Truck & Load, Bt = Rolling, M = Mounting	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Left A Ultimate Capacity (pc/h/ft)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150		
Left B Ultimate Capacity (pc/h/ft)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480		
Left C Ultimate Capacity (pc/h/ft)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795		
Left D Ultimate Capacity (pc/h/ft)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350		
Left E Ultimate Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200		
Number of Trucks (pc/h/ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Left Volume (pc/h/ft)	59	60	61	62	64	65	66	68	69	70	72	73	75	76	78	79	81	82	84	86	87	89	91	93	95	97	98		
Proportion of A (pc/h/ft)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Proportion of B (pc/h/ft)	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35		
Proportion of C (pc/h/ft)	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50		
Proportion of D (pc/h/ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Proportion of E (pc/h/ft)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Annual Roadway Design Flow (pc/h/ft)	360	400	400	424	424	430	440	452	468	478	488	497	507	517	528	538	549	560	571	580	594	608	624	638	654	669	685		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Annual Roadway Design Flow (pc/h/ft) - AADT	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Annual Roadway Design Flow (pc/h/ft) - AADT - Base Without Development	58	60	61	62	64	65	66	68	69	70	72	73	75	76	78	79	81	82	84	86	87	89	91	93	95	97	98		
Proportion of A (pc/h/ft)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Proportion of B (pc/h/ft)	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35		
Proportion of C (pc/h/ft)	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50		
Proportion of D (pc/h/ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Proportion of E (pc/h/ft)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Annual Roadway Design Flow (pc/h/ft) - AADT - Base Without Development	63	65	66	67	68	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	96	98	100	102	104	106		
Left Result	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Volume to Capacity Ratio (V/C)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		

Overhead Road - Between Vantage Highway and Ribbon Road		Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis	2010	2013	2016	2019	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	
Ultimate LRA Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Light Vehicle Volume (pc/h/ft)	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	
Heavy Truck & Load, Bt = Rolling, M = Mounting	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Left A Ultimate Capacity (pc/h/ft)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150		
Left B Ultimate Capacity (pc/h/ft)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480		
Left C Ultimate Capacity (pc/h/ft)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795		
Left D Ultimate Capacity (pc/h/ft)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350		
Left E Ultimate Capacity (pc/h/ft)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200		
Number of Trucks (pc/h/ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Left Volume (pc/h/ft)	59	60	61	62	64	65	66	68	69	70	72	73	75	76	78	79	81	82	84	86	87	89	91	93	95	97	98		
Proportion of A (pc/h/ft)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Proportion of B (pc/h/ft)	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35		
Proportion of C (pc/h/ft)	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50		
Proportion of D (pc/h/ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Proportion of E (pc/h/ft)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Annual Roadway Design Flow (pc/h/ft)	360	400	400	424	424	430	440	452	468	478	488	497	507	517	528	538	549	560	571	580	594	608	624	638	654	669	685		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Annual Roadway Design Flow (pc/h/ft) - AADT	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Annual Roadway Design Flow (pc/h/ft) - AADT - Base Without Development	58	60	61	62	64	65	66	68	69	70	72	73	75	76	78	79	81	82	84	86	87	89	91	93	95	97	98		
Proportion of A (pc/h/ft)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Proportion of B (pc/h/ft)	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35		
Proportion of C (pc/h/ft)	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50		
Proportion of D (pc/h/ft)	1	1	1	1	1	1	1</																						

Northbound		Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic		Southbound																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000	4005	4010	4015	4020	4025	4030	4035	4040	4045	4050	4055	4060	4065	4070	4075	4080	4085	4090	4095	4100	4105	4110	4115	4120	4125	4130	4135	4140	4145	4150	4155	4160	4165	4170	4175	4180	4185	4190	4195	4200	4205	4210	4215	4220	4225	4230	4235	4240	4245	4250	4255	4260	4265	4270	4275	4280	4285	4290	4295	4300	4305	4310	4315	4320	4325	4330	4335	4340	4345	4350	4355	4360	4365	4370	4375	4380	4385	4390	4395	4400	4405	4410	4415	4420	4425	4430	4435	4440	4445	4450	4455	4460	4465	4470	4475	4480	4485	4490	4495	4500	4505	4510	4515	4520	4525	4530	4535	4540	4545	4550	4555	4560	4565	4570	4575	4580	4585	4590	4595	4600	4605	4610	4615	4620	4625	4630	4635	4640	4645	4650	4655	4660	4665	4670	4675	4680	4685	4690	4695	4700	4705	4710	4715	4720	4725	4730	4735	4740	4745	4750	4755	4760	4765	4770	4775	4780	4785	4790	4795	4800	4805	4810	4815	4820	4825	4830	4835	4840	4845	4850	4855	4860	4865	4870	4875	4880	4885	4890	4895	4900	4905	4910	4915	4920	4925	4930	4935	4940	4945	4950	4955	4960	4965	4970	4975	4980	4985	4990	4995	5000	5005	5010	5015	5020	5025	5030	5035	5040	5045	5050	5055	5060	5065	5070	5075	5080	5085	5090	5095	5100	5105	5110	5115	5120	5125	5130	5135	5140	5145	5150	5155	5160	5165	5170	5175	5180	5185	5190	5195	5200	5205	5210	5215	5220	5225	5230	5235	5240	5245	5250	5255	5260	5265	5270	5275	5280	5285	5290	5295	5300	5305	5310	5315	5320	5325	5330	5335	5340	5345	5350	5355	5360	5365	5370	5375	5380	5385	5390	5395	5400	5405	5410	5415	5420	5425	5430	5435	5440	5445	5450	5455	5460	5465	5470	5475	5480	5485	5490	5495	5500	5505	5510	5515	5520	5525	5530	5535	5540	5545	5550	5555	5560	5565	5570	5575	5580	5585	5590	5595	5600	5605	5610	5615	5620	5625	5630	5635	5640	5645	5650	5655	5660	5665	5670	5675	5680	5685	5690	5695	5700	5705	5710	5715	5720	5725	5730	5735	5740	5745	5750	5755	5760	5765	5770	5775	5780	5785	5790	5795	5800	5805	5810	5815	5820	5825	5830	5835	5840	5845	5850	5855	5860	5865	5870	5875	5880	5885	5890	5895	5900	5905	5910	5915	5920	5925	5930	5935	5940	5945	5950	5955	5960	5965	5970	5975	5980	5985	5990	5995	6000	6005	6010	6015	6020	6025	6030	6035	6040	6045	6050	6055	6060	6065	6070	6075	6080	6085	6090	6095	6100	6105	6110	6115	6120	6125	6130	6135	6140	6145	6150	6155	6160	6165	6170	6175	6180	6185	6190	6195	6200	6205	6210	6215	6220	6225	6230	6235	6240	6245	6250	6255	6260	6265	6270	6275	6280	6285	6290	6295	6300	6305	6310	6315	6320	6325	6330	6335	6340	6345	6350	6355	6360	6365	6370	6375	6380	6385	6390	6395	6400	6405	6410	6415	6420	6425	6430	6435	6440	6445	6450	6455	6460	6465	6470	6475	6480	6485	6490	6495	6500	6505	6510	6515	6520	6525	6530	6535	6540	6545	6550	6555	6560	6565	6570	6575	6580	6585	6590	6595	6600	6605	6610	6615	6620	6625	6630	6635	6640	6645	6650	6655	6660	6665	6670	6675	6680	6685	6690	6695	6700	6705	6710	6715	6720	6725	6730	6735	6740	6745	6750	6755	6760	6765	6770	6775	6780	6785	6790	6795	6800	6805	6810	6815	6820	6825	6830	6835	6840	6845	6850	6855	6860	6865	6870	6875	6880	6885	6890	6895	6900	6905	6910	6915	6920	6925	6930	6935	6940	6945	6950	6955	6960	6965	6970	6975	6980	6985	6990	6995	7000	7005	7010	7015	7020	7025	7030	7035	7040	7045	7050	7055	7060	7065	7070	7075	7080	7085	7090	7095	7100	7105	7110	7115	7120	7125	7130	7135	7140	7145	7150	7155	7160	7165	7170	7175	7180	7185	7190	7195	7200	7205	7210	7215	7220	7225	7230	7235	7240	7245	7250	7255	7260	7265	7270	7275	7280	7285	7290	7295	7300	7305	7310	7315	7320	7325	7330	7335	7340	7345	7350	7355	7360	7365	7370	7375	7380	7385	7390	7395	7400	7405	7410	7415	7420	7425	7430	7435	7440	7445	7450	7455	7460	7465	7470	7475	7480	7485	7490	7495	7500	7505	7510	7515	7520	7525	7530	7535	7540	7545	7550	7555	7560	7565	7570	7575	7580	7585	7590	7595	7600	7605	7610	7615	7620	7625	7630	7635	7640	7645	7650	7655	7660	7665	7670	7675	7680	7685	7690	7695	7700	7705	7710	7715	7720	7725	7730	7735	7740	7745	7750	7755	7760	7765	7770	7775	7780	7785	7790	7795	7800	7805	7810	7815	7820	7825	7830	7835	7840	7845	7850	7855	7860	7865	7870	7875	7880	7885	7890	7895	7900	7905	7910	7915	7920	7925	7930	7935	7940	7945	7950	7955	7960	7965	7970	7975	7980	7985	7990	7995	8000	8005	8010	8015	8020	8025	8030	8035	8040	8045	8050	8055	8060	8065	8070	8075	8080	8085	8090	8095	8100	8105	8110	8115	8120	8125	8130	8135	8140	8145	8150	8155	8160	8165	8170	8175	8180	8185	8190	8195	8200	8205	8210	8215	8220	8225	8230	8235	8240	8245	8250	8255	8260	8265	8270	8275	8280	8285	8290	8295	8300	8305	8310	8315	8320	8325	8330	8335	8340	8345	8350	8355	8360	8365	8370	8375	8380	8385	8390	8395	8400	8405	8410	8415	8420	8425	8430	8435	8440	8445	8450	8455	8460	8465	8470	8475	8480	8485	8490	8495	8500	8505	8510	8515	8520	8525	8530	8535	8540	8545	8550	8555	8560	8565	8570	8575	8580	8585	8590	8595	8600	8605	8610	8615	8620	8625	8630	8635	8640	8645	8650	8655	8660	8665	8670	8675	8680	8685	8690	8695	8700	8705	8710	8715	8720	8725	8730	8735	8740	8745	8750	8755	8760	8765	8770	8775	8780	8785	8790	8795	8800	8805	8810	8815	8820	8825	8830	8835	8840	8845	8850	8855

Hwy 660 - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000	4005	4010	4015	4020	4025	4030	4035	4040	4045	4050	4055	4060	4065	4070	4075	4080	4085	4090	4095	4100	4105	4110	4115	4120	4125	4130	4135	4140	4145	4150	4155	4160	4165	4170	4175	4180	4185	4190	4195	4200	4205	4210	4215	4220	4225	4230	4235	4240	4245	4250
Travel Demand (Vehicles/hour)	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280			

[illegible]

Southbound Section - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																																			
Link or Analysis	2010		2015		2020		2025		2030		2035		2040		2045		2050		2055		2060		2065		2070		2075		2080		2085		2090		
	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	
Level Link Capacity (Vp/h)	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200		
Level Link Capacity (Vp/h)	50	51	52	53	54	55	56	57	59	60	61	62	63	65	66	67	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	91	93	
Terrain Type & Level, Slope, Rolling, M = (Maximum)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Level Link Capacity (Vp/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Level Link Capacity (Vp/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
Level Link Capacity (Vp/h)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	
Level Link Capacity (Vp/h)	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	
Level Link Capacity (Vp/h)	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of travel lanes	9	9	9	9	10	10	10	10	10	11	11	11	11	11	12	12	12	12	12	13	13	13	13	14	14	14	14	14	14	14	14	14	14	14	14
Number of travel lanes	9	9	9	9	10	10	10	10	10	11	11	11	11	11	12	12	12	12	12	13	13	13	13												
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77	79	80	81	82	84	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	
Percentage Car Equivalent (Vp/h)	63	65	66	67	68	69	70	71	73	74	76	77																							

