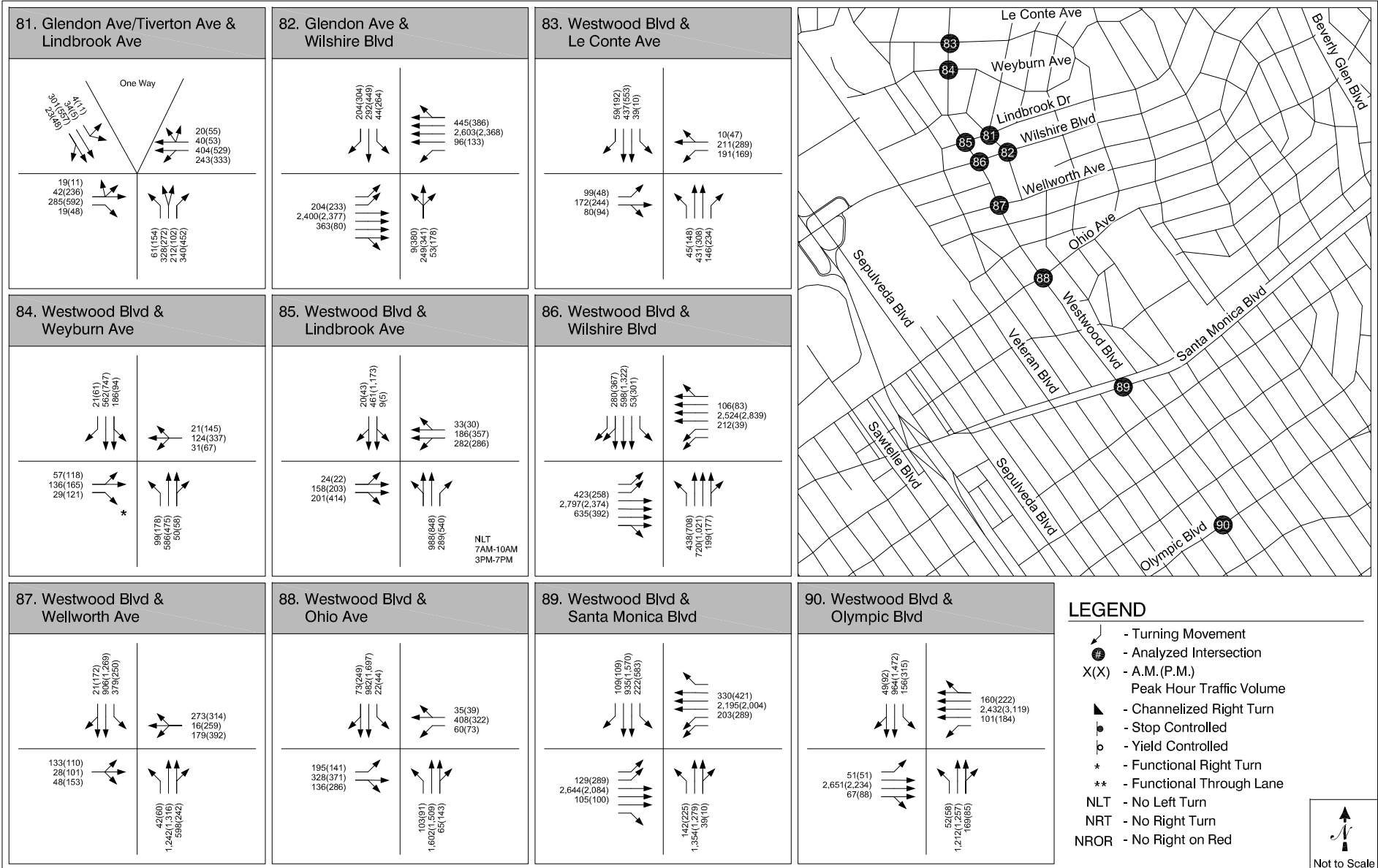
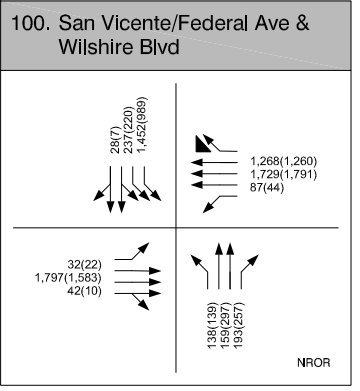
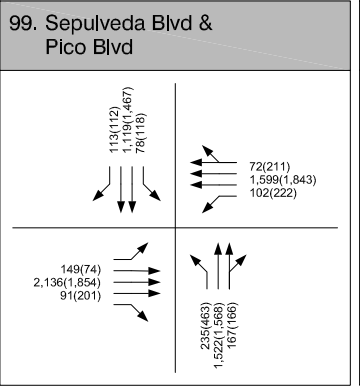
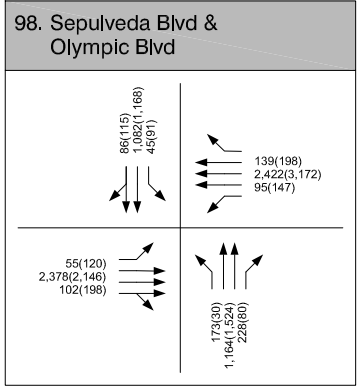
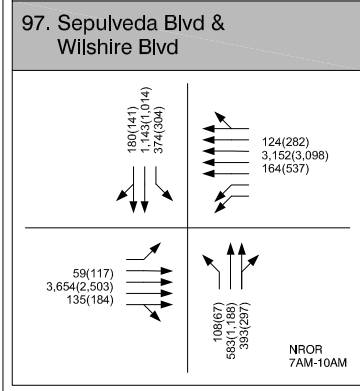
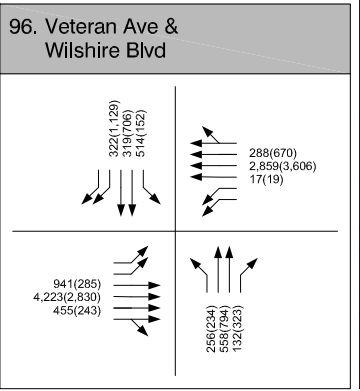
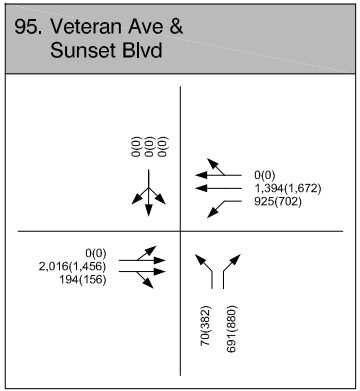
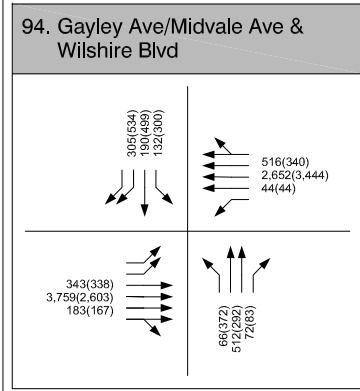
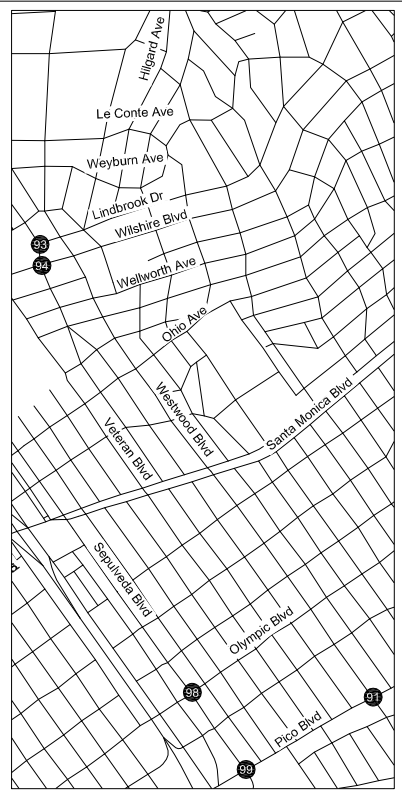
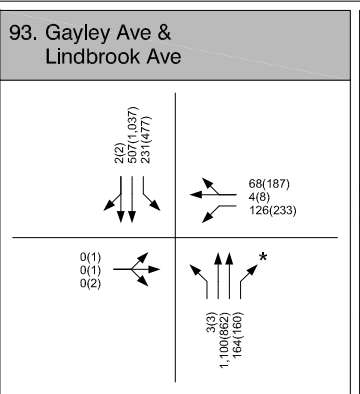
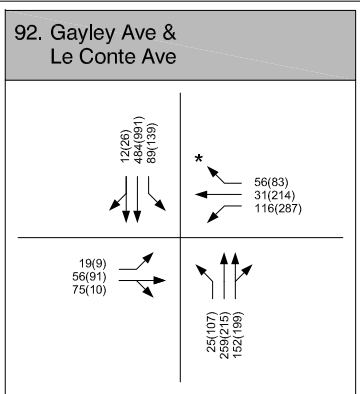
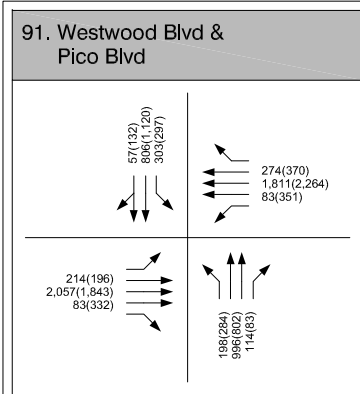


