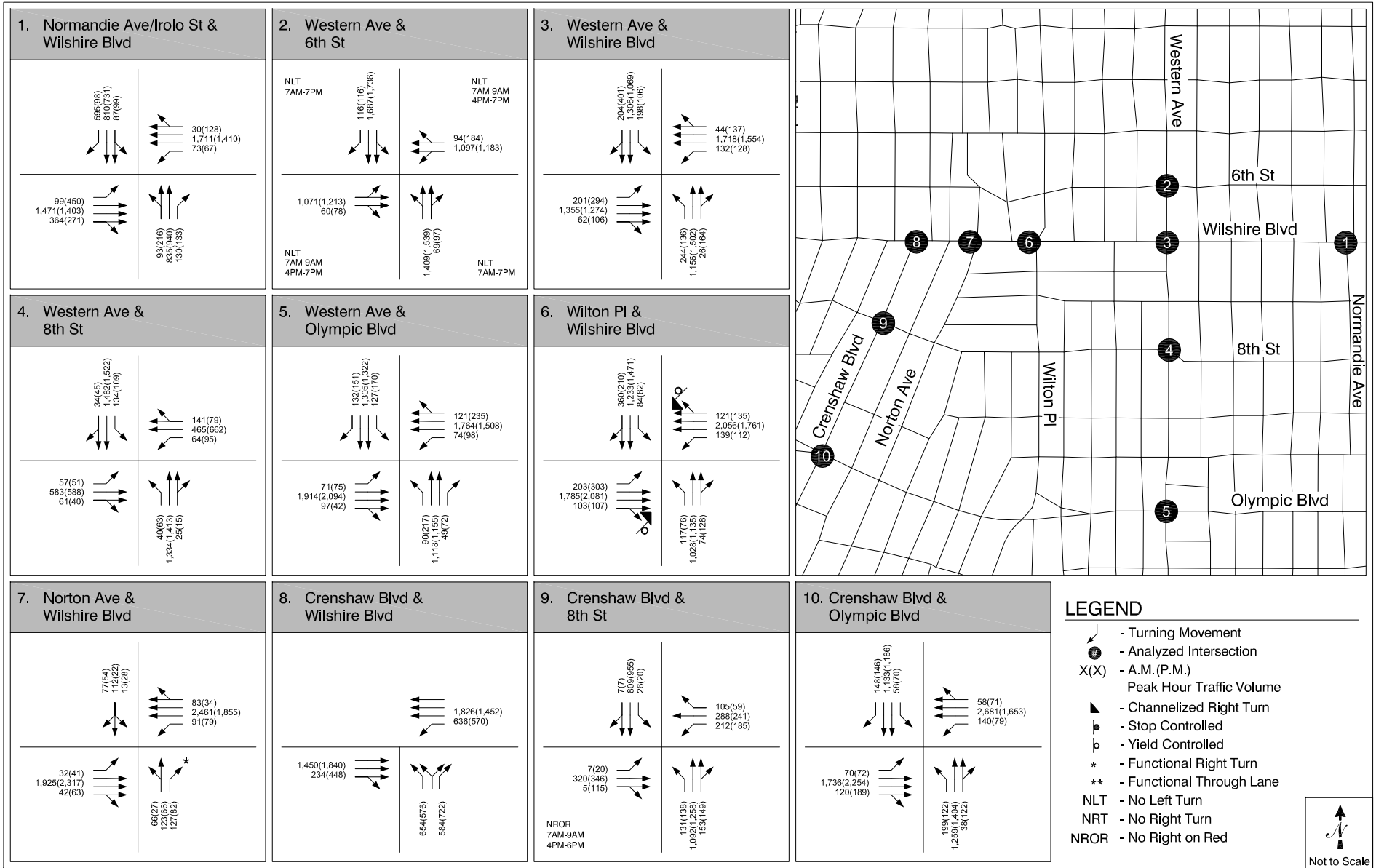