Hwy 666 - Two Lane Highway Level Terrain Link Analysis Base Conditions V8000 Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
Year of Analysis	2010	2015	2020	2025	2032	2038	2043	2048	2053	2058	2063	2068	2073	2078	2083	2088	2093	2098	2103	2108	2113	2118	2123	2128	2133	2138	2143	2148	2153	2158	2163	2168	2173	2178	2183	2188	2193	2198	2203	2208	2213	2218	2223	2228	2233	2238	2243	2248	2253	2258	2263	2268	2273	2278	2283	2288	2293	2298	2303	2308	2313	2318	2323	2328	2333	2338	2343	2348	2353	2358	2363	2368	2373	2378	2383	2388	2393	2398	2403	2408	2413	2418	2423	2428	2433	2438	2443	2448	2453	2458	2463	2468	2473	2478	2483	2488	2493	2498	2503	2508	2513	2518	2523	2528	2533	2538	2543	2548	2553	2558	2563	2568	2573	2578	2583	2588	2593	2598	2603	2608	2613	2618	2623	2628	2633	2638	2643	2648	2653	2658	2663	2668	2673	2678	2683	2688	2693	2698	2703	2708	2713	2718	2723	2728	2733	2738	2743	2748	2753	2758	2763	2768	2773	2778	2783	2788	2793	2798	2803	2808	2813	2818	2823	2828	2833	2838	2843	2848	2853	2858	2863	2868	2873	2878	2883	2888	2893	2898	2903	2908	2913	2918	2923	2928	2933	2938	2943	2948	2953	2958	2963	2968	2973	2978	2983	2988	2993	2998	3003	3008	3013	3018	3023	3028	3033	3038	3043	3048	3053	3058	3063	3068	3073	3078	3083	3088	3093	3098	3103	3108	3113	3118	3123	3128	3133	3138	3143	3148	3153	3158	3163	3168	3173	3178	3183	3188	3193	3198	3203	3208	3213	3218	3223	3228	3233	3238	3243	3248	3253	3258	3263	3268	3273	3278	3283	3288	3293	3298	3303	3308	3313	3318	3323	3328	3333	3338	3343	3348	3353	3358	3363	3368	3373	3378	3383	3388	3393	3398	3403	3408	3413	3418	3423	3428	3433	3438	3443	3448	3453	3458	3463	3468	3473	3478	3483	3488	3493	3498	3503	3508	3513	3518	3523	3528	3533	3538	3543	3548	3553	3558	3563	3568	3573	3578	3583	3588	3593	3598	3603	3608	3613	3618	3623	3628	3633	3638	3643	3648	3653	3658	3663	3668	3673	3678	3683	3688	3693	3698	3703	3708	3713	3718	3723	3728	3733	3738	3743	3748	3753	3758	3763	3768	3773	3778	3783	3788	3793	3798	3803	3808	3813	3818	3823	3828	3833	3838	3843	3848	3853	3858	3863	3868	3873	3878	3883	3888	3893	3898	3903	3908	3913	3918	3923	3928	3933	3938	3943	3948	3953	3958	3963	3968	3973	3978	3983	3988	3993	3998	4003	4008	4013	4018	4023	4028	4033	4038	4043	4048	4053	4058	4063	4068	4073	4078	4083	4088	4093	4098	4103	4108	4113	4118	4123	4128	4133	4138	4143	4148	4153	4158	4163	4168	4173	4178	4183	4188	4193	4198	4203	4208	4213	4218	4223	4228	4233	4238	4243	4248	4253	4258	4263	4268	4273	4278	4283	4288	4293	4298	4303	4308	4313	4318	4323	4328	4333	4338	4343	4348	4353	4358	4363	4368	4373	4378	4383	4388	4393	4398	4403	4408	4413	4418	4423	4428	4433	4438	4443	4448	4453	4458	4463	4468	4473	4478	4483	4488	4493	4498	4503	4508	4513	4518	4523	4528	4533	4538	4543	4548	4553	4558	4563	4568	4573	4578	4583	4588	4593	4598	4603	4608	4613	4618	4623	4628	4633	4638	4643	4648	4653	4658	4663	4668	4673	4678	4683	4688	4693	4698	4703	4708	4713	4718	4723	4728	4733	4738	4743	4748	4753	4758	4763	4768	4773	4778	4783	4788	4793	4798	4803	4808	4813	4818	4823	4828	4833	4838	4843	4848	4853	4858	4863	4868	4873	4878	4883	4888	4893	4898	4903	4908	4913	4918	4923	4928	4933	4938	4943	4948	4953	4958	4963	4968	4973	4978	4983	4988	4993	4998	5003	5008	5013	5018	5023	5028	5033	5038	5043	5048	5053	5058	5063	5068	5073	5078	5083	5088	5093	5098	5103	5108	5113	5118	5123	5128	5133	5138	5143	5148	5153	5158	5163	5168	5173	5178	5183	5188	5193	5198	5203	5208	5213	5218	5223	5228	5233	5238	5243	5248	5253	5258	5263	5268	5273	5278	5283	5288	5293	5298	5303	5308	5313	5318	5323	5328	5333	5338	5343	5348	5353	5358	5363	5368	5373	5378	5383	5388	5393	5398	5403	5408	5413	5418	5423	5428	5433	5438	5443	5448	5453	5458	5463	5468	5473	5478	5483	5488	5493	5498	5503	5508	5513	5518	5523	5528	5533	5538	5543	5548	5553	5558	5563	5568	5573	5578	5583	5588	5593	5598	5603	5608	5613	5618	5623	5628	5633	5638	5643	5648	5653	5658	5663	5668	5673	5678	5683	5688	5693	5698	5703	5708	5713	5718	5723	5728	5733	5738	5743	5748	5753	5758	5763	5768	5773	5778	5783	5788	5793	5798	5803	5808	5813	5818	5823	5828	5833	5838	5843	5848	5853	5858	5863	5868	5873	5878	5883	5888	5893	5898	5903	5908	5913	5918	5923	5928	5933	5938	5943	5948	5953	5958	5963	5968	5973	5978	5983	5988	5993	5998	6003	6008	6013	6018	6023	6028	6033	6038	6043	6048	6053	6058	6063	6068	6073	6078	6083	6088	6093	6098	6103	6108	6113	6118	6123	6128	6133	6138	6143	6148	6153	6158	6163	6168	6173	6178	6183	6188	6193	6198	6203	6208	6213	6218	6223	6228	6233	6238	6243	6248	6253	6258	6263	6268	6273	6278	6283	6288	6293	6298	6303	6308	6313	6318	6323	6328	6333	6338	6343	6348	6353	6358	6363	6368	6373	6378	6383	6388	6393	6398	6403	6408	6413	6418	6423	6428	6433	6438	6443	6448	6453	6458	6463	6468	6473	6478	6483	6488	6493	6498	6503	6508	6513	6518	6523	6528	6533	6538	6543	6548	6553	6558	6563	6568	6573	6578	6583	6588	6593	6598	6603	6608	6613	6618	6623	6628	6633	6638	6643	6648	6653	6658	6663	6668	6673	6678	6683	6688	6693	6698	6703	6708	6713	6718	6723	6728	6733	6738	6743	6748	6753	6758	6763	6768	6773	6778	6783	6788	6793	6798	6803	6808	6813	6818	6823	6828	6833	6838	6843	6848	6853	6858	6863	6868	6873	6878	6883	6888	6893	6898	6903	6908	6913	6918	6923	6928	6933	6938	6943	6948	6953	6958	6963	6968	6973	6978	6983	6988	6993	6998	7003	7008	7013	7018	7023	7028	7033	7038	7043	7048	7053	7058	7063	7068	7073	7078	7083	7088	7093	7098	7103	7108	7113	7118	7123	7128	7133	7138	7143	7148	7153	7158	7163	7168	7173	7178	7183	7188	7193	7198	7203	7208	7213	7218	7223	7228	7233	7238	7243	7248	7253	7258	7263	7268	7273	7278	7283	7288	7293	7298	7303	7308	7313	7318	7323	7328	7333	7338	7343	7348	7353	7358	7363	7368	7373	7378	7383	7388	7393	7398	7403	7408	7413	7418	7423	7428	7433	7438	7443	7448	7453	7458	7463	7468	7473	7478	7483	7488	7493	7498	7503	7508	7513	7518	7523	7528	7533	7538	7543	7548	7553	7558	7563	7568	7573	7578	7583	7588	7593	7598	7603	7608	7613	7618	7623	7628	7633	7638	7643	7648	7653	7658	7663	7668	7673	7678	7683	7688	7693	7698	7703	7708	7713	7718	7723	7728	7733	7738	7743	7748	7753	7758	7763	7768	7773	7778	7783	7788	7793	7798	7803	7808	7813	7818	7823	7828	7833	7838	7843	7848	7853	7858	7863	7868	7873	7878	7883	7888	7893	7898	7903	7908	7913	7918	7923	7928	7933	7938	7943	7948	7953	7958	7963	7968	7973	7978	7983	7988	7993	7998	8003	8008	8013	8018	8023	8028	8033	8038	8043	8048	8053	8058	8063	8068	8073	8078	8083	8088	8093	8098	8103	8108	8113	8118	8123	8128	8133	8138	8143	8148	8153	8158	8163	8168	8173	8178	8183	8188	8193	8198	8203	8208	8213	8218	8223	8228	8233	8238	8243	8248	8253	8258	8263	8268	8273	8278	8283	8288	8293	8298	8303	8308	8313	8318	8323	8328	8333	8338	8343	8348	8353	8358	8363	8368	8373	8378	8383	8388	8393	8398	8403	8408	8413	8418	8423	8428	8433	8438	8443	8448	8453	8458	8463	8468	8473	8478	8483	8488	8493	8498	8503	8508	8513	8518	8523	8528	8533	8538	8543	8548	8553	8558	8563	8568	8573	8578	8583	8588	8593	8598	8603	8608	8613	8618	8623	8628	8633	8638	8643	8648	8653	8658	8663	8668	8673	8678	8683	8688	8693	8698	8703	8708	8713	8718	8723	8728	8733	8738	8743	8748	8753	8758	8763	8768	8773	8778	8783	8788	8793	8798	8803	8808	8813	8818	8823	8828	8833	8838	8843	8848	8853	8858	8863

Hwy 660 - San Juan Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000	4005	4010	4015	4020	4025	4030	4035	4040	4045	4050	4055	4060	4065	4070	4075	4080	4085	4090	4095	4100	4105	4110	4115	4120	4125	4130	4135	4140	4145	4150	4155	4160	4165	4170	4175	4180	4185	4190	4195	4200	4205	4210	4215	4220	4225	4230	4235	4240	4245	4250
Travel Demand (Veh/h)	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280		

[illegible][illegible]

Undersagey Road - Between Gore Highway and Unmanned Road		Northbound - Two Lane Highway level Terrain Link Analysis: Base Conditions Without Development Traffic																									
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Undersagey Link Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	200	205	200	200	271	276	262	267	293	299	305	311	317	321	330	336	343	350	357	364	373	379	386	394	402	410	418
Terrain Type (a = Level, b = Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Load A Minimum Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Load B Minimum Capacity (pcu/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
Load C Minimum Capacity (pcu/h)	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	
Load D Minimum Capacity (pcu/h)	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	
Load E Minimum Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of Items	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	61	62	63	64	66	67	68	70	71	72	74
Link Break	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Percentage cap. equivalent (B)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (M)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Heavy vehicle factor (HVC) (a+b+c)(B+1)	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Driver population (B)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	1961	2000	2040	2081	2122	2165	2209	2252	2297	2343	2390	2438	2487	2536	2587	2639	2692	2746	2800	2854	2909	2964	3020	3077	3134	3191	3250
Design Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
v-curve (30m Highway) / AADT	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (ADT x 30m Highway Factor)	204	208	209	212	216	220	225	230	235	241	247	253	260	267	274	281	289	297	306	314	323	332	341	350	359	368	377
Passenger Car Equivalent Design Flow (pcu/h) (B+HVC) - Base Without Development	316	323	329	336	342	349	356	363	370	378	385	393	401	409	417	426	434	443	452	461	470	479	489	499	509	519	529
Link Break	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Volume to Capacity Ratio (V/C)	0.14	0.14	0.14	0.15	0.15	0.16	0.16	0.16	0.17	0.17	0.17	0.17	0.17	0.18	0.18	0.18	0.19	0.19	0.20	0.20	0.21	0.21	0.21	0.22	0.22	0.23	0.23
Undersagey Road - Between Gore Highway and Unmanned Road		Southbound Direction - Two Lane Highway level Terrain Link Analysis: Base Conditions With Development Traffic																									
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Undersagey Link Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	200	205	200	200	271	276	262	267	293	299	305	311	317	321	330	336	343	350	357	364	373	379	386	394	402	410	418
Terrain Type (a = Level, b = Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Load A Minimum Capacity (pcu/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Load B Minimum Capacity (pcu/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
Load C Minimum Capacity (pcu/h)	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	
Load D Minimum Capacity (pcu/h)	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	
Load E Minimum Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	
Number of Items	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	61	62	63	64	66	67	68	70	71	72	74
Link Break	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Percentage cap. equivalent (B)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (M)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Heavy vehicle factor (HVC) (a+b+c)(B+1)	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Driver population (B)	1	1	1	1	1	1	1	1	1	1	1	1	1	1													

Point Mile Road - Between Gore Highway and Lacey Road		Hour 600 - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Year of Analysis		2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000	4005	4010	4015	4020	4025	4030	4035	4040	4045	4050	4055	4060	4065	4070	4075	4080	4085	4090	4095	4100	4105	4110	4115	4120	4125	4130	4135	4140	4145	4150	4155	4160	4165	4170	4175	4180	4185	4190	4195	4200	4205	4210	4215	4220	4225	4230	4235	4240	4245	4250	4255	4260	4265	4270	4275	4280	4285	4290	4295	4300	4305	4310	4315	4320	4325	4330	4335	4340	4345	4350	4355	4360	4365	4370	4375	4380	4385	4390	4395	4400	4405	4410	4415	4420	4425	4430	4435	4440	4445	4450	4455	4460	4465	4470	4475	4480	4485	4490	4495	4500	4505	4510	4515	4520	4525	4530	4535	4540	4545	4550	4555	4560	4565	4570	4575	4580	4585	4590	4595	4600	4605	4610	4615	4620	4625	4630	4635	4640	4645	4650	4655	4660	4665	4670	4675	4680	4685	4690	4695	4700	4705	4710	4715	4720	4725	4730	4735	4740	4745	4750	4755	4760	4765	4770	4775	4780	4785	4790	4795	4800	4805	4810	4815	4820	4825	4830	4835	4840	4845	4850	4855	4860	4865	4870	4875	4880	4885	4890	4895	4900	4905	4910	4915	4920	4925	4930	4935	4940	4945	4950	4955	4960	4965	4970	4975	4980	4985	4990	4995	5000
Total AADT Capacity (veh/h/ln)		500	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550																																																																														

New 40' Lane Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																																			
Year of analysis	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Vehicle Volume (Vehicles/hour)	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800
Light Vehicle Volume (veh/h)	50	51	52	53	54	55	56	57	59	60	61	62	63	65	66	67	69	70	71	73	74	75	77	79	80	81	82	84	85	87	89	90	91	93	94
Terrain Type & Load (B = Buggy, M = Motorist)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Light Vehicle Capacity (veh/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Light Vehicle Capacity (veh/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Light Vehicle Capacity (veh/h)	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750
Light Vehicle Capacity (veh/h)	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	
Light Vehicle Capacity (veh/h)	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	
Number of trucks	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of trucks (veh/h)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Light Vehicle Capacity (veh/h)	50	51	52	53	54	55	56	57	59	60	61	62	63	65	66	67	69	70	71	73	74	75	77	79	80	81	82	84	85	87	89	90	91	93	
Light Vehicle Capacity (veh/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Light Vehicle Capacity (veh/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
Light Vehicle Capacity (veh/h)	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	
Light Vehicle Capacity (veh/h)	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	
Light Vehicle Capacity (veh/h)	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	
Development Type	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Development Type (veh/h)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Light Vehicle Capacity (veh/h)	50	51	52	53	54	55	56	57	59	60	61	62	63	65	66	67	69	70	71	73	74	75	77	79	80	81	82	84	85	87	89	90	91	93	
Light Vehicle Capacity (veh/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Light Vehicle Capacity (veh/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
Light Vehicle Capacity (veh/h)	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	
Light Vehicle Capacity (veh/h)	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	
Light Vehicle Capacity (veh/h)	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	
Development Type	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Development Type (veh/h)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Light Vehicle Capacity (veh/h)	50	51	52	53	54	55	56	57	59	60	61	62	63	65	66	67	69	70	71	73	74	75	77	79	80	81	82	84	85	87	89	90	91	93	
Light Vehicle Capacity (veh/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Light Vehicle Capacity (veh/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
Light Vehicle Capacity (veh/h)	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	
Light Vehicle Capacity (veh/h)	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	
Light Vehicle Capacity (veh/h)	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	
Development Type	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Development Type (veh/h)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Light Vehicle Capacity (veh/h)	50	51	52	53	54	55	56	57	59	60	61	62	63	65	66	67	69	70	71	73	74	75	77	79	80	81	82	84	85	87	89	90	91	93	
Light Vehicle Capacity (veh/h)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Light Vehicle Capacity (veh/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
Light Vehicle Capacity (veh/h)	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	
Light Vehicle Capacity (veh/h)	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	
Light Vehicle Capacity (veh/h)	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	
Development Type	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Development Type (veh/h)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Light Vehicle Capacity (veh/h)	50	51	52	53	54	55	56	57	59	60	61	62	63	65	66	67	69	70	71</																

[illegible][illegible]

Wetherth Feltus Road - Between Cypress Street and Golf Course Road		Northbound - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																									
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urbanized Area Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	167	170	173	177	180	184	188	193	195	199	203	207	211	216	220	224	229	233	238	243	248	253	258	263	268	273	278
Terrain Type (A = Level, B = Rolling, M = Mountainous)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
East A Minimum Capacity (pcu/h)	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260
East A Maximum Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480
East B Minimum Capacity (pcu/h)	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790
East B Maximum Capacity (pcu/h)	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360
East C Minimum Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
East C Maximum Capacity (pcu/h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Items	29	30	31	31	32	32	33	34	34	35	36	37	37	38	39	40	41	42	43	44	45	46	47	48	49	49	49
Total vehicle (veh/h)	196	200	204	208	212	216	221	225	230	234	239	244	249	254	259	264	269	275	280	285	290	297	303	309	315	322	328
Percentage Trucks (H)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Percentage Trucks (M)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Heavy Vehicle Factor (H+M) (H+M=1.1)	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Driver population (H)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Average Annual Daily Traffic (AADT)	1961	2000	2049	2091	2132	2175	2218	2262	2307	2353	2400	2448	2497	2546	2597	2648	2699	2752	2804	2856	2909	2972	3025	3079	3134	3189	3245
Design Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Average 30th Highest / AADT	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10
Design Hour Volume (ADT x 30th Highest Factor)	196	200	204	208	212	216	221	225	230	234	239	244	249	254	259	264	269	275	280	285	290	297	303	309	315	322	328
Passenger Car Equivalent Design Flow (pcu/h) (H+M) - With Development	231	235	239	244	248	253	257	262	267	272	277	282	287	293	298	304	309	315	321	327	333	339	345	351	356	363	369
Link Break	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Volume to Capacity Ratio (V/C)	0.09	0.09	0.10	0.10	0.10	0.10	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.12	0.12	0.12	0.12	0.13	0.13	0.13	0.13	0.14	0.14	0.14	0.15	0.15	0.15