Year 2035 No Build Peak Hour Traffic Volumes



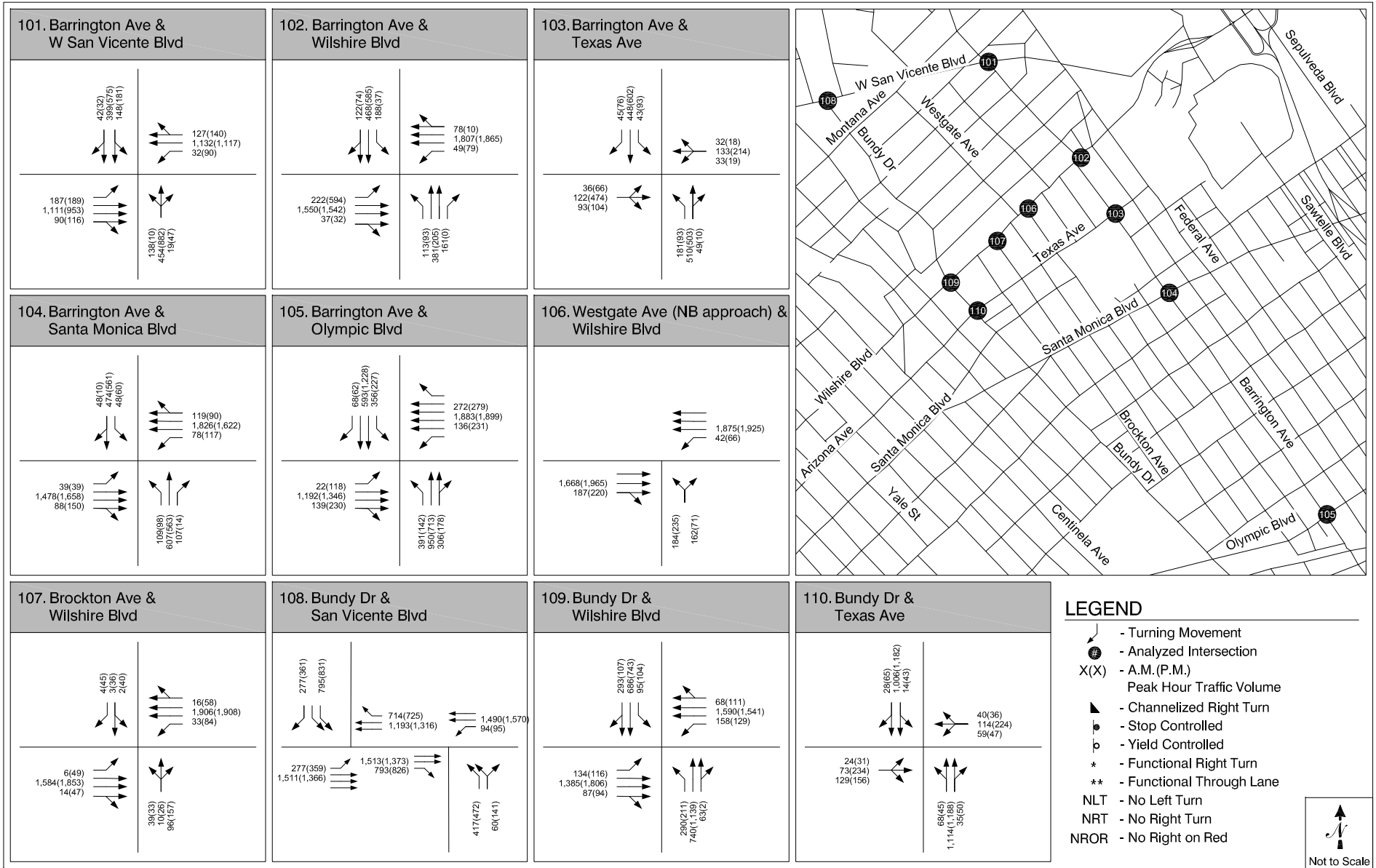
**Year 2035 No Build Peak Hour Traffic Volumes**



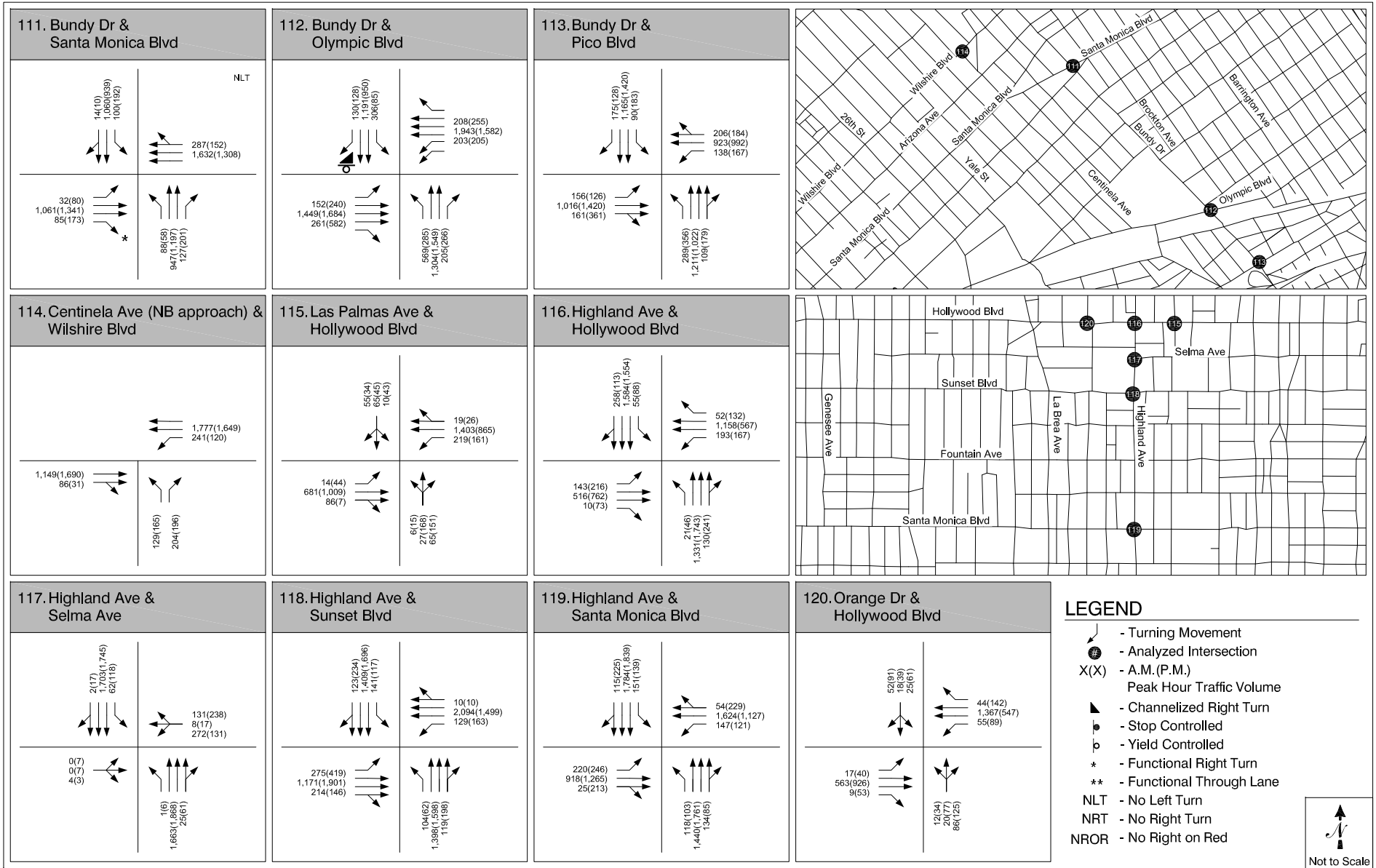
**LEGEND**

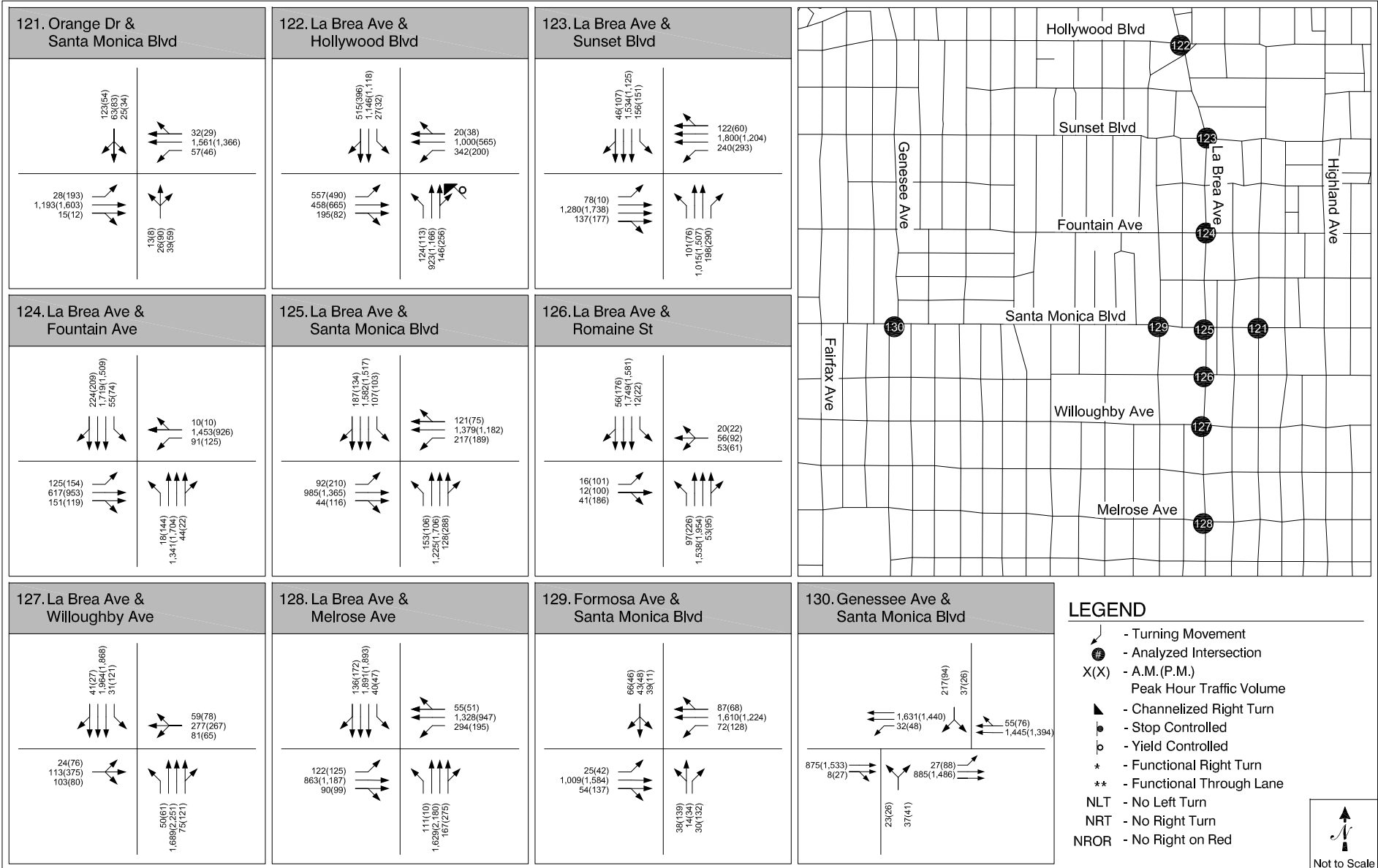
- Turning Movement
- Analyzed Intersection
- X(X) - A.M.(P.M.) Peak Hour Traffic Volume
- Channelized Right Turn
- Stop Controlled
- Yield Controlled
- Functional Right Turn
- Functional Through Lane
- NLT - No Left Turn
- NRT - No Right Turn
- NROR - No Right on Red