Wetherth Feltus Road - Between Cypress Street and Golf Course Road		Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																									
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urbanized Area Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	167	170	173	177	180	184	188	193	195	199	203	207	211	216	220	224	229	233	238	243	248	253	258	263	268	273	278
Terrain Type (A = Level, B = Rolling, M = Mountainous)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
East A Minimum Capacity (pcu/h)	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260
East A Maximum Capacity (pcu/h)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480
East B Minimum Capacity (pcu/h)	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790	790
East B Maximum Capacity (pcu/h)	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360
East C Minimum Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
East C Maximum Capacity (pcu/h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Items	29	30	31	31	32	32	33	34	34	35	36	37	37	38	39	40	41	42	43	44	45	46	47	48	49	49	49
Total vehicle (veh/h)	196	200	204	208	212	216	221	225	230	234	239	244	249	254	259	264	269	275	280	285	290	297	303	309	315	322	328
Percentage Trucks (H)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Percentage Trucks (M)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Heavy Vehicle Factor (H+M) (H+M=1.1)	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Driver population (H)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Average Annual Daily Traffic (AADT)	1961	2000	2049	2091	2132	2175	2218	2262	2307	2353	2400	2448	2497	2546	2597	2648	2699	2752	2804	2856	2909	2972	3025	3079	3134	3189	3245
Design Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Average 30th Highest / AADT	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10
Design Hour Volume (ADT x 30th Highest Factor)	196	200	204	208	212	216	221	225	230	234	239	244	249	254	259	264	269	275	280	285	290	297	303	309	315	322	328
Passenger Car Equivalent Design Flow (pcu/h) (H+M) - With Development	231	235	239	244	248	253	257	262	267	272	277	282	287	293	298	304	309	315	321	327	333	339	345	351	356	363	369
Link Break	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Volume to Capacity Ratio (V/C)	0.09	0.09	0.10	0.10	0.10	0.10	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.12	0.12	0.12	0.12	0.13	0.13	0.13	0.13	0.14	0.14	0.14	0.15	0.15	0.15

Wetherth Feltus Road - Between Cypress Street and Golf Course Road		Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																									
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urbanized Area Capacity (pcu/h)	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
Light Vehicle Volume (veh/h)	167	170	173	177	180	184	188	193	195	199	203	207	211	216	220	224	229	233	238	243	248	253	258	263	268	273	278
Terrain Type (A = Level, B = Rolling, M = Mountainous)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
East A Minimum Capacity (pcu/h)	260	260	260	260	260	260	260	260	260	260	260	260	260	260	2												

[illegible]

Hwy 660 - San Juan Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
Travel Demand (Vehicles/hour)	2,280	2,380	2,480	2,580	2,680	2,780	2,880	2,980	3,080	3,180	3,280	3,380	3,480	3,580	3,680	3,780	3,880	3,980	4,080	4,180	4,280	4,380	4,480	4,580	4,680	4,780	4,880	4,980	5,080	5,180	5,280	5,380	5,480	5,580	5,680	5,780	5,880	5,980	6,080	6,180	6,280	6,380	6,480	6,580	6,680	6,780	6,880	6,980	7,080	7,180	7,280	7,380	7,480	7,580	7,680	7,780	7,880	7,980	8,080	8,180	8,280	8,380	8,480	8,580	8,680	8,780	8,880	8,980	9,080	9,180	9,280	9,380	9,480	9,580	9,680	9,780	9,880	9,980	10,080	10,180	10,280	10,380	10,480	10,580	10,680	10,780	10,880	10,980	11,080	11,180	11,280	11,380	11,480	11,580	11,680	11,780	11,880	11,980	12,080	12,180	12,280	12,380	12,480	12,580	12,680	12,780	12,880	12,980	13,080	13,180	13,280	13,380	13,480	13,580	13,680	13,780	13,880	13,980	14,080	14,180	14,280	14,380	14,480	14,580	14,680	14,780	14,880	14,980	15,080	15,180	15,280	15,380	15,480	15,580	15,680	15,780	15,880	15,980	16,080	16,180	16,280	16,380	16,480	16,580	16,680	16,780	16,880	16,980	17,080	17,180	17,280	17,380	17,480	17,580	17,680	17,780	17,880	17,980	18,080	18,180	18,280	18,380	18,480	18,580	18,680	18,780	18,880	18,980	19,080	19,180	19,280	19,380	19,480	19,580	19,680	19,780	19,880	19,980	20,080	20,180	20,280	20,380	20,480	20,580	20,680	20,780	20,880	20,980	21,080	21,180	21,280	21,380	21,480	21,580	21,680	21,780	21,880	21,980	22,080	22,180	22,280	22,380	22,480	22,580	22,680	22,780	22,880	22,980	23,080	23,180	23,280	23,380	23,480	23,580	23,680	23,780	23,880	23,980	24,080	24,180	24,280	24,380	24,480	24,580	24,680	24,780	24,880	24,980	25,080	25,180	25,280	25,380	25,480	25,580	25,680	25,780	25,880	25,980	26,080	26,180	26,280	26,380	26,480	26,580	26,680	26,780	26,880	26,980	27,080	27,180	27,280	27,380	27,480	27,580	27,680	27,780	27,880	27,980	28,080	28,180	28,280	28,380	28,480	28,580	28,680	28,780	28,880	28,980	29,080	29,180	29,280	29,380	29,480	29,580	29,680	29,780	29,880	29,980	30,080	30,180	30,280	30,380	30,480	30,580	30,680	30,780	30,880	30,980	31,080	31,180	31,280	31,380	31,480	31,580	31,680	31,780	31,880	31,980	32,080	32,180	32,280	32,380	32,480	32,580	32,680	32,780	32,880	32,980	33,080	33,180	33,280	33,380	33,480	33,580	33,680	33,780	33,880	33,980	34,080	34,180	34,280	34,380	34,480	34,580	34,680	34,780	34,880	34,980	35,080	35,180	35,280	35,380	35,480	35,580	35,680	35,780	35,880	35,980	36,080	36,180	36,280	36,380	36,480	36,580	36,680	36,780	36,880	36,980	37,080	37,180	37,280	37,380	37,480	37,580	37,680	37,780	37,880	37,980	38,080	38,180	38,280	38,380	38,480	38,580	38,680	38,780	38,880	38,980	39,080	39,180	39,280	39,380	39,480	39,580	39,680	39,780	39,880	39,980	40,080	40,180	40,280	40,380	40,480	40,580	40,680	40,780	40,880	40,980	41,080	41,180	41,280	41,380	41,480	41,580	41,680	41,780	41,880	41,980	42,080	42,180	42,280	42,380	42,480	42,580	42,680	42,780	42,880	42,980	43,080	43,180	43,280	43,380	43,480	43,580	43,680	43,780	43,880	43,980	44,080	44,180	44,280	44,380	44,480	44,580	44,680	44,780	44,880	44,980	45,080	45,180	45,280	45,380	45,480	45,580	45,680	45,780	45,880	45,980	46,080	46,180	46,280	46,380	46,480	46,580	46,680	46,780	46,880	46,980	47,080	47,180	47,280	47,380	47,480	47,580	47,680	47,780	47,880	47,980	48,080	48,180	48,280	48,380	48,480	48,580	48,680	48,780	48,880	48,980	49,080	49,180	49,280	49,380	49,480	49,580	49,680	49,780	49,880	49,980	50,080	50,180	50,280	50,380	50,480	50,580	50,680	50,780	50,880	50,980	51,080	51,180	51,280	51,380	51,480	51,580	51,680	51,780	51,880	51,980	52,080	52,180	52,280	52,380	52,480	52,580	52,680	52,780	52,880	52,980	53,080	53,180	53,280	53,380	53,480	53,580	53,680	53,780	53,880	53,980	54,080	54,180	54,280	54,380	54,480	54,580	54,680	54,780	54,880	54,980	55,080	55,180	55,280	55,380	55,480	55,580	55,680	55,780	55,880	55,980	56,080	56,180	56,280	56,380	56,480	56,580	56,680	56,780	56,880	56,980	57,080	57,180	57,280	57,380	57,480	57,580	57,680	57,780	57,880	57,980	58,080	58,180	58,280	58,380	58,480	58,580	58,680	58,780	58,880	58,980	59,080	59,180	59,280	59,380	59,480	59,580	59,680	59,780	59,880	59,980	60,080	60,180	60,280	60,380	60,480	60,580	60,680	60,780	60,880	60,980	61,080	61,180	61,280	61,380	61,480	61,580	61,680	61,780	61,880	61,980	62,080	62,180	62,280	62,380	62,480	62,580	62,680	62,780	62,880	62,980	63,080	63,180	63,280	63,380	63,480	63,580	63,680	63,780	63,880	63,980	64,080	64,180	64,280	64,380	64,480	64,580	64,680	64,780	64,880	64,980	65,080	65,180	65,280	65,380	65,480	65,580	65,680	65,780	65,880	65,980	66,080	66,180	66,280	66,380	66,480	66,580	66,680	66,780	66,880	66,980	67,080	67,180	67,280	67,380	67,480	67,580	67,680	67,780	67,880	67,980	68,080	68,180	68,280	68,380	68,480	68,580	68,680	68,780	68,880	68,980	69,080	69,180	69,280	69,380	69,480	69,580	69,680	69,780	69,880	69,980	70,080	70,180	70,280	70,380	70,480	70,580	70,680	70,780	70,880	70,980	71,080	71,180	71,280	71,380	71,480	71,580	71,680	71,780	71,880	71,980	72,080	72,180	72,280	72,380	72,480	72,580	72,680	72,780	72,880	72,980	73,080	73,180	73,280	73,380	73,480	73,580	73,680	73,780	73,880	73,980	74,080	74,180	74,280	74,380	74,480	74,580	74,680	74,780	74,880	74,980	75,080	75,180	75,280	75,380	75,480	75,580	75,680	75,780	75,880	75,980	76,080	76,180	76,280	76,380	76,480	76,580	76,680	76,780	76,880	76,980	77,080	77,180	77,280	77,380	77,480	77,580	77,680	77,780	77,880	77,980	78,080	78,180	78,280	78,380	78,480	78,580	78,680	78,780	78,880	78,980	79,080	79,180	79,280	79,380	79,480	79,580	79,680	79,780	79,880	79,980	80,080	80,180	80,280	80,380	80,480	80,580	80,680	80,780	80,880	80,980	81,080	81,180	81,280	81,380	81,480	81,580	81,680	81,780	81,880	81,980	82,080	82,180	82,280	82,380	82,480	82,580	82,680	82,780	82,880	82,980	83,080	83,180	83,280	83,380	83,480	83,580	83,680	83,780	83,880	83,980	84,080	84,180	84,280	84,380	84,480	84,580	84,680	84,780	84,880	84,980	85,080	85,180	85,280	85,380	85,480	85,580	85,680	85,780	85,880	85,980	86,080	86,180	86,280	86,380	86,480	86,580	86,680	86,780	86,880	86,980	87,080	87,180	87,280	87,380	87,480	87,580	87,680	87,780	87,880	87,980	88,080	88,180	88,280	88,380	88,480	88,580	88,680	88,780	88,880	88,980	89,080	89,180	89,280	89,380	89,480	89,580	89,680	89,780	89,880	89,980	90,080	90,180	90,280	90,380	90,480	90,580	90,680	90,780	90,880	90,980	91,080	91,180	91,280	91,380	91,480	91,580	91,680	91,780	91,880	91,980	92,080	92,180	92,280	92,380	92,480	92,580	92,680	92,780	92,880	92,980	93,080	93,180	93,280	93,380	93,480	93,580	93,680	93,780	93,880	93,980	94,080	94,180	94,280	94,380	94,480	94,580	94,680	94,780	94,880	94,980	95,080	95,180	95,280	95,380	95,480	95,580	95,680	95,780	95,880	95,980	96,080	96,180	96,280	96,380	96,480	96,580	96,680	96,780	96,880	96,980	97,080	97,180	97,280	97,380	97,480	97,580	97,680	97,780	97,880	97,980	98,080	98,180	98,280	98,380	98,480	98,580	98,680	98,780	98,880	98,980	99,080	99,180	99,280	99,380	99,480	99,580	99,680	99,780	99,880	99,980	100,080	100,180	100,280	100,380	100,480	100,580	100,680	100,780	100,880	100,980	101,080	101,180	101,280	101,380	101,480	101,580	101,680	101,780	101,880	101,980	102,080	102,180	102,280	102,380	102,480	102,580	102,680	102,780	102,880	102,980	103,080	103,180	103,280	103,380	103,480	103,580	103,680	103,780	103,880	103,980	104,080	104,180	104,280	104,380	104,480	104,580	104,680	104,780	104,880	104,980	105,080	105,180	105,280	105,380	105,480	105,580	105,680	105,780	105,880	105,980	106,080	106,180	106,280	106,380	106,480	106,580	106,680	106,780	106,880	106,980	107,080	107,180	107,280	107,380	107,480	107,580	107,680	107,780	107,880	107,980	108,080	108,180	108,280	108,380	108,480	108,580	108,680	108,780	108,880	108,980	109,080	109,180	109,280	109,380	109,480	109,580	109,680	109,780	109,880	109,980	110,080	110,18

Southside Section - Two Lane Highway Level Terrain Link Analysis Base Conditions Without Development Traffic																											
Year of Analysis	2010	2010	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Left Lane Capacity (pc/h/ft)	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280
Right Lane Capacity (pc/h/ft)	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280
Design Vehicle (pc/h/ft)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Design Vehicle (pc/h/ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Design Vehicle (pc/h/ft)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Left Lane Capacity (pc/h/ft)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Right Lane Capacity (pc/h/ft)	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750
Design Vehicle (pc/h/ft)	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950
Left Lane Capacity (pc/h/ft)	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280
Right Lane Capacity (pc/h/ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Design Vehicle (pc/h/ft)	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
Design Vehicle (pc/h/ft)	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Design Vehicle (pc/h/ft)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Design Vehicle (pc/h/ft)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Left Lane Capacity (pc/h/ft)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Right Lane Capacity (pc/h/ft)	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750
Design Vehicle (pc/h/ft)	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950
Left Lane Capacity (pc/h/ft)	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280
Right Lane Capacity (pc/h/ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Design Vehicle (pc/h/ft)	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
Design Vehicle (pc/h/ft)	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Design Vehicle (pc/h/ft)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Design Vehicle (pc/h/ft)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Left Lane Capacity (pc/h/ft)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Right Lane Capacity (pc/h/ft)	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750
Design Vehicle (pc/h/ft)	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950
Left Lane Capacity (pc/h/ft)	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280
Right Lane Capacity (pc/h/ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Design Vehicle (pc/h/ft)	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
Design Vehicle (pc/h/ft)	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Design Vehicle (pc/h/ft)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Design Vehicle (pc/h/ft)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Left Lane Capacity (pc/h/ft)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Right Lane Capacity (pc/h/ft)	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750
Design Vehicle (pc/h/ft)	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950
Left Lane Capacity (pc/h/ft)	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280
Right Lane Capacity (pc/h/ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Design Vehicle (pc/h/ft)	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
Design Vehicle (pc/h/ft)	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Design Vehicle (pc/h/ft)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Design Vehicle (pc/h/ft)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Left Lane Capacity (pc/h/ft)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Right Lane Capacity (pc/h/ft)	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750
Design Vehicle (pc/h/ft)	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950
Left Lane Capacity (pc/h/ft)	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280	2,280
Right Lane Capacity (pc/h/ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Design Vehicle (pc/h/ft)	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
Design Vehicle (pc/h/ft)	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Design Vehicle (pc/h/ft)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Design Vehicle (pc/h/ft)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Left Lane Capacity (pc/h/ft)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Right Lane Capacity (pc/h/ft)	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	75				