Not to Scale

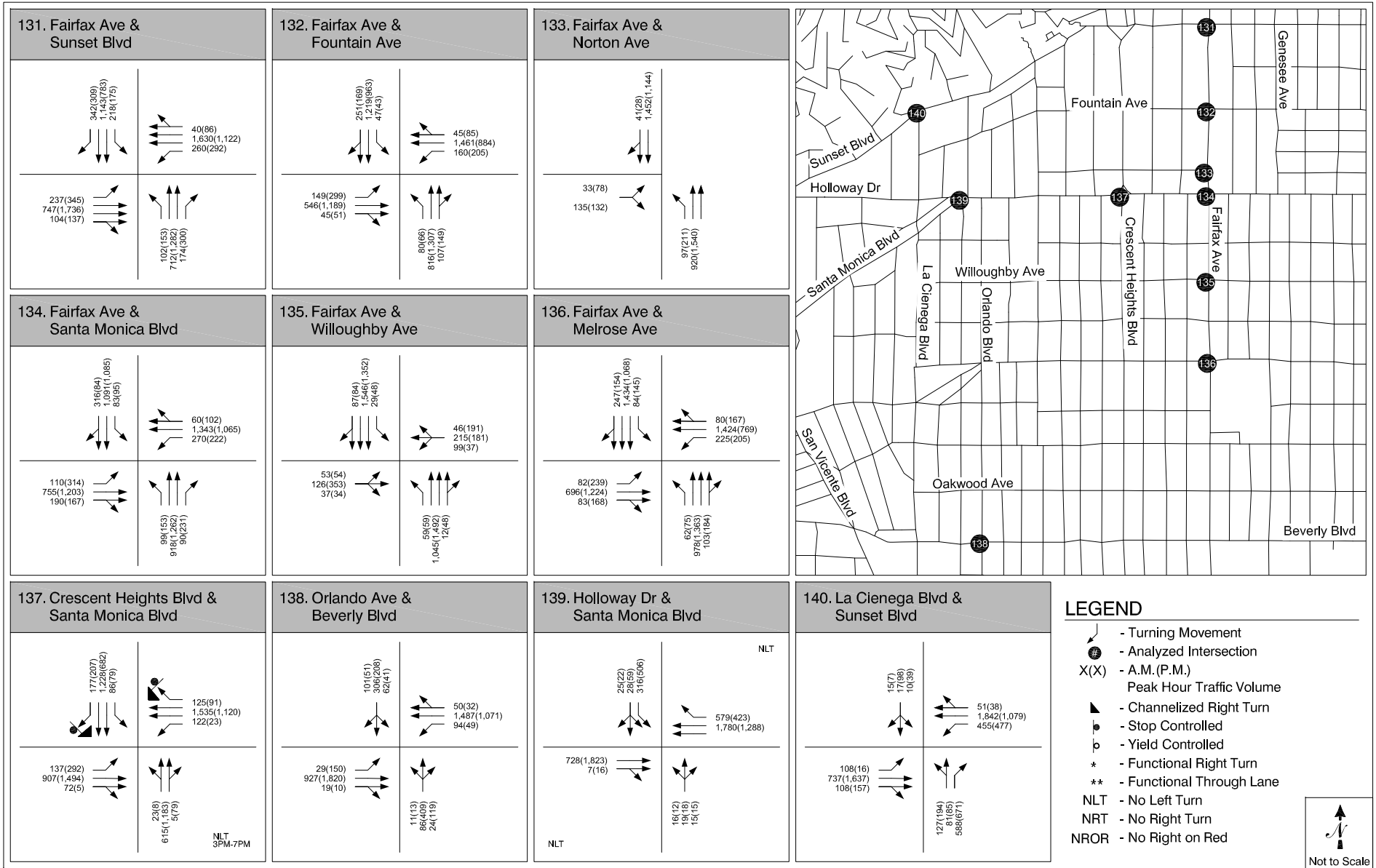


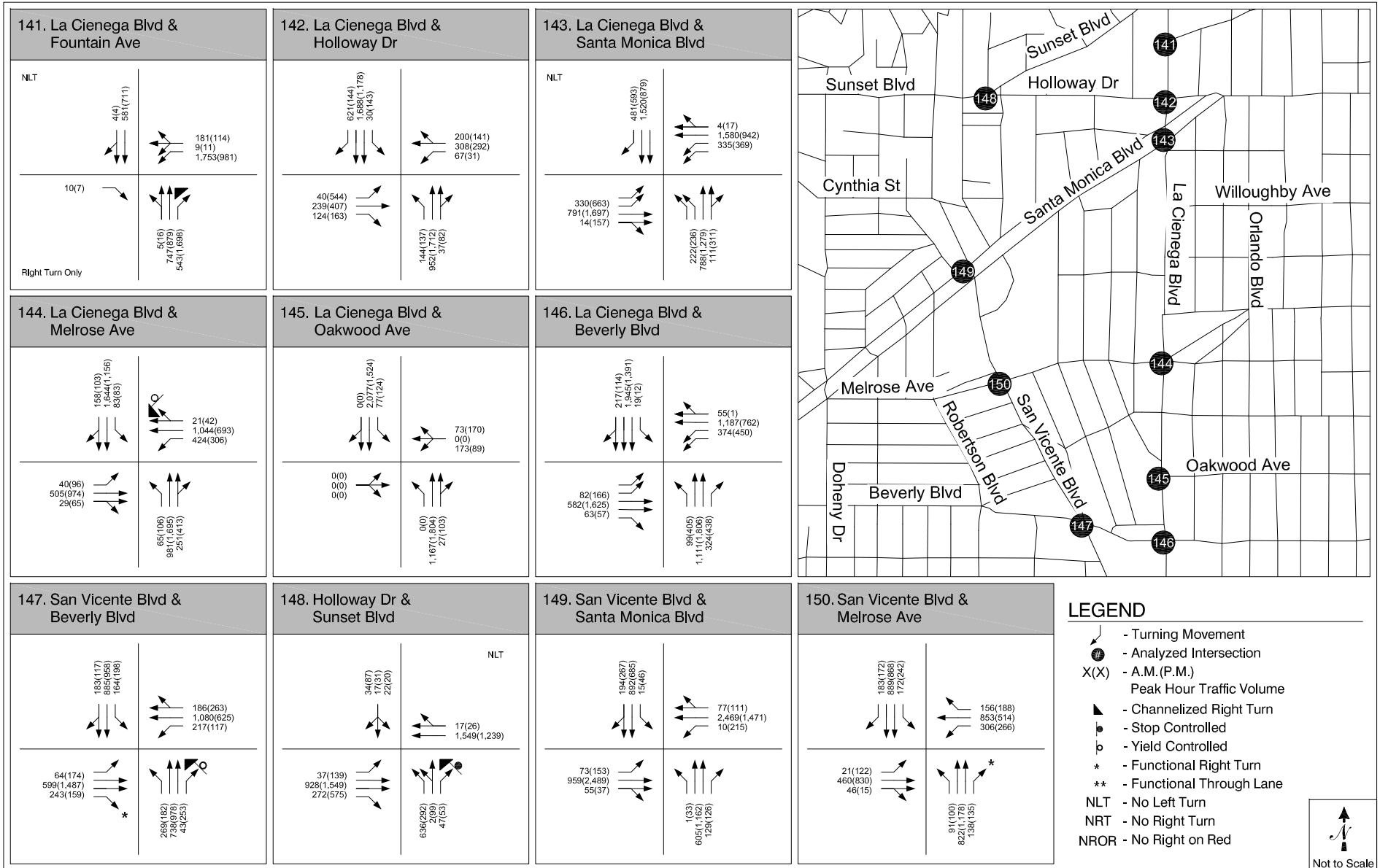
**Year 2035 No Build Peak Hour Traffic Volumes**





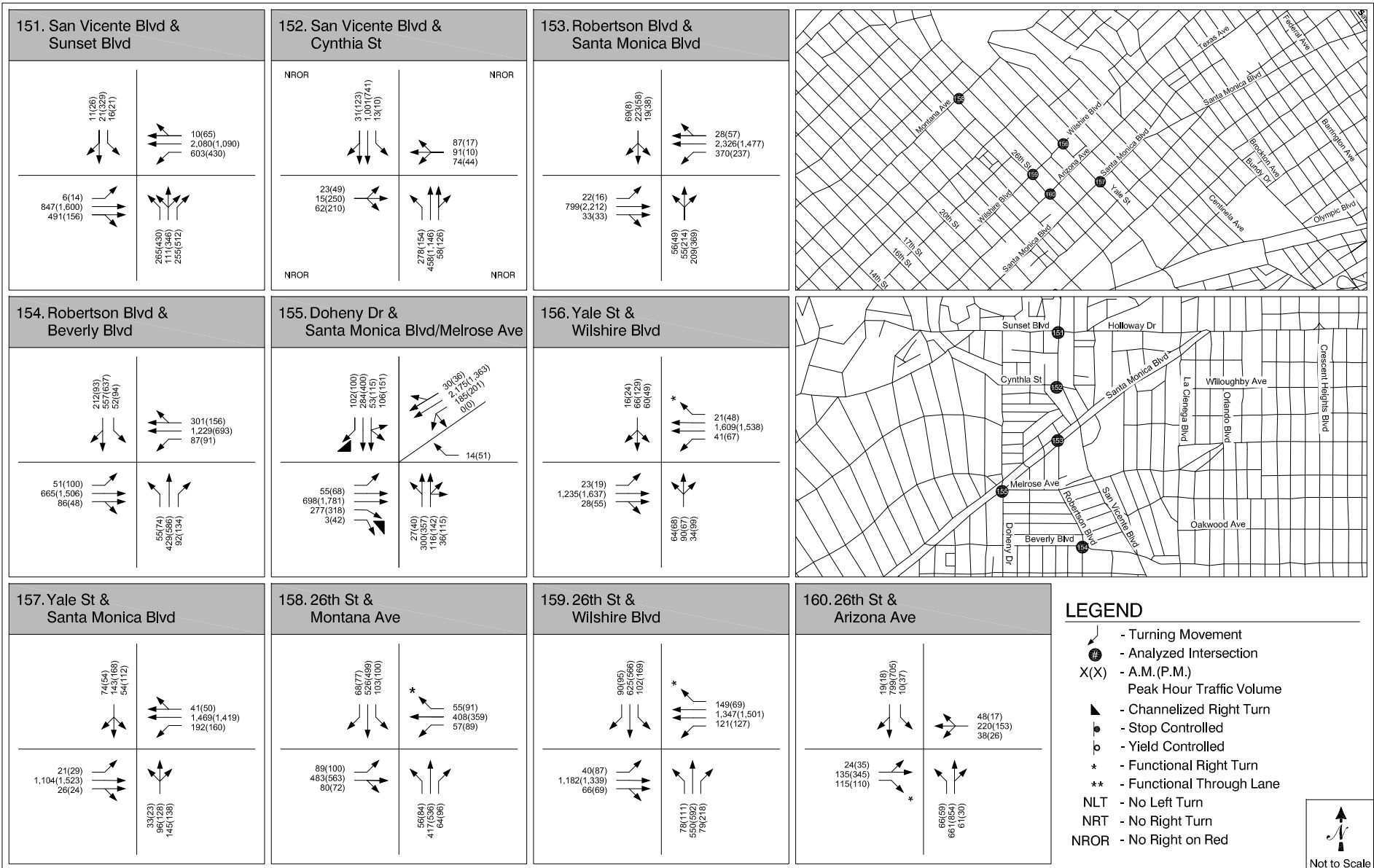
**Year 2035 No Build Peak Hour Traffic Volumes**