Southwest Section - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000	4005	4010	4015	4020	4025	4030	4035	4040	4045	4050	4055	4060	4065	4070	4075	4080	4085	4090	4095	4100	4105	4110	4115	4120	4125	4130	4135	4140	4145	4150	4155	4160	4165	4170	4175	4180	4185	4190	4195	4200	4205	4210	4215	4220	4225	4230	4235	4240	4245	4250																																																																																																																																																																																																																																																																																																																																																																												
Travel Volume (Vehicles/h)	200	204	205	212	216	221	225	230	234	239	243	248	253	258	263	268	273	278	283	288	293	298	303	308	313	318	323	328	333	338	343	348	353	358	363	368	373	378	383	388	393	398	403	408	413	418	423	428	433	438	443	448	453	458	463	468	473	478	483	488	493	498	503	508	513	518	523	528	533	538	543	548	553	558	563	568	573	578	583	588	593	598	603	608	613	618	623	628	633	638	643	648	653	658	663	668	673	678	683	688	693	698	703	708	713	718	723	728	733	738	743	748	753	758	763	768	773	778	783	788	793	798	803	808	813	818	823	828	833	838	843	848	853	858	863	868	873	878	883	888	893	898	903	908	913	918	923	928	933	938	943	948	953	958	963	968	973	978	983	988	993	998	1003	1008	1013	1018	1023	1028	1033	1038	1043	1048	1053	1058	1063	1068	1073	1078	1083	1088	1093	1098	1103	1108	1113	1118	1123	1128	1133	1138	1143	1148	1153	1158	1163	1168	1173	1178	1183	1188	1193	1198	1203	1208	1213	1218	1223	1228	1233	1238	1243	1248	1253	1258	1263	1268	1273	1278	1283	1288	1293	1298	1303	1308	1313	1318	1323	1328	1333	1338	1343	1348	1353	1358	1363	1368	1373	1378	1383	1388	1393	1398	1403	1408	1413	1418	1423	1428	1433	1438	1443	1448	1453	1458	1463	1468	1473	1478	1483	1488	1493	1498	1503	1508	1513	1518	1523	1528	1533	1538	1543	1548	1553	1558	1563	1568	1573	1578	1583	1588	1593	1598	1603	1608	1613	1618	1623	1628	1633	1638	1643	1648	1653	1658	1663	1668	1673	1678	1683	1688	1693	1698	1703	1708	1713	1718	1723	1728	1733	1738	1743	1748	1753	1758	1763	1768	1773	1778	1783	1788	1793	1798	1803	1808	1813	1818	1823	1828	1833	1838	1843	1848	1853	1858	1863	1868	1873	1878	1883	1888	1893	1898	1903	1908	1913	1918	1923	1928	1933	1938	1943	1948	1953	1958	1963	1968	1973	1978	1983	1988	1993	1998	2003	2008	2013	2018	2023	2028	2033	2038	2043	2048	2053	2058	2063	2068	2073	2078	2083	2088	2093	2098	2103	2108	2113	2118	2123	2128	2133	2138	2143	2148	2153	2158	2163	2168	2173	2178	2183	2188	2193	2198	2203	2208	2213	2218	2223	2228	2233	2238	2243	2248	2253	2258	2263	2268	2273	2278	2283	2288	2293	2298	2303	2308	2313	2318	2323	2328	2333	2338	2343	2348	2353	2358	2363	2368	2373	2378	2383	2388	2393	2398	2403	2408	2413	2418	2423	2428	2433	2438	2443	2448	2453	2458	2463	2468	2473	2478	2483	2488	2493	2498	2503	2508	2513	2518	2523	2528	2533	2538	2543	2548	2553	2558	2563	2568	2573	2578	2583	2588	2593	2598	2603	2608	2613	2618	2623	2628	2633	2638	2643	2648	2653	2658	2663	2668	2673	2678	2683	2688	2693	2698	2703	2708	2713	2718	2723	2728	2733	2738	2743	2748	2753	2758	2763	2768	2773	2778	2783	2788	2793	2798	2803	2808	2813	2818	2823	2828	2833	2838	2843	2848	2853	2858	2863	2868	2873	2878	2883	2888	2893	2898	2903	2908	2913	2918	2923	2928	2933	2938	2943	2948	2953	2958	2963	2968	2973	2978	2983	2988	2993	2998	3003	3008	3013	3018	3023	3028	3033	3038	3043	3048	3053	3058	3063	3068	3073	3078	3083	3088	3093	3098	3103	3108	3113	3118	3123	3128	3133	3138	3143	3148	3153	3158	3163	3168	3173	3178	3183	3188	3193	3198	3203	3208	3213	3218	3223	3228	3233	3238	3243	3248	3253	3258	3263	3268	3273	3278	3283	3288	3293	3298	3303	3308	3313	3318	3323	3328	3333	3338	3343	3348	3353	3358	3363	3368	3373	3378	3383	3388	3393	3398	3403	3408	3413	3418	3423	3428	3433	3438	3443	3448	3453	3458	3463	3468	3473	3478	3483	3488	3493	3498	3503	3508	3513	3518	3523	3528	3533	3538	3543	3548	3553	3558	3563	3568	3573	3578	3583	3588	3593	3598	3603	3608	3613	3618	3623	3628	3633	3638	3643	3648	3653	3658	3663	3668	3673	3678	3683	3688	3693	3698	3703	3708	3713	3718	3723	3728	3733	3738	3743	3748	3753	3758	3763	3768	3773	3778	3783	3788	3793	3798	3803	3808	3813	3818	3823	3828	3833	3838	3843	3848	3853	3858	3863	3868	3873	3878	3883	3888	3893	3898	3903	3908	3913	3918	3923	3928	3933	3938	3943	3948	3953	3958	3963	3968	3973	3978	3983	3988	3993	3998	4003	4008	4013	4018	4023	4028	4033	4038	4043	4048	4053	4058	4063	4068	4073	4078	4083	4088	4093	4098	4103	4108	4113	4118	4123	4128	4133	4138	4143	4148	4153	4158	4163	4168	4173	4178	4183	4188	4193	4198	4203	4208	4213	4218	4223	4228	4233	4238	4243	4248	4253
Travel Time (s @ Level, R=Rolling, M=Mountainous)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					

[illegible]

[illegible]

Northbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																											
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Link Volume (V) Capacity (C) (pc/h/ft)	1450	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
Link Volume (V) Capacity (C) (pc/h/ft)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Link Volume (V) Capacity (C) (pc/h/ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Link Volume (V) Capacity (C) (pc/h/ft)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	
Link Volume (V) Capacity (C) (pc/h/ft)	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	
Link Volume (V) Capacity (C) (pc/h/ft)	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	
Link Volume (V) Capacity (C) (pc/h/ft)	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	
Link Volume (V) Capacity (C) (pc/h/ft)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	
Link Volume (V) Capacity (C) (pc/h/ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Link Volume (V) Capacity (C) (pc/h/ft)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Link Volume (V) Capacity (C) (pc/h/ft)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Link Volume (V) Capacity (C) (pc/h/ft)	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	
Link Volume (V) Capacity (C) (pc/h/ft)	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Link Volume (V) Capacity (C) (pc/h/ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Link Volume (V) Capacity (C) (pc/h/ft)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Link Volume (V) Capacity (C) (pc/h/ft)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Link Volume (V) Capacity (C) (pc/h/ft)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Link Volume (V) Capacity (C) (pc/h/ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Link Volume (V) Capacity (C) (pc/h/ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Link Result	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Northbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																											
Link Volume (V) Capacity (C) (pc/h/ft)	1450	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	
Link Volume (V) Capacity (C) (pc/h/ft)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Link Volume (V) Capacity (C) (pc/h/ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Link Volume (V) Capacity (C) (pc/h/ft)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	
Link Volume (V) Capacity (C) (pc/h/ft)	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	
Link Volume (V) Capacity (C) (pc/h/ft)	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	
Link Volume (V) Capacity (C) (pc/h/ft)	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	
Link Volume (V) Capacity (C) (pc/h/ft)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	
Link Volume (V) Capacity (C) (pc/h/ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Link Volume (V) Capacity (C) (pc/h/ft)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Link Volume (V) Capacity (C) (pc/h/ft)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Link Volume (V) Capacity (C) (pc/h/ft)	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	
Link Volume (V) Capacity (C) (pc/h/ft)	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Link Volume (V) Capacity (C) (pc/h/ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Link Volume (V) Capacity (C) (pc/h/ft)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Link Volume (V) Capacity (C) (pc/h/ft)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Link Volume (V) Capacity (C) (pc/h/ft)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Link Volume (V) Capacity (C) (pc/h/ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Link Volume (V) Capacity (C) (pc/h/ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Link Result	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Link Volume (V) Capacity (C) (pc/h/ft)	1450	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	
Link Volume (V) Capacity (C) (pc/h/ft)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Link Volume (V) Capacity (C) (pc/h/ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Link Volume (V) Capacity (C) (pc/h/ft)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	
Link Volume (V) Capacity (C) (pc/h/ft)	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	
Link Volume (V) Capacity (C) (pc/h/ft)	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	
Link Volume (V) Capacity (C) (pc/h/ft)	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	
Link Volume (V) Capacity (C) (pc/h/ft)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	
Link Volume (V) Capacity (C) (pc/h/ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Link Volume (V) Capacity (C) (pc/h/ft)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Link Volume (V) Capacity (C) (pc/h/ft)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Link Volume (V) Capacity (C) (pc/h/ft)	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	
Link Volume (V) Capacity (C) (pc/h/ft)	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Link Volume (V) Capacity (C) (pc/h/ft)	1	1	1	1	1	1	1	1	1	1	1	1															

Edwards Street - Between North Star Road and I B Bore Road

Northbound - Two Lane Highway level Terrain Link Analysis: Base Conditions Without Development Traffic

Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Maximum Link Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
Light Vehicle Volume (veh/h)	20	20	21	22	22	23	23	24	24	25	25	26	26	27	28	28	29	29	30	30	31	32	32	33	34	34	35
Truck Types & Levels: B = Bidding, M = Motorist	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Left A Ultimate Capacity (pcu/h)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Left B Ultimate Capacity (pcu/h)	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
Left C Ultimate Capacity (pcu/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Left D Ultimate Capacity (pcu/h)	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500
Left E Ultimate Capacity (pcu/h)	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600
Left F Ultimate Capacity (pcu/h)	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700
Left G Ultimate Capacity (pcu/h)	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800
Left H Ultimate Capacity (pcu/h)	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900
Left I Ultimate Capacity (pcu/h)	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of trucks (veh/h)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Total vehicle (veh/h)	22	22	23	24	24	25	25	26	26	27	28	28	29	29	30	30	31	31	32	32	33	34	34	35	35	36	36
Percentage car equivalent (R)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (TR)	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	
Heavy vehicle factor (HVF) (veh/h)	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	
Other population (R)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	184	188	193	199	200	207	211	216	220	224	229	233	238	243	248	253	258	263	268	273	279	284	290	296	302	308	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Revenue (20th highest) / AADT	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	
Design Hour Volume (ADV) x 10th Highest Factor	29	29	29	29	30	30	31	32	32	33	34	34	35	35	36	36	37	38	39	39	40	41	42	43	44	45	
Design Hour Volume (ADV) x 10th Highest Factor - Base Without Development	34	32	32	33	34	34	35	36	37	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	52	

Left Break	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Volume to Capacity Ratio (V/C)	0.02	0.02	0.02	0.02	0.02	0.02	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.04	0.04	0.04	0.04

Northbound - Two Lane Highway level Terrain Link Analysis: Base Conditions With Development Traffic

Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Maximum Link Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
Light Vehicle Volume (veh/h)	20	21	21	22	22	23	23	24	24	25	25	26	26	27	28	28	29	29	30	30	31	32	32	33	34	34	35
Truck Types & Levels: B = Bidding, M = Motorist	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Left A Ultimate Capacity (pcu/h)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Left B Ultimate Capacity (pcu/h)	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
Left C Ultimate Capacity (pcu/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Left D Ultimate Capacity (pcu/h)	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500
Left E Ultimate Capacity (pcu/h)	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600
Left F Ultimate Capacity (pcu/h)	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700
Left G Ultimate Capacity (pcu/h)	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800
Left H Ultimate Capacity (pcu/h)	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900
Left I Ultimate Capacity (pcu/h)	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Number of trucks (veh/h)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Total vehicle (veh/h)	22	23	23	24	24	25	25	26	26	27	28	28	29	29	30	30	31	31	32	32	33	34	34	35	35	36	36
Percentage car equivalent (R)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Percentage Trucks (TR)	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26
Average Annual Daily Traffic (AADT)	184	188	193	199	200	207	211	216	220	224	229	233	238	243	248	253	258	263	268	273	279	284	290	296	302	308	314
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Revenue (20th highest) / AADT	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35
Design Hour Volume (ADV) x 10th Highest Factor	34	32	32	33	34	34	35	36	37	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	52	53
Design Hour Volume (ADV) x 10th Highest Factor - With Development	34	32	32	33	34	34	35	36	37	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	52	53
Design Hour Volume (ADV) x 10th Highest Factor - With Development	34	32	32	33	34	34	35	36	37	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	52	53
Link Break	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

Volume to Capacity Ratio (V/C)	0.02	0.02	0.02	0.04	0.04	0.04	0.04	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.04	0.04	0.04	0.04	
Edwards Street - Between North Star Road and I 80 Bore Road																											
Southbound Direction - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																											

Edwards Street - Between North Star Road and I B Bore Road

Southbound Direction - Two Lane Highway level Terrain Link Analysis: Base Conditions Without Development Traffic

Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032</
------------------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	--------

North Star Road - Between MPSC Council Boundary and Edwards Street																											
Northbound - Two Lane Highway level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Maximum Link Capacity (pc/h/ln)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
Light Vehicle Volume (veh/h)	18	16	16	17	17	17	18	18	19	19	19	20	20	20	21	21	22	22	22	23	23	24	24	25	25	26	26
Truck Types & Levels, B = Bidding, M = Miscellaneous	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Left A Ultimate Capacity (pc/h/ln)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Left B Ultimate Capacity (pc/h/ln)	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
Left C Ultimate Capacity (pc/h/ln)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Left D Ultimate Capacity (pc/h/ln)	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500
Left E Ultimate Capacity (pc/h/ln)	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600
Left F Ultimate Capacity (pc/h/ln)	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700
Number of Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Total vehicle (veh/h)	22	20	21	22	22	22	23	24	24	25	25	25	26	27	27	28	28	29	29	30	30	31	32	32	33	34	34
Percentage car equivalent (R)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (TR)	0.25	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	
Average Annual Daily Traffic (AADT)	134	137	139	142	145	148	151	154	157	160	163	167	170	173	177	180	184	188	191	195	199	207	211	216	220	224	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Revenue (20th Highest / AADT)	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	
Design Hour Volume (ADV) x (20th Highest Factor)	22	20	21	22	22	22	23	24	24	25	25	25	26	27	27	28	28	29	29	30	30	31	32	32	33	34	
Design Hour Volume (ADV) x (20th Highest Factor) - Base Without Development	22	20	21	22	22	22	23	24	24	25	25	25	26	27	27	28	28	29	29	30	30	31	32	32	33	34	
Left Break	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	