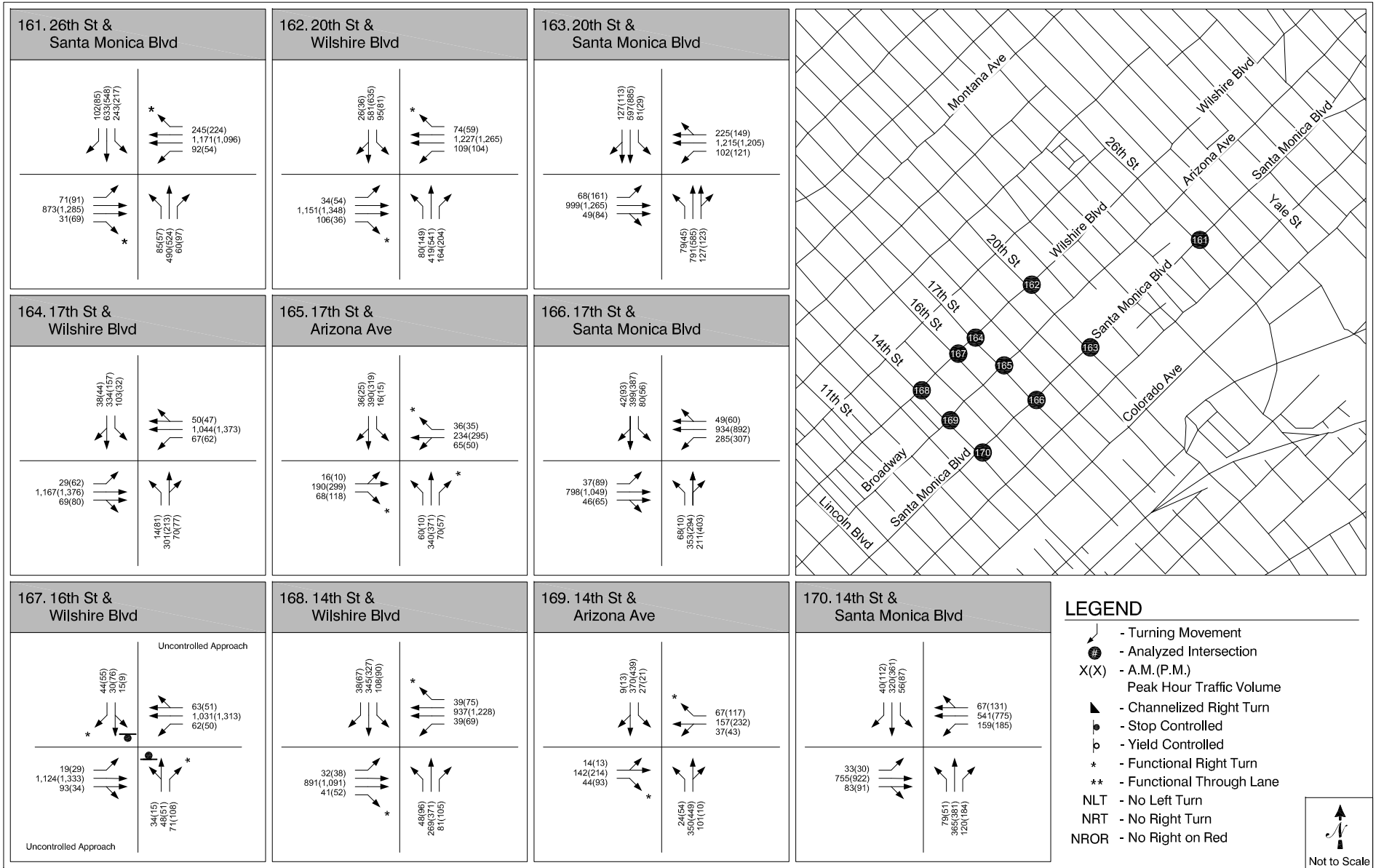




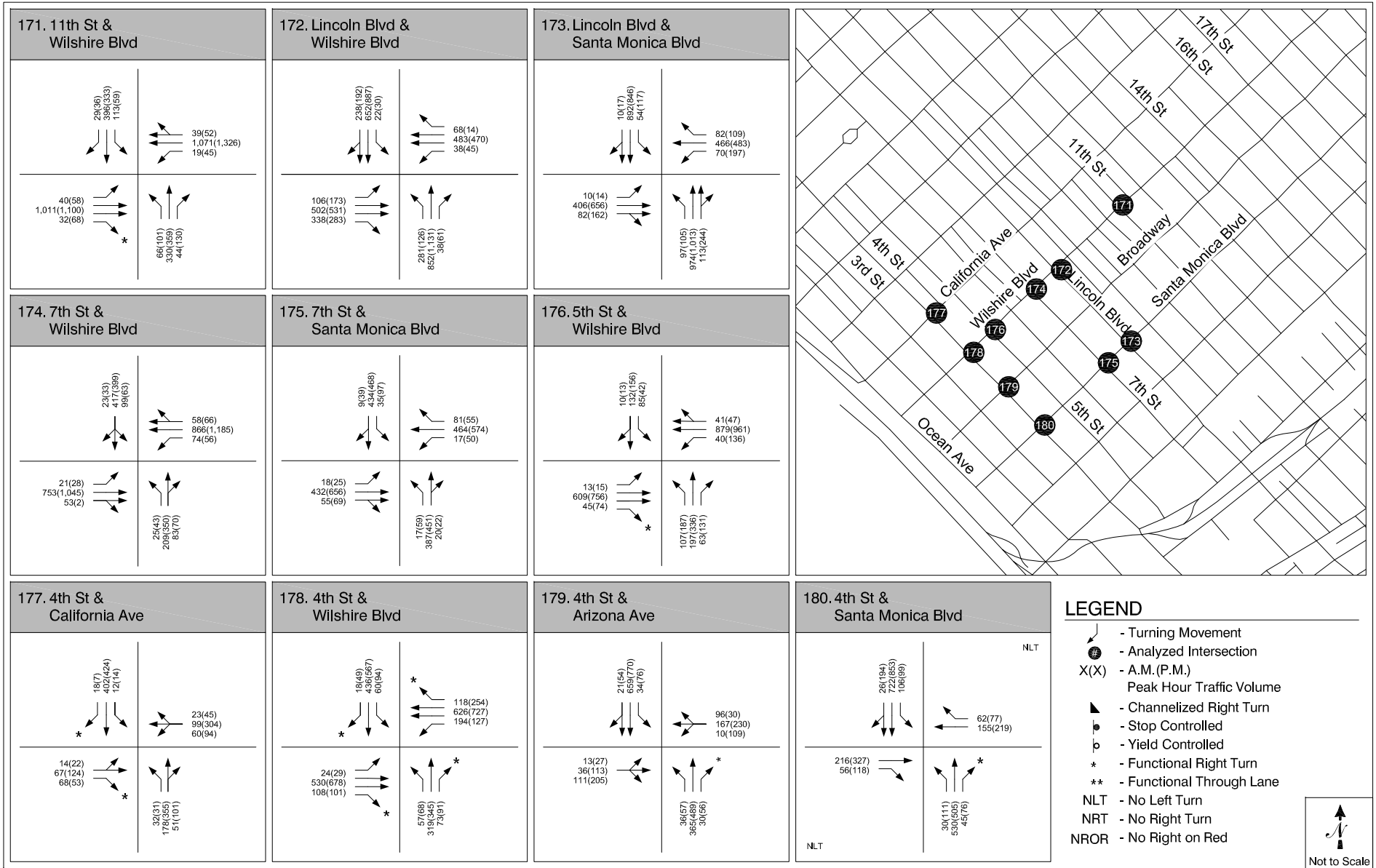
Year 2035 No Build Peak Hour Traffic Volumes

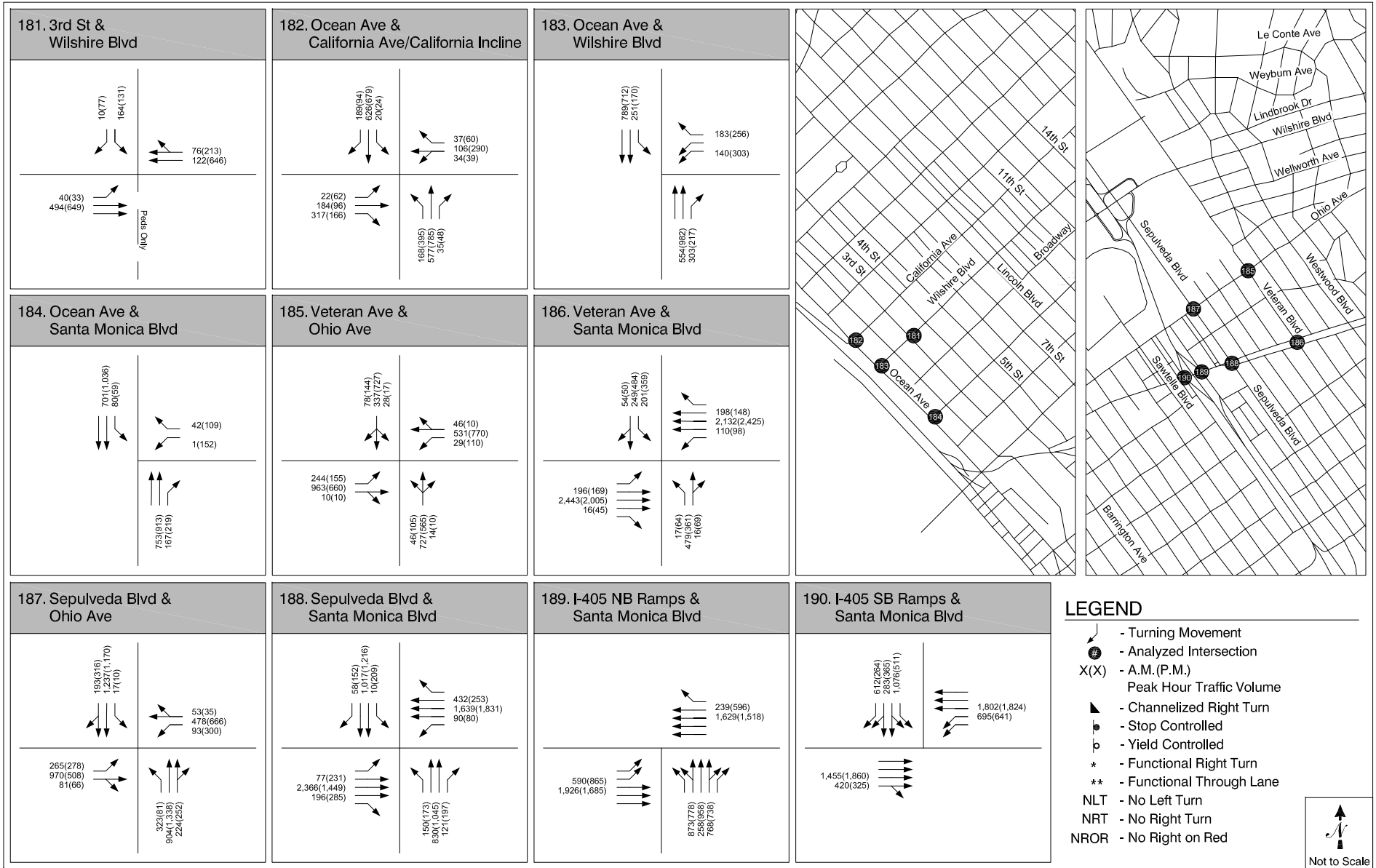


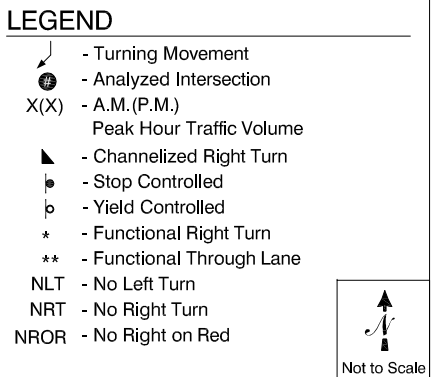
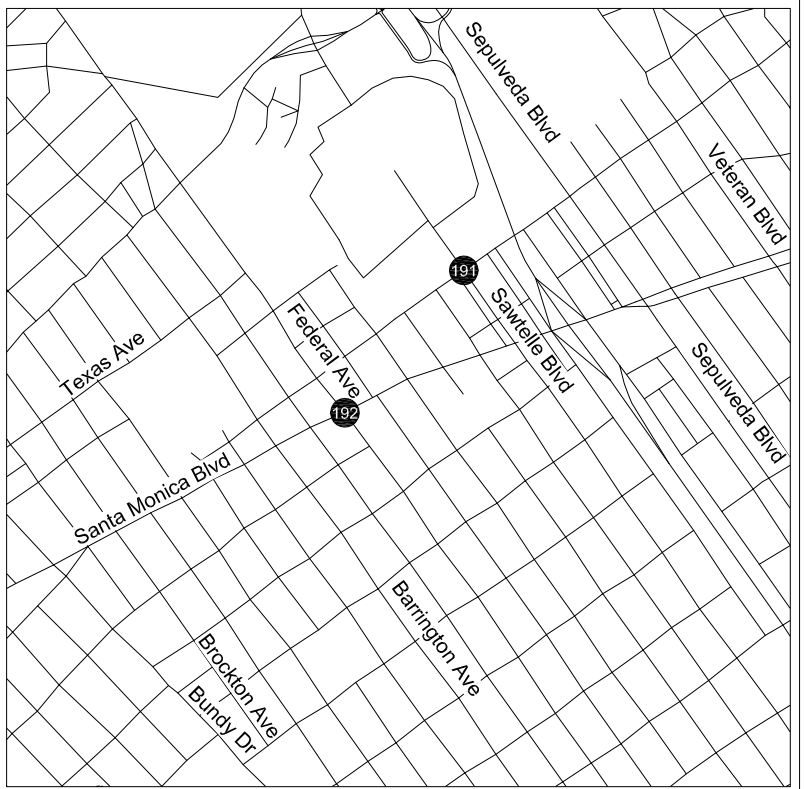
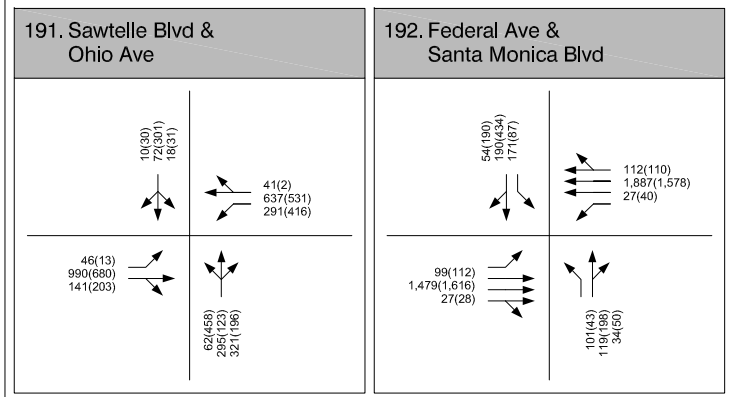




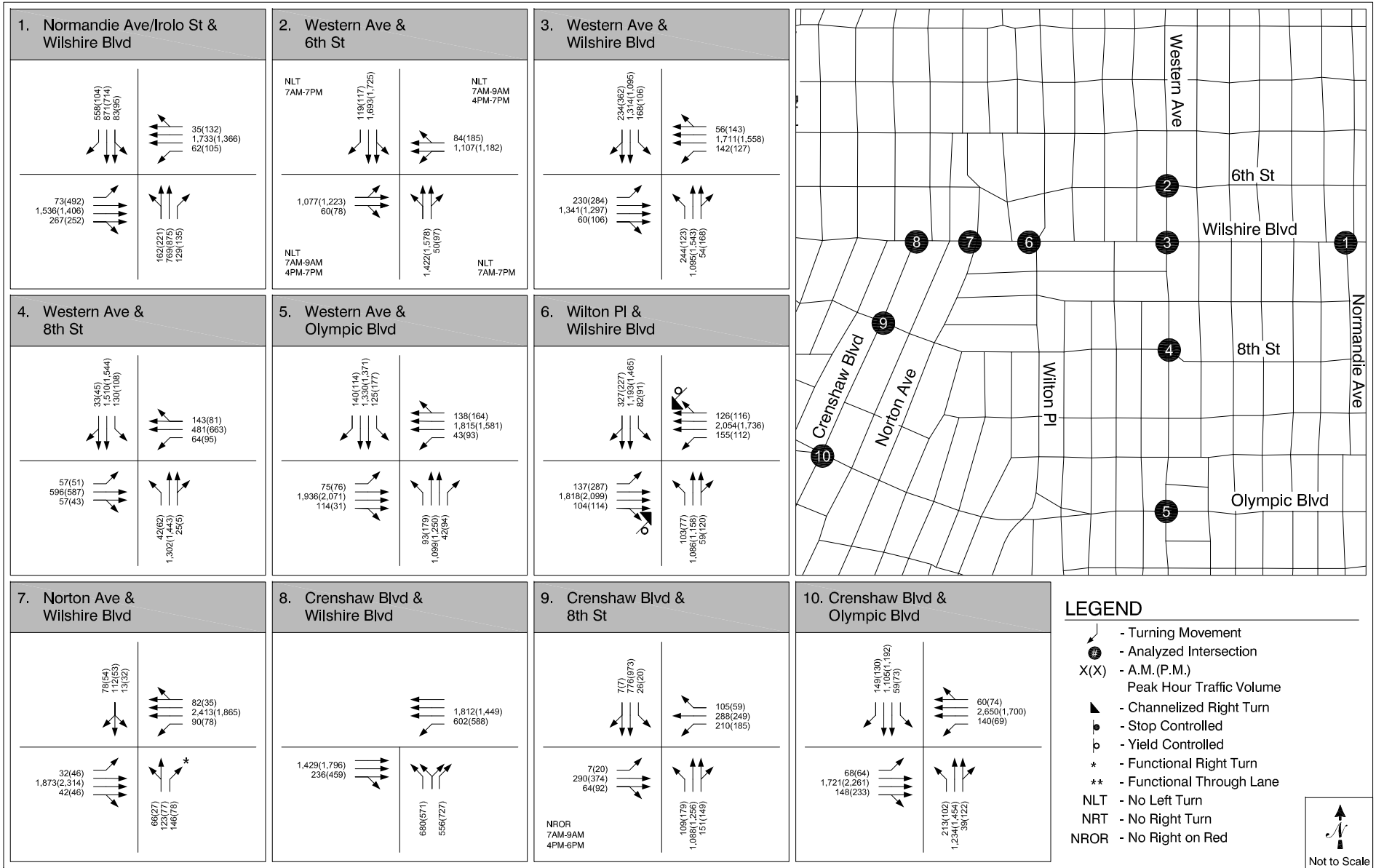
**Year 2035 No Build Peak Hour Traffic Volumes**