Northbound - Two Lane Highway level Terrain Link Analysis: Base Conditions With Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Maximum Link Capacity (pc/h/ln)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
Light Vehicle Volume (veh/h)	18	16	16	17	17	17	18	18	19	19	19	20	20	20	21	21	22	22	22	23	23	24	24	25	25	26	26
Truck Types & Levels, B = Bidding, M = Miscellaneous	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Left A Ultimate Capacity (pc/h/ln)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Left B Ultimate Capacity (pc/h/ln)	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
Left C Ultimate Capacity (pc/h/ln)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Left D Ultimate Capacity (pc/h/ln)	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500
Left E Ultimate Capacity (pc/h/ln)	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600
Left F Ultimate Capacity (pc/h/ln)	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700
Number of Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Total vehicle (veh/h)	22	20	21	22	22	22	23	24	24	25	25	25	26	27	27	28	28	29	29	30	30	31	32	32	33	34	34
Percentage car equivalent (R)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (TR)	0.25	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	
Average Annual Daily Traffic (AADT)	134	137	139	142	145	148	151	154	157	160	163	167	170	173	177	180	184	188	191	195	199	207	211	216	220	224	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Revenue (20th Highest / AADT)	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	
Design Hour Volume (ADV) x (20th Highest Factor)	22	20	21	22	22	22	23	24	24	25	25	25	26	27	27	28	28	29	29	30	30	31	32	32	33	34	
Design Hour Volume (ADV) x (20th Highest Factor) - With Development	22	20	21	22	22	22	23	24	24	25	25	25	26	27	27	28	28	29	29	30	30	31	32	32	33	34	
Left Break	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Volume to Capacity Ratio (V/C)	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	

North Star Road - Between MPSC Council Boundary and Edwards Street																											
Southbound Direction - Two Lane Highway level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Maximum Link Capacity (pc/h/ln)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
Light Vehicle Volume (veh/h)	18	16	16	17	17	17	18	18	19	19	19	20	20	20	21	21	22	22	22	23	23	24	24	25	25	26	26
Truck Types & Levels, B = Bidding, M = Miscellaneous	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Left A Ultimate Capacity (pc/h/ln)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Left B Ultimate Capacity (pc/h/ln)	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
Left C Ultimate Capacity (pc/h/ln)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Left D Ultimate Capacity (pc/h/ln)	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500
Left E Ultimate Capacity (pc/h/ln)	600	600																									

North Star Road - Between Bruner Way and Gwyde Mile Council boundary																											
Northbound - Two Lane Highway level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Maximum Link Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
Light Vehicle Volume (veh/h)	17	17	17	18	18	18	19	19	19	20	20	20	21	21	21	22	22	23	23	24	24	25	25	26	27	27	28
Truck Types <= Level, >= Rolling, M = Mountainous	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Left A Ultimate Capacity (pcu/h)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Left B Ultimate Capacity (pcu/h)	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
Left C Ultimate Capacity (pcu/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Left D Ultimate Capacity (pcu/h)	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500
Left E Ultimate Capacity (pcu/h)	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600
Left F Ultimate Capacity (pcu/h)	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of trucks (veh/h)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Total vehicles (pcu/h)	22	22	22	23	23	24	24	25	25	26	27	27	28	29	29	30	30	31	31	32	33	33	34	35	35	36	36
Passenger car equivalent (ft)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (ft)	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	
Heavy vehicle factor (ft/veh/h)	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	
Other population (ft)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	144	147	150	153	156	159	162	165	169	172	176	179	183	186	190	194	198	202	206	210	214	218	223	227	232	236	241
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Revenue 20th highest / AADT	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (ADT x 10th Highest Factor)	22	22	22	23	23	24	24	25	25	26	26	27	27	28	29	29	30	30	31	31	32	33	33	34	35	35	36
Design Hour Volume (ADT x 10th Highest Factor) - Base Without Development	24	25	25	26	26	27	27	28	29	29	30	31	31	32	32	33	34	34	35	36	37	37	38	39	39	40	40

Left Break	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Volume to Capacity Ratio (V/C)	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02

Northbound - Two Lane Highway level Terrain Link Analysis: Base Conditions With Development Traffic																											
Year of analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Maximum Link Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
Light Vehicle Volume (veh/h)	17	17	17	18	18	18	19	19	19	20	20	20	21	21	22	22	23	23	24	24	25	25	26	26	27	27	28
Truck Types <= Level, >= Rolling, M = Mountainous	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Left A Ultimate Capacity (pcu/h)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Left B Ultimate Capacity (pcu/h)	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
Left C Ultimate Capacity (pcu/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Left D Ultimate Capacity (pcu/h)	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500
Left E Ultimate Capacity (pcu/h)	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600
Left F Ultimate Capacity (pcu/h)	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of trucks (veh/h)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Total vehicles (pcu/h)	22	22	22	23	23	24	24	25	25	26	26	27	27	28	29	29	30	30	31	31	32	33	33	34	35	35	36
Passenger car equivalent (ft)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (ft)	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	
Average Annual Daily Traffic (AADT)	144	147	150	153	156	159	162	165	169	172	176	179	183	186	190	194	198	202	206	210	214	218	223	227	232	236	241
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Revenue (20th highest / AADT)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Design Hour Volume (ADT x 10th Highest Factor) Without Development	24	25	25	26	26	27	27	28	29	29	30	31	31	32	32	33	34	34	35	36	37	37	38	39	39	40	40
Design Hour Volume (ADT x 10th Highest Factor) With Development	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	
Design Hour Volume (ADT x 10th Highest Factor) With Development	24	25	25	26	26	27	27	28	29	29	30	31	31	32	32	33	34	34	35	36	37	37	38	39	39	40	40

Left Break	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Volume to Capacity Ratio (V/C)	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02

North Star Road - Between Bruner Way and Gwyde Mile Council boundary																											
Southbound Direction - Two Lane Highway level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Maximum Link Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
Light Vehicle Volume (veh/h)	18	18	17	17	17	18	18	18	19	19	19	19	20	20	21	21	22	22	23	23	24	24	25	25	26	27	27
Heavy Vehicle Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Design Traffic A - Level, No. Bikes, Mt. = Mountainous	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Link A - Unimodal Capacity (pcu/h)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	
Link A - Unimodal Capacity (veh/h)	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	
Link C - Unimodal Capacity (pcu/h)	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	
Link C - Unimodal Capacity (veh/h)	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	
Link D - Unimodal Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	
Link D - Unimodal Capacity (veh/h)	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Traffic Signals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Link vehicle volume (veh/h)	22	22	23	23	24	24	24	25	25	26	27	27	28	29	29	30	31	31	32	33	33	34	35	36	37	37	
Oversewer car equivalent (pcu)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Oversewer Trucks (pcu)	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	
Heavy vehicle factor (HVF) (1.0 - 2.0) (B.3.1)	0.98	0.93	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	
Design population (pcu)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Adjusted Annual Daily Traffic (pcu/h)	147	159	153	156	159	162	166	169	172	176	179	183	186	190	194	198	202	206	210	214	218	223	227	232	236	241	
Peak Hour Factor	0.85	0.93	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adjusted Annual Daily Traffic (pcu/h) - Adjusted	125	148	145	148	151	153	153	153	153	153	153	153	153	153	153	153	153	153	153	153	153	153	153	153	153	153	
Adjusted Annual Volume (ADAV) (3000 Highway Factor)	22	23	23	24	24	25	25	26	27	27	28	29	29	30	30	31	31	32	33	33	34	35	36	37	37	38	
Design car Equivalent Design Flow Volume (pcu/h) - Base Without Development	25	26	26	27	27	28	28	29	29	30	30	31	32	32	33	34	34	35	36	36	37	38	39	39	40	41	

Hoar Road - Between Herve Highway and Duggalla Viad

Northbound - Two Lane Highway level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Intersecting Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
Light Vehicle Volume (veh/h)	52	52	53	54	55	56	57	59	60	61	62	63	65	66	67	69	70	71	73	74	76	77	79	80	82	84	85
Truck Types & Levels: B= Rolling, M= Mountainous	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Left A Ultimate Capacity (pcu/h)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Left B Ultimate Capacity (pcu/h)	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
Left C Ultimate Capacity (pcu/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Left D Ultimate Capacity (pcu/h)	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500
Left E Ultimate Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	9	9	9	10	10	10	10	10	10	11	11	11	11	12	12	12	12	13	13	13	14	14	14	14	14	14	14
Total vehicles (veh/h)	60	60	62	64	65	66	68	69	70	72	73	75	76	79	81	82	84	86	87	89	91	93	95	97	99	100	
Designated car equivalent (h)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Percentage Trucks (M)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design vehicle factor (h) (veh/h)	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	
Design population (h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	400	400	416	424	433	442	450	459	469	478	488	497	507	517	526	538	549	560	571	583	594	606	618	631	643	656	669
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Design Hour Volume (DHV) x 10th Highest Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Design Hour Volume (DHV) x 10th Highest Factor	60	61	62	64	65	66	68	69	70	72	73	75	76	79	81	82	84	86	87	89	91	93	95	97	99	100	
Design Hour Volume (DHV) x 10th Highest Factor	60	66	67	68	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	96	98	100	102	104	106	108

Left Break	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Volume to Capacity Ratio (V/C)	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.08

Northbound - Two Lane Highway level Terrain Link Analysis: Base Conditions With Development Traffic																													
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044		
Intersecting Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400		
Light Vehicle Volume (veh/h)	53	52	53	54	55	56	57	59	60	61	62	63	65	66	67	69	70	71	73	74	76	77	79	80	82	84	85		
Truck Types & Levels: B= Rolling, M= Mountainous	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Left A Ultimate Capacity (pcu/h)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200			
Left B Ultimate Capacity (pcu/h)	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300			
Left C Ultimate Capacity (pcu/h)	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400			
Left D Ultimate Capacity (pcu/h)	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500			
Left E Ultimate Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400			
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Number of Trucks (veh/h)	9	9	9	10	10	10	10	10	10	11	11	11	11	12	12	12	12	13	13	13	14	14	14	14	14	14			
Total vehicles (veh/h)	60	60	62	64	65	66	68	69	70	72	73	75	76	79	81	82	84	86	87	89	91	93	95	97	99	100			
Designated car equivalent (h)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5				
Percentage Trucks (M)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15				
Average Annual Daily Traffic (AADT)	400	400	416	424	433	442	450	459	469	478	488	497	507	517	526	538	549	560	571	583	594	606	618	631	643	656			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
Design Hour Volume (DHV) x 10th Highest Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
Design Hour Volume (DHV) x 10th Highest Factor	60	66	67	68	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	96	98	100	102	104	106			
Design Hour Volume (DHV) x 10th Highest Factor	60	66	67	68	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	96	98	100	102	104	106			

[illegible]

Southbound Section - Two Lane Highway Level Terrain Urban Analysis - Base Conditions With Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000	4005	4010	4015	4020	4025	4030	4035	4040	4045	4050	4055	4060	4065	4070	4075	4080	4085	4090	4095	4100	4105	4110	4115	4120	4125	4130	4135	4140	4145	4150	4155	4160	4165	4170	4175	4180	4185	4190	4195	4200	4205	4210	4215	4220	4225	4230	4235	4240	4245	4250																																						
Estimated Capacity (pc/h/ft)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	140

		Hour-Based - Two Lane Highway Level Terrain Link Analysis: Base Conditions Without Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Year of analysis:		2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000	4005	4010	4015	4020	4025	4030	4035	4040	4045	4050	4055	4060	4065	4070	4075	4080	4085	4090	4095	4100	4105	4110	4115	4120	4125	4130	4135	4140	4145	4150	4155	4160	4165	4170	4175	4180	4185	4190	4195	4200	4205	4210	4215	4220	4225	4230	4235	4240	4245	4250	4255	4260	4265	4270	4275	4280	4285	4290	4295	4300	4305	4310	4315	4320	4325	4330	4335	4340	4345	4350	4355	4360	4365	4370	4375	4380	4385	4390	4395	4400	4405	4410	4415	4420	4425	4430	4435	4440	4445	4450	4455	4460	4465	4470	4475	4480	4485	4490	4495	4500	4505	4510	4515	4520	4525	4530	4535	4540	4545	4550	4555	4560	4565	4570	4575	4580	4585	4590	4595	4600	4605	4610	4615	4620	4625	4630	4635	4640	4645	4650	4655	4660	4665	4670	4675	4680	4685	4690	4695	4700	4705	4710	4715	4720	4725	4730	4735	4740	4745	4750	4755	4760	4765	4770	4775	4780	4785	4790	4795	4800	4805	4810	4815	4820	4825	4830	4835	4840	4845	4850	4855	4860	4865	4870	4875	4880	4885	4890	4895	4900	4905	4910	4915	4920	4925	4930	4935	4940	4945	4950	4955	4960	4965	4970	4975	4980	4985	4990	4995	5000
Design Lane Capacity (pcu/hy)		1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400																																																																																																																																																																																																																																																																																

[illegible][illegible][illegible][illegible]

Southbound Direction - Two Lane Highway level Terrain link Analysis: Base Conditions With Development Traffic

[illegible]

[illegible][illegible]

Breton Wyckamp Road - Between Wyckamp Westbrook Road and Boundary Street Northbound - Two Lane Highway level Terrain Link Analysis: Base Conditions Without Development Traffic																																		
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	
Urban Lane Capacity (pcu/hy)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	
Light Vehicle Volume (veh/h)	117	120	122	124	127	129	132	135	137	140	143	146	149	152	155	158	161	164	167	171	174	178	181	185	189	193	197	201	205	209	213	217	221	
Traffic Type (A = Level, B = Rolling, M = Mountainous)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Left A Urban Capacity (pcu/hy)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200		
Left B Urban Capacity (pcu/hy)	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300		
Left C Urban Capacity (pcu/hy)	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600		
Left D Urban Capacity (pcu/hy)	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900		
Left E Urban Capacity (pcu/hy)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Number of Traffic Lights	20	21	21	22	22	23	23	24	24	25	25	26	26	27	27	28	28	29	29	30	30	31	31	32	32	33	34	34	35	35	36	36		
Travel velocity (veh/h)	139	140	143	146	149	153	158	163	165	168	171	175	178	182	185	189	193	197	201	205	209	213	217	221	225	229	233	237	241	245	249	253		
Design speed (km/h)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		
Design speed (ft/s)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Heavy vehicle factor (HVF) (A=0.5, B=1.0)	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50		
Other population (P)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Average Annual Daily Traffic (AADT)	1149	1170	1194	1218	1242	1267	1292	1318	1345	1371	1399	1427	1455	1484	1514	1544	1574	1607	1639	1672	1705	1739	1774	1810	1846	1883	1920	1958	1996	2034	2072	2110	2148	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Volume (20th Highest / AADT)	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12		
Design Hour Volume (DHV) (20th Highest Factor)	138	140	143	146	149	152	155	158	161	165	168	171	175	178	182	185	189	193	197	201	205	209	213	217	221	225	229	233	237	241	245	249	253	
Design Hour Equivalent Design Flow (V _{DE}) (pcu/hy) - Base Without Development	148	151	154	157	160	163	167	170	173	177	180	184	188	191	195	199	203	207	211	216	220	224	229	233	238	243	248	253	258	263	268	273	278	
Left Result	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Volume to Capacity Ratio (V/C)	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11		

Northbound - Two Lane Highway level Terrain Link Analysis: Base Conditions With Development Traffic																																	
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Urban Lane Capacity (pcu/hy)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
Light Vehicle Volume (veh/h)	117	120	122	124	127	129	132	135	137	140	143	146	149	152	155	158	161	164	167	171	174	178	181	185	189	193	197	201	205	209	213	217	221
Traffic Type (A = Level, B = Rolling, M = Mountainous)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Left A Urban Capacity (pcu/hy)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	
Left B Urban Capacity (pcu/hy)	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
Left C Urban Capacity (pcu/hy)	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600
Left D Urban Capacity (pcu/hy)	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900
Left E Urban Capacity (pcu/hy)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Traffic Lights	20	21	21	22	22	23	23	24	24	25	25	26	26	27	27	28	28	29	29	30	30	31	31	32	32	33	34	34	35	35	36	36	
Travel velocity (veh/h)	138	140	143	146	149	153	158	163	165	168	171	175	178	182	185	189	193	197	201	205	209	213	217	221	225	229	233	237	241	245	249	253	
Design speed (km/h)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Design speed (ft/s)	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	
Heavy vehicle factor (HVF) (A=0.5, B=1.0)	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	
Other population (P)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	1148	1170	1194	1218	1242	1267	1292	1318	1345	1371	1399	1427	1455	1484	1514	1544	1574	1607	1639	1672	1705	1739	1774	1810	1846	1883	1920	1958	1996	2034	2072	2110	2148
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Volume (20th Highest / AADT)	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	
Design speed (km/h)	140	151	154	157	160	163	167	171	175	177	180	184	188	191	195	199	203	207	211	216	220	224	229	233	238	243	248	253	258	263	268	273	
Design speed (ft/s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
Design speed (km/h)	140	151	154	157	160	163	167	171	175	177	180	184	188	191	195	199	203	207	211	216	220	224	229	233	238	243	248	253	258	263	268	273	
Design speed (ft/s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
Design speed (km/h)	140	151	154	157	160	163	167	171	175	177	180	184	188	191	195	199	203	207	211	216	220	224	229	233	238	243	248	253	258	263	268	273	
Design speed (ft/s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
Design speed (km/h)	140	151	154	157	160	163	167	171	175	177	180	184	188	191	195	199	203	207	211	216	220	224	229	233	238	243	248	253	258	263	268	273	
Design speed (ft/s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
Design speed (km/h)	140	151	154	157	160	163	167	171	175	177	180	184	188	191	195	199	203	207	211	216	220	224	229	233	238	243	248	253	258	263	268	273	
Design speed (ft/s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
Design speed (km/h)	140	151	154	157	160	163	167	171	175	177	180	184	188	191	195	199	203	207	211	216	220	224	229	233	238	243	248	253	258	263	268	273	
Design speed (ft/s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
Design speed (km/h)	140	151	154	157	160	163	167	171	175	177	180	184	188	191	195	199	203	207	211	216	220	224	229	233	238	243	248	253	258	263	268	273	
Design speed (ft/s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
Design speed (km/h)	140	151	154	157	160	163	167	171	175	177	180	184	188	191	195	199	203	207	211	216	220	224	229	233	238	243	248	253	258	263	268	273	
Design speed (ft/s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
Design speed (km/h)	140	151	154	157	160	163	167	171	175	177	180	184	188	191	195	199	203	207	211	216	220	224	229	233	238	243	248	253	258	263	268	273	
Design speed (ft/s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
Design speed (km/h)	140	151	154	157	160	163	167	171	175	177	180	184	188	191	195	199	203	207	211	216	220	224	229	233	238	243	248	253	258	263	268	273	
Design speed (ft/s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
Design speed (km/h)	140	151	154	157	160	163	167	171	175	177	180	184	188	191	195	199	203	207	211	216	220	224	229	233	238	243	248	253	258	263	268	273	
Design speed (ft/s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
Design speed (km/h)	140	151	154	157	160	163	167	171	175	177	180	184	188	191	195	199	203	207	211	216	220	224	229	233	238	243	248	253	258	263	268	273	
Design speed (ft/s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
Design speed (km/h)	140	151	154	157	160	163	167	171	175	177	180	184	188	191	195	199	203	207	211	216	220	224	229	233	238	243	248	253	258	263	268	273	
Design speed (ft/s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
Design speed (km/h)	140	151	154	157	160	1																											

Fish Road - Between Gore Highway and Fish Head		Northbound - Two Lane Highway level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	
Ultimate Link Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	
Light Vehicle Volume (veh/h)	50	51	52	53	54	55	56	57	59	60	61	62	63	65	66	67	69	70	71	73	74	76	77	79	80	82	84	86	
Terrain Type (L = Level, B = Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L		
Left A Ultimate Capacity (pcu/h)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200		
Left B Ultimate Capacity (pcu/h)	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300		
Left C Ultimate Capacity (pcu/h)	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600		
Left D Ultimate Capacity (pcu/h)	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900		
Left E Ultimate Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400		
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Number of Trucks (veh/h)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Total vehicles (veh/h)	59	60	61	62	64	65	66	68	69	70	72	73	75	76	78	79	81	82	84	86	87	89	91	93	95	97	98		
Designated car equivalent (B1)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		
Percentage Trucks (B1)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Heavy vehicle factor (B1) (LH=0.3)	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59		
Other population (B1)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Average Annual Daily Traffic (AADT)	392	400	408	416	424	431	442	450	459	469	479	489	497	507	517	526	536	549	560	571	589	594	606	618	631	643	656		
Break Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Design (B1) Highway / AADT	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Design Hour Volume (AADT x 30th Highest Hour)	52	60	61	62	64	65	66	68	69	70	72	73	75	76	78	79	81	82	84	86	87	89	91	93	95	97	98		
Designation for Equivalent Design Flow (Vp=Vp/Hv/B1/Fh) - Base Without Development	62	65	66	67	69	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	95	98	100	102	104	106		
Designation for Equivalent Design Flow (Vp=Vp/Hv/B1/Fh) - With Development	62	65	66	67	69	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	95	98	100	102	104	106		
Left Break	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
Volume to Capacity Ratio (V/C)	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05		

Fish Road - Between Gore Highway and Fish Head		Southbound Direction - Two Lane Highway level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	
Ultimate Link Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	
Light Vehicle Volume (veh/h)	50	51	52	53	54	55	56	57	59	60	61	62	63	65	66	67	69	70	71	73	74	76	77	79	80	82	84	86	
Terrain Type (L = Level, B = Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L		
Left A Ultimate Capacity (pcu/h)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200		
Left B Ultimate Capacity (pcu/h)	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300		
Left C Ultimate Capacity (pcu/h)	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600		
Left D Ultimate Capacity (pcu/h)	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900		
Left E Ultimate Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400		
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Number of Trucks (veh/h)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Total vehicles (veh/h)	59	60	61	62	64	65	66	68	69	70	72	73	75	76	78	79	81	82	84	86	87	89	91	93	95	97	98		
Designated car equivalent (B1)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		
Percentage Trucks (B1)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Heavy vehicle factor (B1) (LH=0.3)	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59		
Other population (B1)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Average Annual Daily Traffic (AADT)	392	400	408	416	424	431	442	450	459	469	479	489	497	507	517	526	536	549	560	571	589	594	606	618	631	643	656		
Break Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Design (B1) Highway / AADT	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Design Hour Volume (AADT x 30th Highest Hour)	52	60	61	62	64	65	66	68	69	70	72	73	75	76	78	79	81	82	84	86	87	89	91	93	95	97	98		
Designation for Equivalent Design Flow (Vp=Vp/Hv/B1/Fh) - Base Without Development	62	65	66	67	69	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	95	98	100	102	104	106		
Designation for Equivalent Design Flow (Vp=Vp/Hv/B1/Fh) - With Development	62	65	66	67	69	70	71	73	74	76	77	79	80	82	83	85	87	89	90	92	94	95	98	100	102	104	106		
Left Break	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
Volume to Capacity Ratio (V/C)	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05		

Fish Road - Between Gore Highway and Fish Head		Southbound Direction - Two Lane Highway level Terrain Link Analysis: Base Conditions With Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	
Ultimate Link Capacity (pcu/h)	14																												

[illegible][illegible]

Railway Street - Between Short Street and Vines Street		Southing Direction - Two Lane Highway Level Terrain Urban Analysis Base Conditions Without Development Traffic																											
Year of Analysis	2010	2010	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044		
Average Vehicle Capacity (pcy/hr)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400		
Lane Volume Conversion Factor	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3			
Traffic Types & Levels: R= Rolling M= Mountainous	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Basis Estimate Capacity (pcy/hr)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200			
Basis Estimate Capacity (pcy/hr)	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300			
List All Estimated Capacity (pcy/hr)	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600			
List All Estimated Capacity (pcy/hr)	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900			
List All Estimated Capacity (pcy/hr)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400			
Number of Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Number of Traffic Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Daily vehicle volume (vph)	3	4	4	4	4	4	4	4	4	4	4	4	4	4	5	5	5	5	5	5	5	5	5	5	5	5			
Coverage per equivalent ft.	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5			
Precipitated Traffic (PM) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Non-precipitated traffic (AM) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Total population (m)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Average Annual Daily Traffic (AADT)	29	29	30	30	31	32	32	33	34	34	35	36	37	38	39	39	40	41	42	43	44	45	46	47	48	49			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18			
Design Hour Volume (ADHD) (ft vph-ft-l)																													

[illegible]

[illegible]

Hwy 84 - Two Lane Highway Level Terrain Link Analysis: Base Conditions With Development Traffic																													
Year of analysis	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Volume Capacity (pc/h/ft)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
Level Volume Capacity (pc/h/ft)	43	44	44	45	46	47	48	49	50	51	52	53	54	55	56	58	59	60	63	62	64	65	66	67	69	70	71	72	73
Design Truck or Load, No. Bays, Max. Mileage (mi)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Level Volume Capacity (pc/h/ft)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	
Level Volume Capacity (pc/h/ft)	360	360	360	360	360	360	360	360	360	360	360	360	360	360	360	360	360	360	360	360	360	360	360	360	360	360	360	360	
Level Volume Capacity (pc/h/ft)	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	
Level Volume Capacity (pc/h/ft)	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	
Level Volume Capacity (pc/h/ft)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (pc/h/ft)	14	14	14	14	15	15	15	16	16	16	17	17	17	18	18	18	19	19	19	19	19	20	20	21	21	21	22	22	
Percentage of trucks (pc/h/ft)	5.6	5.6	5.6	5.6	6.1	6.1	6.1	6.2	6.2	6.2	6.7	6.7	6.7	7.2	7.2	7.2	7.5	7.5	7.5	7.5	7.6	7.7	7.8	7.9	8.0	8.1	8.2	8.4	
Coverage per car equivalent (mi)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Design Truck or Load, No. Bays, Max. Mileage (mi)	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24																

Southbound Section - Two Lane Highway Level Terrain Urban Analysis - Best Conditions With Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000	4005	4010	4015	4020	4025	4030	4035	4040	4045	4050	4055	4060	4065	4070	4075	4080	4085	4090	4095	4100	4105	4110	4115	4120	4125	4130	4135	4140	4145	4150	4155	4160	4165	4170	4175	4180	4185	4190	4195	4200	4205	4210	4215	4220	4225	4230	4235	4240	4245	4250
Estimated Capacity (pc/h/ft)	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800</			

West Street - Between Gore Highway and Hubway Road		Northbound - Two Lane Highway-level Terrain Link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis	2010	2015	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044		
Link Volume (Vehicles per Hour)	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Link Volume (Vehicles per Hour)	3	3	3	3	3	3	3	3	3	3																			

[illegible]

West Street - Between Gore Highway and Rodney Road		Southbound Direction - Two Lane Highway Level Terrain Urban Analysis Base Conditions Without Development Traffic																											
Year of Analysis	2010	2010	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044		
Volume (V) (pcu/hy/ln)	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	
Level Volume Conversion Factor (LVC)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Terrain Type (A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Level Volume Conversion Factor (LVC)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	
Level Volume Conversion Factor (LVC)	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	
Level Volume Conversion Factor (LVC)	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	
Level Volume Conversion Factor (LVC)	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	
Level Volume Conversion Factor (LVC)	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	
Number of Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Traffic Signals	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Level Volume Conversion Factor (LVC)	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	
Level Volume Conversion Factor (LVC)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Level Volume Conversion Factor (LVC)	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Level Volume Conversion Factor (LVC)	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	
Level Volume Conversion Factor (LVC)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	31	52	53	54	56	57	58	59	60	61	63	64	65	66	68	69	70	72	73	75	76	78	79	81	82	84	86	88	
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Level Volume Conversion Factor (LVC)	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	
Level Volume Conversion Factor (LVC)	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	
Level Volume Conversion Factor (LVC)	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
Level Volume Conversion Factor (LVC)	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
Level Volume Conversion Factor (LVC)	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Level Volume Conversion Factor (LVC)	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	
Level Volume Conversion Factor (LVC)	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	
Level Volume Conversion Factor (LVC)	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	
Level Volume Conversion Factor (LVC)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	
Level Volume Conversion Factor (LVC)	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	
Level Volume Conversion Factor (LVC)	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	
Level Volume Conversion Factor (LVC)	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	
Level Volume Conversion Factor (LVC)	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	
Level Volume Conversion Factor (LVC)	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	
Level Volume Conversion Factor (LVC)	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	
Level Volume Conversion Factor (LVC)	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	
Level Volume Conversion Factor (LVC)	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	
Level Volume Conversion Factor (LVC)	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	
Level Volume Conversion Factor (LVC)	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	
Level Volume Conversion Factor (LVC)	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	
Level Volume Conversion Factor (LVC)	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	
Level Volume Conversion Factor (LVC)	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	
Level Volume Conversion Factor (LVC)	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	
Level Volume Conversion Factor (LVC)	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	
Level Volume Conversion Factor (LVC)	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	
Level Volume Conversion Factor (LVC)	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	
Level Volume Conversion Factor (LVC)	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	
Level Volume Conversion Factor (LVC)	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	
Level Volume Conversion Factor (LVC)	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	
Level Volume Conversion Factor (LVC)	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	
Level Volume Conversion Factor (LVC)	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	
Level Volume Conversion Factor (LVC)	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	
Level Volume Conversion Factor (LVC)	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	
Level Volume Conversion Factor (LVC)	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	
Level Volume Conversion Factor (LVC)	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	
Level Volume Conversion Factor (LVC)	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	
Level Volume Conversion Factor (LVC)	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	
Level Volume Conversion Factor (LVC)	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	
Level Volume Conversion Factor (LVC)	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80</													

[illegible]