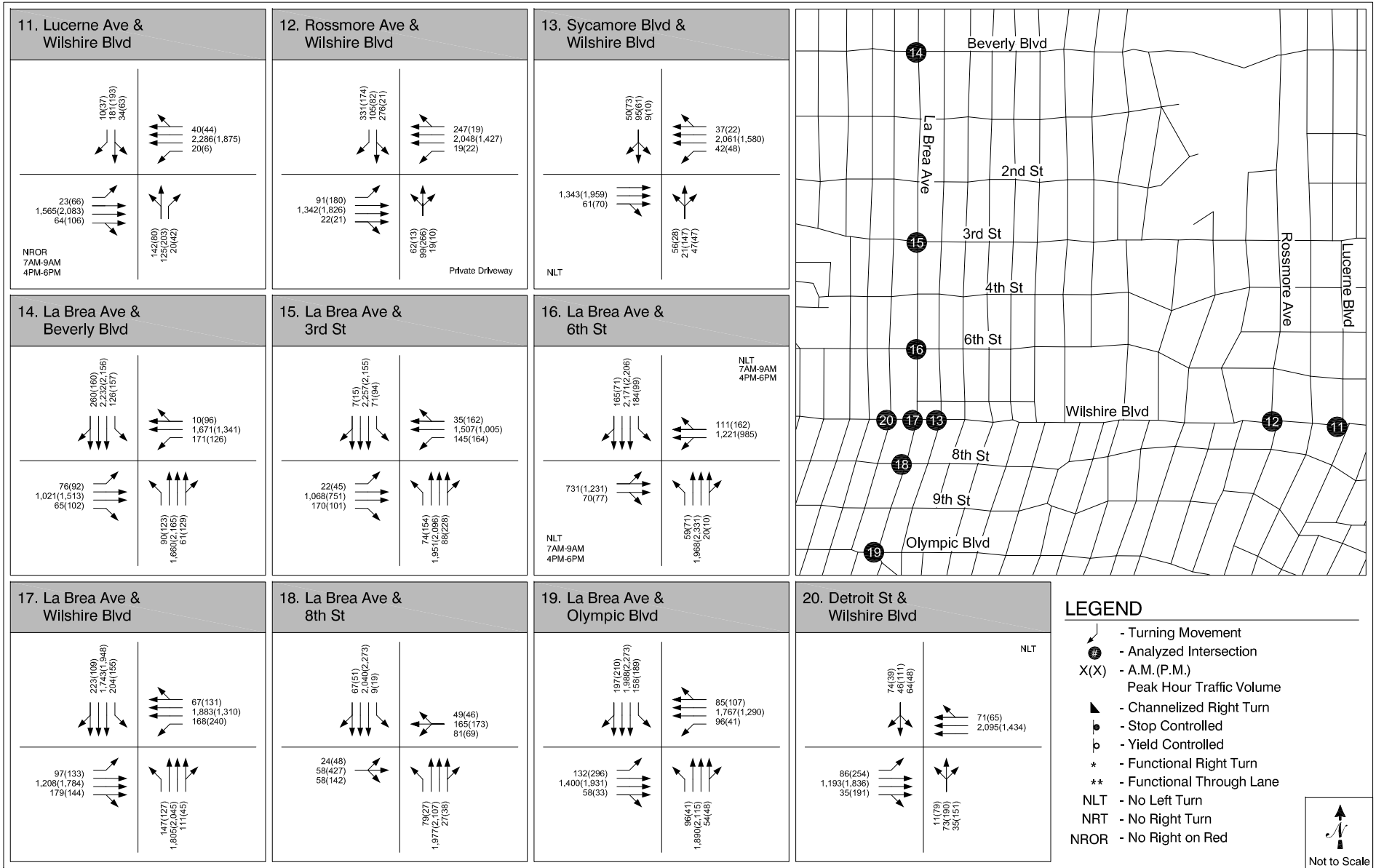




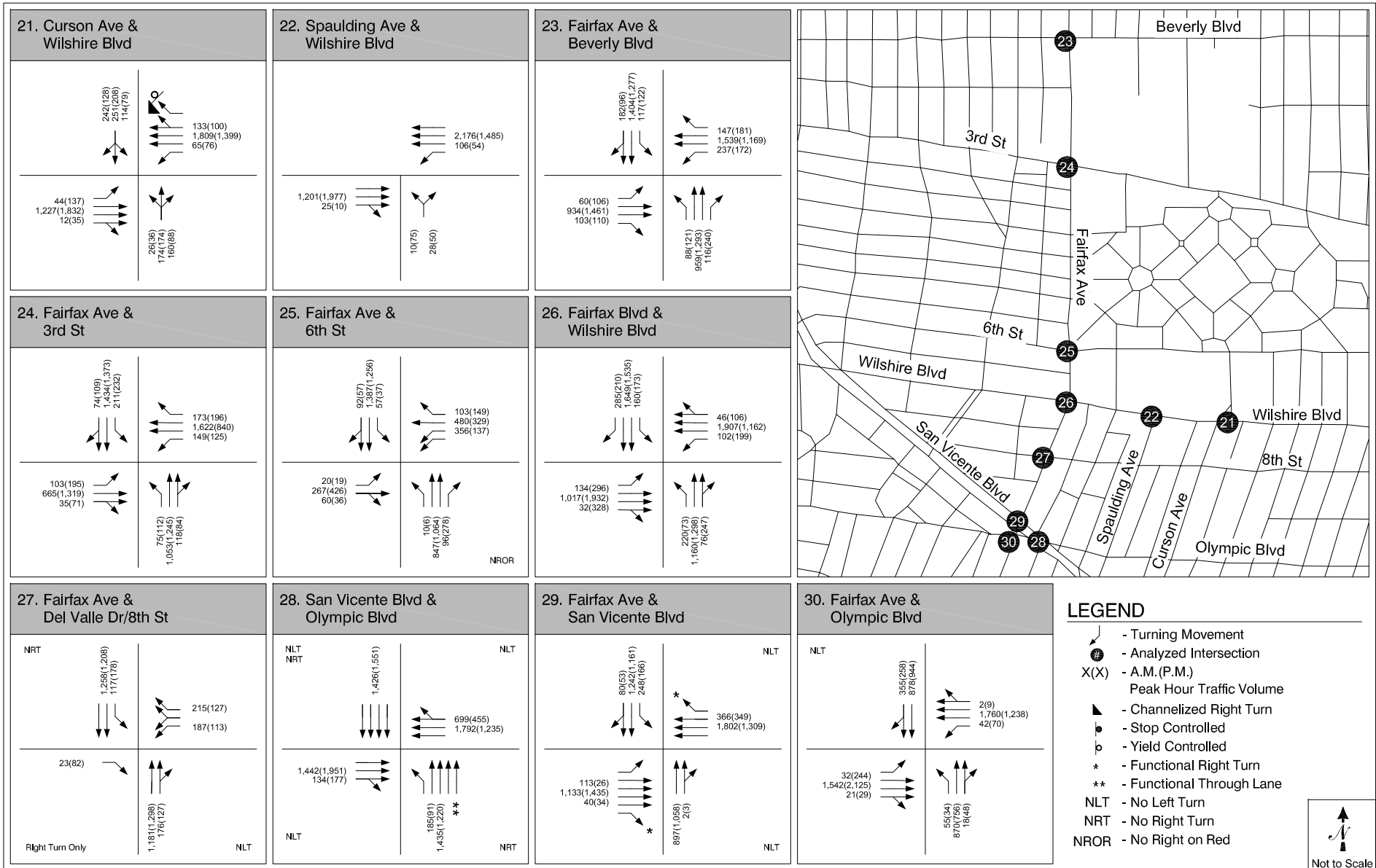
## Future Year 2035 Alternative 1 Turning Movement Forecasts