Charles Street - Between Best Street and Pacific Highway

Northbound - Two Lane Highway level Terrain Link Analysis: Base Conditions Without Development Traffic																										
Year	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043
Urban Lane Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
Urban Variable Capacity (pcu/h)	167	170	172	177	180	184	189	191	195	199	203	207	211	216	220	224	229	233	238	243	248	253	259	263	268	273
Travelling Type A - Level, B - Rolling, M - Mountainous	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Left A Minimum Capacity (pcu/h)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Left B Minimum Capacity (pcu/h)	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380
Left C Minimum Capacity (pcu/h)	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	
Left D Minimum Capacity (pcu/h)	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	
Left E Minimum Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of trucks (veh/h)	29	30	31	31	32	32	33	34	34	35	36	37	37	38	39	40	41	42	43	44	45	45	46	47	48	49
Total vehicles (veh/h)	104	106	108	109	112	114	116	118	120	122	124	126	128	130	132	134	136	138	140	142	144	146	148	150	152	154
Percentage car equivalent (B)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Percentage Trucks (B)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design vehicle Factor (B)(1) (B)(2)(3)	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	
Crash Adjustment (B)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	1961	2000	2040	2081	2122	2165	2208	2252	2297	2343	2389	2437	2487	2538	2592	2647	2702	2746	2800	2856	2914	2972	3031	3090	3150	3210
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Crash Hour Factor / AADT	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	
Design Hour Volume (ADV) = 30th Percentile Factor	149	150	151	152	154	156	158	160	162	164	166	168	170	172	174	176	178	180	182	184	186	188	190	192	194	
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	211	215	219	224	228	233	237	242	247	252	257	262	267	273	278	284	289	295	301	307	313	319	326	332	339	346
Design Hour Volume (ADV) = 30th Percentile Factor	2																									

Clarence Street - Between Oliver Street and Craig Street

Northbound - Two Lane Highway level Terrain Link Analysis: Base Conditions Without Development Traffic

Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	
Urban Link Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	
Light Vehicle Volume (veh/h)	317	323	329	336	343	350	357	364	371	378	385	394	402	410	418	426	435	443	452	461	471	480	490	499	509	520	530	
Truck Type B + L, Level, B+ Rolling, M+ Mountainous	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Left A Urban Capacity (pcu/h)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	
Left B Urban Capacity (pcu/h)	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	
Left C Urban Capacity (pcu/h)	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	
Left D Urban Capacity (pcu/h)	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	
Left E Urban Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of trucks (veh/h)	50	52	55	59	63	67	71	75	79	83	87	91	95	99	103	107	111	115	119	123	127	131	135	139	143	147		
Total vehicles (veh/h)	373	380	389	395	403	411	420	428	437	445	454	463	472	482	492	501	511	522	532	543	554	565	576	587	599	611	623	
Platoon length (m)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Deceleration (m/s ²)	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	
Heavy vehicle factor (HVF)	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	
Driver population (h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	3725	3800	3876	3954	4033	4113	4196	4279	4365	4452	4541	4632	4725	4821	4916	5014	5114	5217	5323	5431	5542	5657	5776	5902	6112	6294		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
5-value (m/s ²)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	
Design Hour Volume (ADV) - 10th Highest Period	373	380	389	395	403	411	420	428	437	445	454	463	472	482	492	501	511	522	532	543	554	565	576	587	599	611	623	
Platoon Car Equivalent Design Flow (V _{CE}) - Base Without Development	400	409	417	426	434	442	451	460	469	477	486	495	504	513	522	532	541	551	561	572	583	595	607	619	632	644	657	670
Platoon Car Equivalent Design Flow (V _{CE}) - With Development	400	409	417	426	434	442	451	460	469	477	486	495	504	513	522	532	541	551	561	572	583	595	607	619	632	644	657	670
Left Break	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Volume to Capacity Ratio (V/C)	0.29	0.29	0.30	0.30	0.31	0.32	0.32	0.33	0.34	0.34	0.35	0.36	0.36	0.37	0.38	0.39	0.39	0.40	0.41	0.42	0.43	0.43	0.44	0.45	0.46	0.47	0.48	

Northbound - Two Lane Highway level Terrain Link Analysis: Base Conditions With Development Traffic

Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urban Link Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
Light Vehicle Volume (veh/h)	317	323	329	336	343	350	357	364	371	378	385	394	402	410	418	426	435	443	452	461	471	480	490	499	509	520	530
Truck Type B + L, Level, B+ Rolling, M+ Mountainous	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Left A Urban Capacity (pcu/h)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Left B Urban Capacity (pcu/h)	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
Left C Urban Capacity (pcu/h)	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600
Left D Urban Capacity (pcu/h)	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900
Left E Urban Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Number of trucks (veh/h)	56	57	58	59	60	62	63	64	65	67	68	69	71	72	74	75	77	78	80	81	83	85	86	88	90	92	94
Total vehicle volume (veh/h)	373	380	389	395	403	411	420	428	437	445	454	463	472	482	492	501	511	522	532	543	554	565	576	587	599	611	623
Platoon length (m)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Deceleration (m/s ²)	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	-0.15	
Heavy vehicle factor (HVF)	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	
Driver population (h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Average Annual Daily Traffic (AADT)	3725	3800	3876	3954	4033	4113	4196	4279	4365	4452	4541	4632	4725	4821	4916	5014	5114	5217	5323	5431	5542	5657	5776	5902	6112	6294	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
5-value (m/s ²)	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	
Design Hour Volume (ADV) - 10th Highest Period	400	409	417	426	434	442	451	460	469	479	488	498	508	518	528	539	550	561	572	583	595	607	619	632	644	657	670
Platoon Car Equivalent Design Flow (V _{CE}) - With Development	400	409	417	426	434	442	451	460	469	479	488	498	508	518	528	539	550	561	572	583	595	607	619	632	644	657	670
Left Break	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Volume to Capacity Ratio (V/C)	0.29	0.29	0.30	0.30	0.31	0.32	0.32	0.33	0.34	0.34	0.35	0.36	0.36	0.37	0.38	0.39	0.39	0.40	0.41	0.42	0.43	0.43	0.44	0.45	0.46	0.47	0.48

Clarence Street - Between Oliver Street and Craig Street

Southbound Direction - Two Lane Highway level Terrain Link Analysis: Base Conditions Without Development Traffic

Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urban Link Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
Light Vehicle Volume (veh/h)	317	323	329	336	343	350	357	364	371	378	385	394	402	410	418	426	435	443	452	461	471	480	490	499	509	520	530
Truck Type B + L, Level, B+ Rolling, M+ Mountainous	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Left A Urban Capacity (pcu/h)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
B+ Rolling & Capacity (pcu/h)	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380
Left C Urban Capacity (pcu/h)	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600
Left D Urban Capacity (pcu/h)	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900
Left E Urban Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
Number of Lanes	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Number of Trucks (veh/h)	56	57	58	59	60	62	63	64	65	67	68	69	71	72	74	75	77	78	80	81	83	85	86	88	90	92	94
Truck Volume (veh/h)	373	380	388	396	403	411	420	428	437	446	454	463	472	482	491	501	512	522	532	543	554	565	576	587	599	611	623
Truck Volume (veh/h) (B+)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Recovery Time (h)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Major vehicle flow ratio (A+B+C+D+E)	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43
Minor vehicle flow ratio (A+B+C+D+E)	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43
Flow Analysis																											
Flow Analysis (Left Lane, Right Lane)	3735	3800	3876	3954	4033	4113	4196	4279	4365	4452	4541	4632	4726	4823	4923	5024	5124	5227	5332	5437	5546	5657	5769	5882	5997	6112	6224
Flow Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Flow (20th Percentile)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Flow (50th Percentile)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Flow (80th Percentile)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Flow (90th Percentile)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Flow (95th Percentile)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Flow (99th Percentile)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Flow (99.5th Percentile)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Flow (99.9th Percentile)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Flow (99.95th Percentile)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Flow (99.99th Percentile)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Flow (99.995th Percentile)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Flow (99.999th Percentile)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Flow (99.9995th Percentile)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Flow (99.9999th Percentile)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Flow (99.99995th Percentile)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Flow (99.99999th Percentile)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Flow (99.999995th Percentile)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Flow (99.999999th Percentile)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Flow (99.9999995th Percentile)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Flow (99.9999999th Percentile)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Flow (99.99999995th Percentile)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Flow (99.99999999th Percentile)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Flow (99.999999995th Percentile)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Flow (99.999999999th Percentile)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18								

Robb Street - Between Vilken Street and Summerland Way																																	
Northbound - Two Lane Highway level Terrain Link Analysis: Base Conditions Without Development Traffic																																	
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Ultimate Link Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
Light Vehicle Volume (veh/h)	368	395	403	411	420	428	437	445	454	463	472	482	492	501	511	522	532	543	554	565	576	587	599	611	623	636	648	661	674	687	700	713	726
Traffic Type (L = Level, B = Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Left A Ultimate Capacity (pcu/h)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	
Left B Ultimate Capacity (pcu/h)	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
Left C Ultimate Capacity (pcu/h)	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600
Left D Ultimate Capacity (pcu/h)	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900
Left E Ultimate Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	60	70	71	73	74	76	77	79	80	82	83	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	118	120	122	124	
Total vehicles (veh/h)	456	465	474	484	494	503	514	524	534	545	556	567	578	589	602	614	626	639	651	664	678	693	708	723	738	753	768	783	798	813	828	843	858
Designated car equivalent (B)	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	
Percentage Trucks (B)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Heavy vehicle factor (H) (L=0.5, B=1.1)	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	
Other population (B)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	3800	3876	3954	4033	4113	4198	4279	4365	4452	4541	4632	4726	4822	4921	5024	5131	5242	5357	5476	5599	5727	5859	5997	6141	6292	6451	6618	6794	6979	7173	7376	7589	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Volume (B) (veh/h)	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	
Design Hour Volume (D) (10th Highest Hour)	456	465	474	484	494	503	514	524	534	545	556	567	578	589	602	614	626	639	651	664	678	693	708	723	738	753	768	783	798	813	828	843	858
Designate Car Equivalent Design Flow (V _{CE}) (pcu/h)	490	500	510	520	531	542	553	563	574	586	598	610	622	634	647	660	673	686	700	714	728	743	758	773	788	804	820	836	852	868	884	900	
Left Break	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	
Volume to Capacity Ratio (V/C)	0.35	0.36	0.36	0.37	0.38	0.39	0.39	0.40	0.41	0.42	0.43	0.44	0.44	0.45	0.46	0.47	0.48	0.49	0.50	0.51	0.52	0.53	0.54	0.55	0.56	0.57	0.58	0.59	0.60	0.61	0.62	0.63	
Southbound Direction - Two Lane Highway level Terrain Link Analysis: Base Conditions With Development Traffic																																	
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Ultimate Link Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
Light Vehicle Volume (veh/h)	368	395	403	411	420	428	437	445	454	463	472	482	492	501	511	522	532	543	554	565	576	587	599	611	623	636	648	661	674	687	700	713	726
Traffic Type (L = Level, B = Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Left A Ultimate Capacity (pcu/h)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	
Left B Ultimate Capacity (pcu/h)	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
Left C Ultimate Capacity (pcu/h)	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600
Left D Ultimate Capacity (pcu/h)	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900
Left E Ultimate Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of Trucks (veh/h)	60	70	71	73	74	76	77	79	80	82	83	85	87	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	118	120	122	124	
Total vehicles (veh/h)	456	465	474	484	494	503	514	524	534	545	556	567	578	589	602	614	626	639	651	664	678	693	708	723	738	753	768	783	798	813	828	843	858
Designated car equivalent (B)	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	
Percentage Trucks (B)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Heavy vehicle factor (H) (L=0.5, B=1.1)	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	
Other population (B)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	3800	3876	3954	4033	4113	4198	4279	4365	4452	4541	4632	4726	4822	4921	5024	5131	5242	5357	5476	5599	5727	5859	5997	6141	6292	6451	6618	6794	6979	7173	7376	7589	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Volume (B) (veh/h)	0.12	0.12	0.12	0.12																													

[illegible]

Southside section - Two Lane Highway Level Terrain (b) Analysis: Base Conditions With Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000																																																																																																																																			
Westside Capacity (pc/h/ft)	1450	1600	1650	1650	1600	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450

[illegible][illegible]

[illegible][illegible]

Elmhurst Street - Between Cunningham Highway and Callahan Street		Northbound - Two Lane Highway level Terrain link Analysis: Base Conditions Without Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	
Volume to Capacity Ratio (V/C)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	
Light Vehicle Volume (veh/h)	250	255	260	265	272	279	287	293	299	305	311	317	323	330	336	343	350	357	364	371	379	386	393	400	407	414	421	428	
Truck Volume (veh/h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Truck Type (L = Level, B = Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L		
Left A Volume Capacity (veh/h)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200		
Left B Volume Capacity (veh/h)	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300		
Left C Volume Capacity (veh/h)	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600		
Left D Volume Capacity (veh/h)	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900		
Left E Volume Capacity (veh/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400		
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Number of Trucks (veh/h)	44	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	62	63	64	66	67	68	70	71	72	74	75		
Total vehicles (veh/h)	294	300	305	312	318	325	331	338	345	351	359	366	373	380	388	395	404	412	420	428	437	446	455	464	473	483	492		
Designated cap equivalent (B)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		
Percentage Trucks (B)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Heavy vehicle factor (H) (JFH=B*1)	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59		
Other population (P)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Average Annual Daily Traffic (AADT)	1961	2000	2049	2098	2147	2195	2243	2292	2343	2389	2438	2487	2536	2587	2639	2692	2745	2800	2856	2914	2972	3030	3089	3148	3207	3267	3326		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Design Hour Volume (AADT)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		
Design Hour Volume (AADT) x 1000 (Design Hour Volume)	294	300	305	312	318	325	331	338	345	351	359	366	373	380	388	395	404	412	420	428	437	446	455	464	473	483	492		
Design Hour Volume (AADT) x 1000 (Design Hour Volume)	316	323	329	336	342	349	356	363	370	377	384	391	398	405	412	419	426	433	440	447	454	461	468	475	482	489	496		
Lock level	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C		
Volume to Capacity Ratio (V/C)	0.23	0.23	0.23	0.24	0.24	0.25	0.25	0.26	0.26	0.27	0.28	0.28	0.29	0.29	0.30	0.30	0.31	0.32	0.32	0.33	0.34	0.34	0.35	0.36	0.36	0.37	0.38		

[illegible]

[illegible]

[illegible]

[illegible]

Rail Road - Between Gore Highway and Highway 146

Northbound - Two Lane Highway level Terrain Link Analysis: Base Conditions Without Development Traffic

Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urbanization Link Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
Light Vehicle Volume (veh/h)	250	255	260	265	271	276	282	287	293	299	305	311	317	323	330	336	343	350	357	364	371	379	386	394	402	410	418
Truck Volume (L + L-trail, R + Righting, M + Mounting)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Left A Minimum Capacity (pcu/h)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Left B Minimum Capacity (pcu/h)	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
Left C Minimum Capacity (pcu/h)	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600
Left D Minimum Capacity (pcu/h)	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900
Left E Minimum Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of trucks (veh/h)	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	62	63	64	66	67	68	70	71	72	74
Total vehicles (veh/h)	294	300	304	312	318	325	331	338	345	351	358	366	373	380	388	395	404	412	420	429	437	446	455	464	473	483	492
Development car equivalent (h)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Development Trucks (h)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Heavy vehicle factor (h) (L + L-trail, R + Righting, M + Mounting)	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	
Driver population (h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	1361	1360	2049	2081	2122	2165	2208	2252	2297	2343	2390	2437	2487	2537	2592	2652	2692	2746	2800	2856	2914	2972	3031	3092	3154	3217	3281
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Volume 30th Highest / AADT	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	
Design Hour Volume (ADVD) (30th Highest Factor)	224	220	306	312	318	322	331	339	345	351	358	366	373	380	388	395	404	412	420	429	437	446	455	464	473	483	492
Design Hour Equivalent Design Flow (V _{DE}) (veh/h)	314	323	329	336	342	349	356	363	370	378	385	393	401	409	417	426	434	443	452	461	470	479	489	499	509	519	529
Development Traffic (veh/h)																											
Design Hour Equivalent Design Flow (V _{DE}) (veh/h) - With Development	314	323	329	336	342	349	356	363	370	378	385	393	401	409	417	426	434	443	452	461	470	479	489	499	509	519	529
Left Break	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Volume to Capacity Ratio (V/C)	0.23	0.23	0.23	0.24	0.24	0.25	0.25	0.26	0.26	0.26	0.27	0.28	0.28	0.29	0.30	0.30	0.31	0.32	0.32	0.33	0.34	0.34	0.35	0.36	0.36	0.37	0.38

Northbound - Two Lane Highway level Terrain Link Analysis: Base Conditions With Development Traffic

Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urbanization Link Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
Light Vehicle Volume (veh/h)	250	255	260	265	271	276	282	287	293	299	305	311	317	323	330	336	343	350	357	364	371	379	386	394	402	410	418
Truck Volume (L + L-trail, R + Righting, M + Mounting)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Left A Minimum Capacity (pcu/h)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	
Left B Minimum Capacity (pcu/h)	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	
Left C Minimum Capacity (pcu/h)	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	
Left D Minimum Capacity (pcu/h)	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	
Left E Minimum Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Number of trucks (veh/h)	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	62	63	64	66	67	68	70	71	72	74
Total vehicles (veh/h)	294	300	304	312	318	325	331	338	345	351	358	366	373	380	388	395	404	412	420	429	437	446	455	464	473	483	492
Development car equivalent (h)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Development Trucks (h)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Heavy vehicle factor (h) (L + L-trail, R + Righting, M + Mounting)	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	
Driver population (h)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Average Annual Daily Traffic (AADT)	1361	1360	2049	2081	2122	2165	2208	2252	2297	2343	2390	2437	2487	2537	2592	2652	2692	2746	2800	2856	2914	2972	3031	3092	3154	3217	3281
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Volume 30th Highest / AADT	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Design Hour Volume (ADVD) (30th Highest Factor)	214	221	228	236	242	249	256	263	270	277	284	291	298	305	312	320	328	336	344	352	361	370	379	389	399	409	419
Development Traffic (veh/h)																											
Design Hour Equivalent Design Flow (V _{DE}) (veh/h) - With Development	314	323	329	336	342	349	356	363	370	378	385	393	401	409	417	426	434	443	452	461	470	479	489	499	509	519	529
Left Break	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Volume to Capacity Ratio (V/C)	0.23	0.23	0.23	0.24	0.25	0.25	0.26	0.26	0.26	0.27	0.28	0.28	0.29	0.30	0.30	0.31	0.32	0.32	0.33	0.34	0.34	0.35	0.36	0.36	0.37	0.38	

Rail Road - Between Gore Highway and Highway 146

Southbound Direction - Two Lane Highway level Terrain Link Analysis: Base Conditions Without Development Traffic

Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Urbanization Link Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
Light Vehicle Volume (veh/h)	250	255	260	265	271	276	282	287	293	299	305	311	317	323	330	336	343	350	357	364	371	379	386	394	402	410	418
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Link A Urbanization Capacity (pcu/h)	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Link B Urbanization Capacity (pcu/h)	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350
Link C Urbanization Capacity (pcu/h)	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600
Link D Urbanization Capacity (pcu/h)	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900
Link E Urbanization Capacity (pcu/h)	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400
Number of lanes																											
Number of lanes (lanes)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Number of lanes (lanes)	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70
Number of lanes (lanes)	294	300	306	312	318	325	331	338	345	351	359	366	373	380	388	395	402	410	418	426	434	442	450	458	466	474	483
Number of lanes (lanes)	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	
Percentage Urbanization (P)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Urbanization Link Capacity (pcu/h) - 100% Urbanization	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h)	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h)	1963	2000	2040	2080	2124	2165	2208	2252	2297	2344	2390	2437	2487	2537	2587	2637	2687	2740	2792	2848	2900	2956	3014	3072	3134	3192	3258
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Urbanization Link Capacity (pcu/h)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Urbanization Link Capacity (pcu/h) - 100% Urbanization	294	300	306	312	318	325	331	338	345	351	359	366	373	380	388	395	402	410	418	426	434	442	450	458	466	474	483
Urbanization Link Capacity (pcu/h) - 100% Urbanization	316	323	330	336	343	350	357	364	371	379	386	394	402	410	418	426	434	442	450	458	466	474	483	490	500	508	516
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											
Urbanization Link Capacity (pcu/h) - 100% Urbanization																											

[illegible]

Two Lane Highway Level Traffic Analysis: Base Condition With Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
Hour of Day	2010		2015		2020		2025		2030		2035		2040		2045		2050		2055		2060		2065		2070		2075		2080		2085		2090		2095		2100		2105		2110		2115		2120		2125		2130		2135		2140		2145		2150		2155		2160		2165		2170		2175		2180		2185		2190		2195		2200		2205		2210		2215		2220		2225		2230		2235		2240		2245		2250		2255		2260		2265		2270		2275		2280		2285		2290		2295		2300		2305		2310		2315		2320		2325		2330		2335		2340		2345		2350		2355		2360		2365		2370		2375		2380		2385		2390		2395		2400		2405		2410		2415		2420		2425		2430		2435		2440		2445		2450		2455		2460		2465		2470		2475		2480		2485		2490		2495		2500		2505		2510		2515		2520		2525		2530		2535		2540		2545		2550		2555		2560		2565		2570		2575		2580		2585		2590		2595		2600		2605		2610		2615		2620		2625		2630		2635		2640		2645		2650		2655		2660		2665		2670		2675		2680		2685		2690		2695		2700		2705		2710		2715		2720		2725		2730		2735		2740		2745		2750		2755		2760		2765		2770		2775		2780		2785		2790		2795		2800		2805		2810		2815		2820		2825		2830		2835		2840		2845		2850		2855		2860		2865		2870		2875		2880		2885		2890		2895		2900		2905		2910		2915		2920		2925		2930		2935		2940		2945		2950		2955		2960		2965		2970		2975		2980		2985		2990		2995		3000																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Hour of Day	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00	19:15	19:30	19:45	20:00	20:15	20:30	20:45	21:00	21:15	21:30	21:45	22:00	22:15	22:30	22:45	23:00	23:15	23:30	23:45	24:00	24:15	24:30	24:45	25:00	25:15	25:30	25:45	26:00	26:15	26:30	26:45	27:00	27:15	27:30	27:45	28:00	28:15	28:30	28:45	29:00	29:15	29:30	29:45	30:00	30:15	30:30	30:45	31:00	31:15	31:30	31:45	32:00	32:15	32:30	32:45	33:00	33:15	33:30	33:45	34:00	34:15	34:30	34:45	35:00	35:15	35:30	35:45	36:00	36:15	36:30	36:45	37:00	37:15	37:30	37:45	38:00	38:15	38:30	38:45	39:00	39:15	39:30	39:45	40:00	40:15	40:30	40:45	41:00	41:15	41:30	41:45	42:00	42:15	42:30	42:45	43:00	43:15	43:30	43:45	44:00	44:15	44:30	44:45	45:00	45:15	45:30	45:45	46:00	46:15	46:30	46:45	47:00	47:15	47:30	47:45	48:00	48:15	48:30	48:45	49:00	49:15	49:30	49:45	50:00	50:15	50:30	50:45	51:00	51:15	51:30	51:45	52:00	52:15	52:30	52:45	53:00	53:15	53:30	53:45	54:00	54:15	54:30	54:45	55:00	55:15	55:30	55:45	56:00	56:15	56:30	56:45	57:00	57:15	57:30	57:45	58:00	58:15	58:30	58:45	59:00	59:15	59:30	59:45	60:00	60:15	60:30	60:45	61:00	61:15	61:30	61:45	62:00	62:15	62:30	62:45	63:00	63:15	63:30	63:45	64:00	64:15	64:30	64:45	65:00	65:15	65:30	65:45	66:00	66:15	66:30	66:45	67:00	67:15	67:30	67:45	68:00	68:15	68:30	68:45	69:00	69:15	69:30	69:45	70:00	70:15	70:30	70:45	71:00	71:15	71:30	71:45	72:00	72:15	72:30	72:45	73:00	73:15	73:30	73:45	74:00	74:15	74:30	74:45	75:00	75:15	75:30	75:45	76:00	76:15	76:30	76:45	77:00	77:15	77:30	77:45	78:00	78:15	78:30	78:45	79:00	79:15	79:30	79:45	80:00	80:15	80:30	80:45	81:00	81:15	81:30	81:45	82:00	82:15	82:30	82:45	83:00	83:15	83:30	83:45	84:00	84:15	84:30	84:45	85:00	85:15	85:30	85:45	86:00	86:15	86:30	86:45	87:00	87:15	87:30	87:45	88:00	88:15	88:30	88:45	89:00	89:15	89:30	89:45	90:00	90:15	90:30	90:45	91:00	91:15	91:30	91:45	92:00	92:15	92:30	92:45	93:00	93:15	93:30	93:45	94:00	94:15	94:30	94:45	95:00	95:15	95:30	95:45	96:00	96:15	96:30	96:45	97:00	97:15	97:30	97:45	98:00	98:15	98:30	98:45	99:00	99:15	99:30	99:45	100:00	100:15	100:30	100:45	101:00	101:15	101:30	101:45	102:00	102:15	102:30	102:45	103:00	103:15	103:30	103:45	104:00	104:15	104:30	104:45	105:00	105:15	105:30	105:45	106:00	106:15	106:30	106:45	107:00	107:15	107:30	107:45	108:00	108:15	108:30	108:45	109:00	109:15	109:30	109:45	110:00	110:15	110:30	110:45	111:00	111:15	111:30	111:45	112:00	112:15	112:30	112:45	113:00	113:15	113:30	113:45	114:00	114:15	114:30	114:45	115:00	115:15	115:30	115:45	116:00	116:15	116:30	116:45	117:00	117:15	117:30	117:45	118:00	118:15	118:30	118:45	119:00	119:15	119:30	119:45	120:00	120:15	120:30	120:45	121:00	121:15	121:30	121:45	122:00	122:15	122:30	122:45	123:00	123:15	123:30	123:45	124:00	124:15	124:30	124:45	125:00	125:15	125:30	125:45	126:00	126:15	126:30	126:45	127:00	127:15	127:30	127:45	128:00	128:15	128:30	128:45	129:00	129:15	129:30	129:45	130:00	130:15	130:30	130:45	131:00	131:15	131:30	131:45	132:00	132:15	132:30	132:45	133:00	133:15	133:30	133:45	134:00	134:15	134:30	134:45	135:00	135:15	135:30	135:45	136:00	136:15	136:30	136:45	137:00	137:15	137:30	137:45	138:00	138:15	138:30	138:45	139:00	139:15	139:30	139:45	140:00	140:15	140:30	140:45	141:00	141:15	141:30	141:45	142:00	142:15	142:30	142:45	143:00	143:15	143:30	143:45	144:00	144:15	144:30	144:45	145:00	145:15	145:30	145:45	146:00	146:15	146:30	146:45	147:00	147:15	147:30	147:45	148:00	148:15	148:30	148:45	149:00	149:15	149:30	149:45	150:00	150:15	150:30	150:45	151:00	151:15	151:30	151:45	152:00	152:15	152:30	152:45	153:00	153:15	153:30	153:45	154:00	154:15	154:30	154:45	155:00	155:15	155:30	155:45	156:00	156:15	156:30	156:45	157:00	157:15	157:30	157:45	158:00	158:15	158:30	158:45	159:00	159:15	159:30	159:45	160:00	160:15	160:30	160:45	161:00	161:15	161:30	161:45	162:00	162:15	162:30	162:45	163:00	163:15	163:30	163:45	164:00	164:15	164:30	164:45	165:00	165:15	165:30	165:45	166:00	166:15	166:30	166:45	167:00	167:15	167:30	167:45	168:00	168:15	168:30	168:45	169:00	169:15	169:30	169:45	170:00	170:15	170:30	170:45	171:00	171:15	171:30	171:45	172:00	172:15	172:30	172:45	173:00	173:15	173:30	173:45	174:00	174:15	174:30	174:45	175:00	175:15	175:30	175:45	176:00	176:15	176:30	176:45	177:00	177:15	177:30	177:45	178:00	178:15	178:30	178:45	179:00	179:15	179:30	179:45	180:00	180:15	180:30	180:45	181:00	181:15	181:30	181:45	182:00	182:15	182:30	182:45	183:00	183:15	183:30	183:45	184:00	184:15	184:30	184:45	185:00	185:15	185:30	185:45	186:00	186:15	186:30	186:45	187:00	187:15	187:30	187:45	188:00	188:15	188:30	188:45	189:00	189:15	189:30	189:45	190:00	190:15	190:30	190:45	191:00	191:15	191:30	191:45	192:00	192:15	192:30	192:45	193:00	193:15	193:30	193:45	194:00	194:15	194:30	194:45	195:00	195:15	195:30	195:45	196:00	196:15	196:30	196:45	197:00	197:15	197:30	197:45	198:00	198:15	198:30	198:45	199:00	199:15	199:30	199:45	200:00	200:15	200:30	200:45	201:00	201:15	201:30	201:45	202:00	202:15	202:30	202:45	203:00	203:15	203:30	203:45	204:00	204:15	204:30	204:45	205:00	205:15	205:30	205:45	206:00	206:15	206:30	206:45	207:00	207:15	207:30	207:45	208:00	208:15	208:30	208:45	209:00	209:15	209:30	209:45	210:00	210:15	210:30	210:45	211:00	211:15	211:30	211:45	212:00	212:15	212:30	212:45	213:00	213:15	213:30	213:45	214:00	214:15	214:30	214:45	215:00	215:15	215:30	215:45	216:00	216:15	216:30	216:45	217:00	217:15	217:30	217:45	218:00	218:15	218:30	218:45	219:00	219:15	219:30	219:45	220:00	220:15	220:30	220:45	221:00	221:15	221:30	221:45	222:00	222:15	222:30	222:45	223:00	223:15	223:30	223:45	224:00	224:15	224:30	224:45	225:00	225:15	225:30	225:45	226:00	226:15	226:30	226:45	227:00	227:15	227:30	227:45	228:00	228:15	228:30	228:45	229:00	229:15	229:30	229:45	230:00	230:15	230:30	230:45	231:00	231:15	231:30	231:45	232:00	232:15	232:30	232:45	233:00	233:15	233:30	233:45	234:00	234:15	234:30	234:45	235:00	235:15	235:30	235:45	236:00	236:15	236:30	236:45	237:00	237:15	237:30	237:45	238:00	238:15	238:30	238:45	239:00	239:15	239:30	239:45	240:00	240:15	240:30	240:45	241:00	241:15	241:30	241:45	242:00	242:15	242:30	242:45	243:00	243:15	243:30	243:45	244:00

Ward Street - Between Gae Highway and Railway Line		Southbound Direction - Two Lane Highway Level Terrain Urban Analytic Base Conditions Without Development Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
Year of Analysis	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000																																																																																																																																								
Volume (Vehicles/hour)	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	14

[illegible]