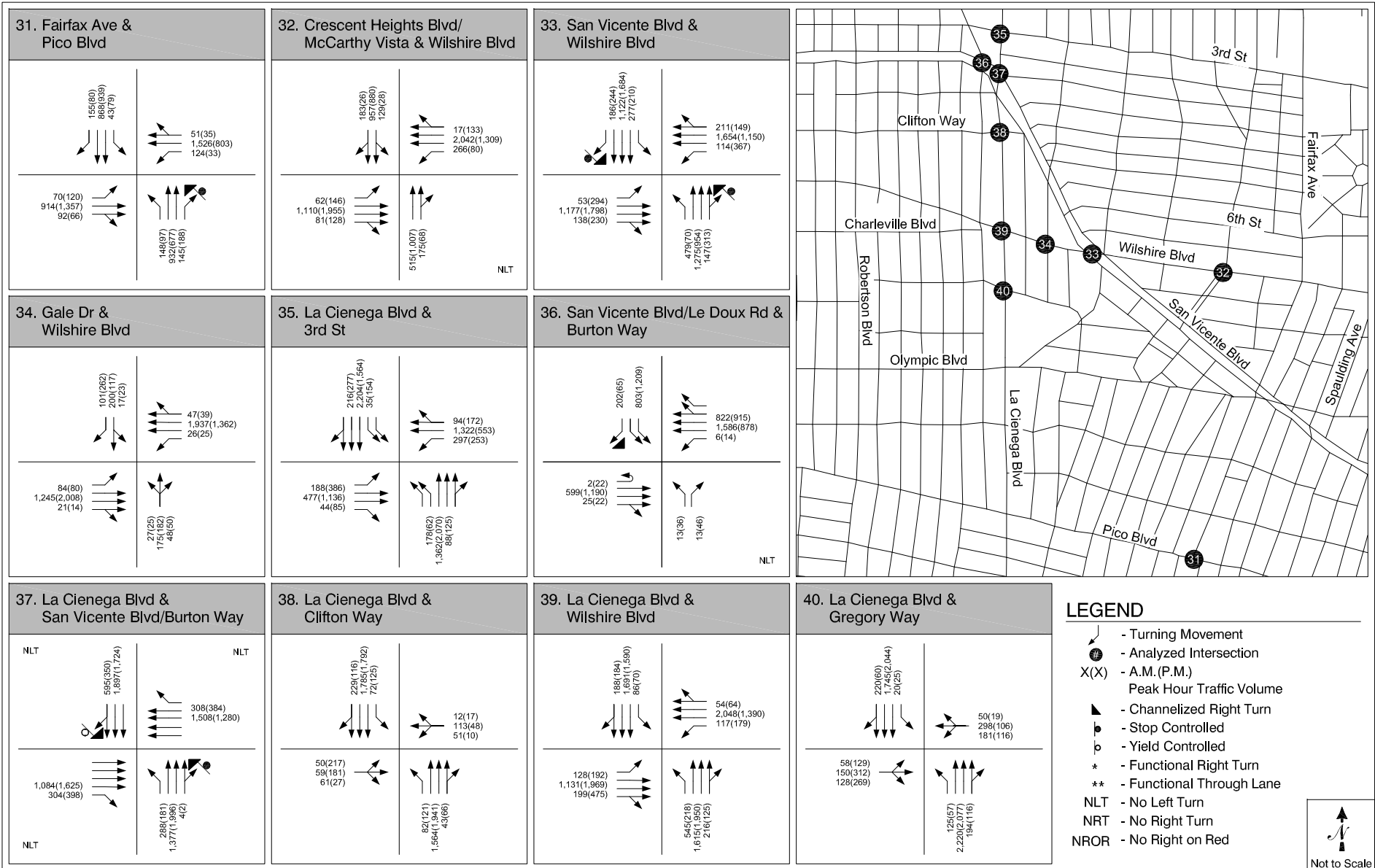


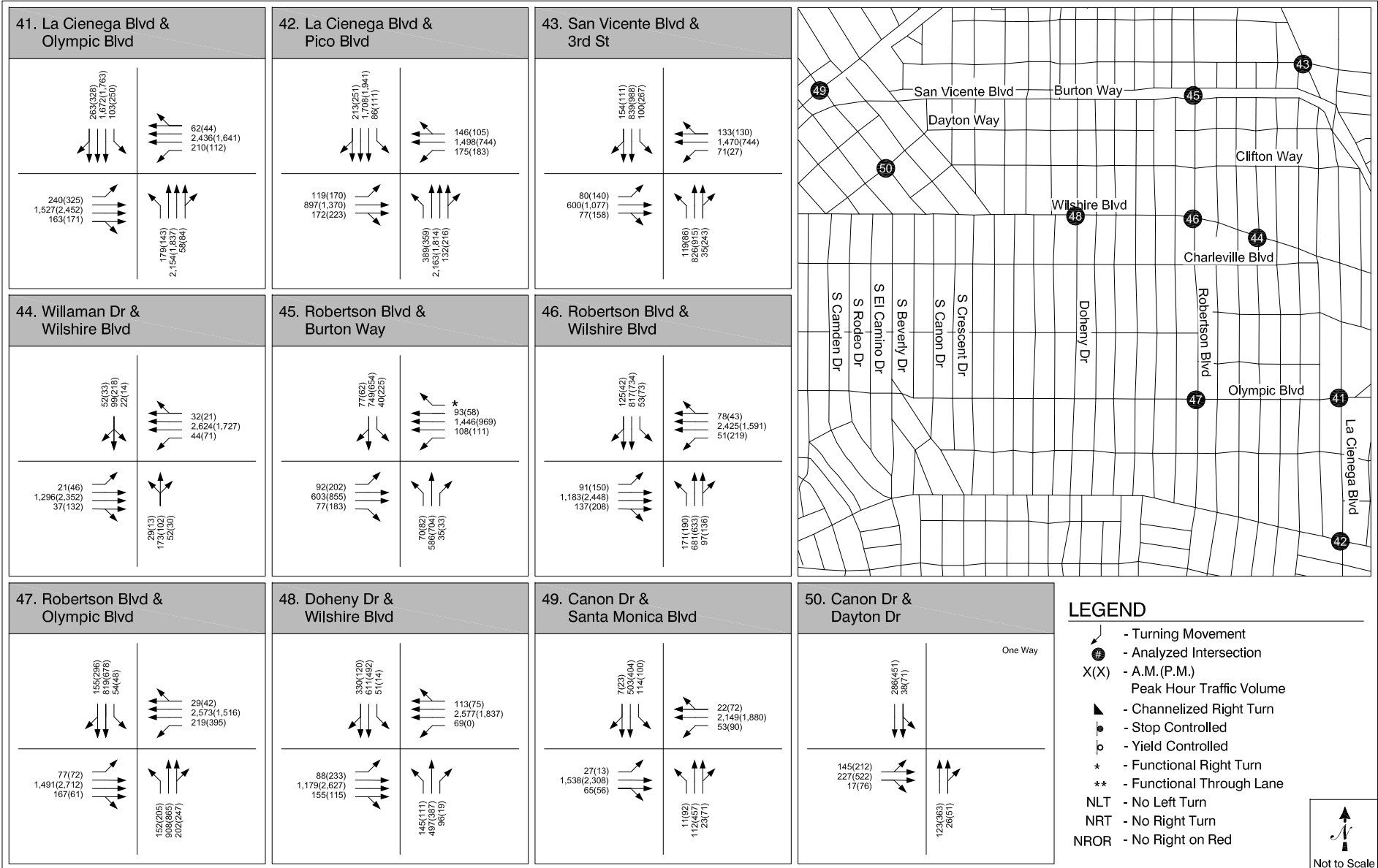
Year 2035 Alternative 1 Peak Hour Traffic Volumes











**LEGEND**

- Turning Movement
- Analyzed Intersection
- X(X) - A.M.(P.M.) Peak Hour Traffic Volume
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Not to Scale