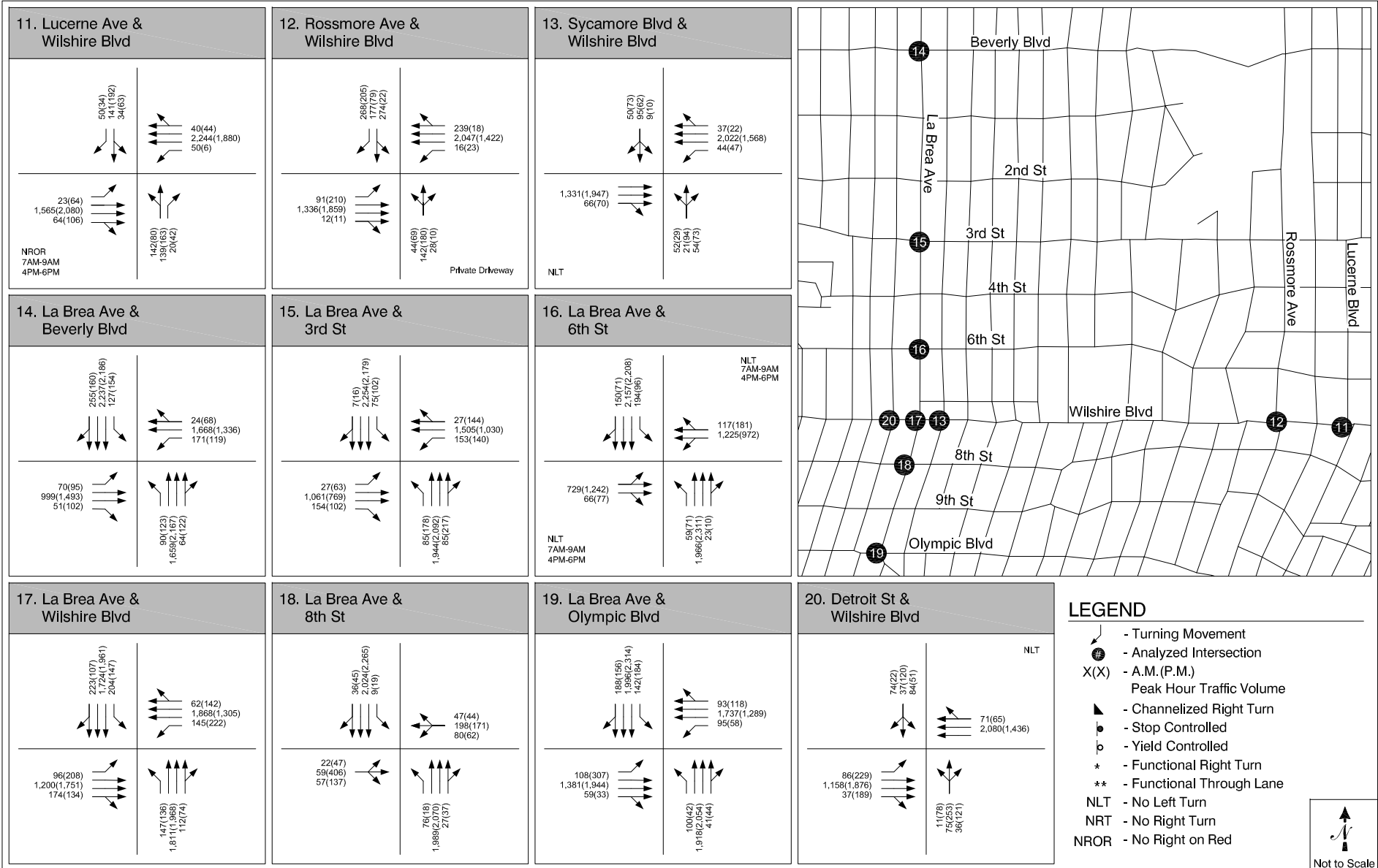
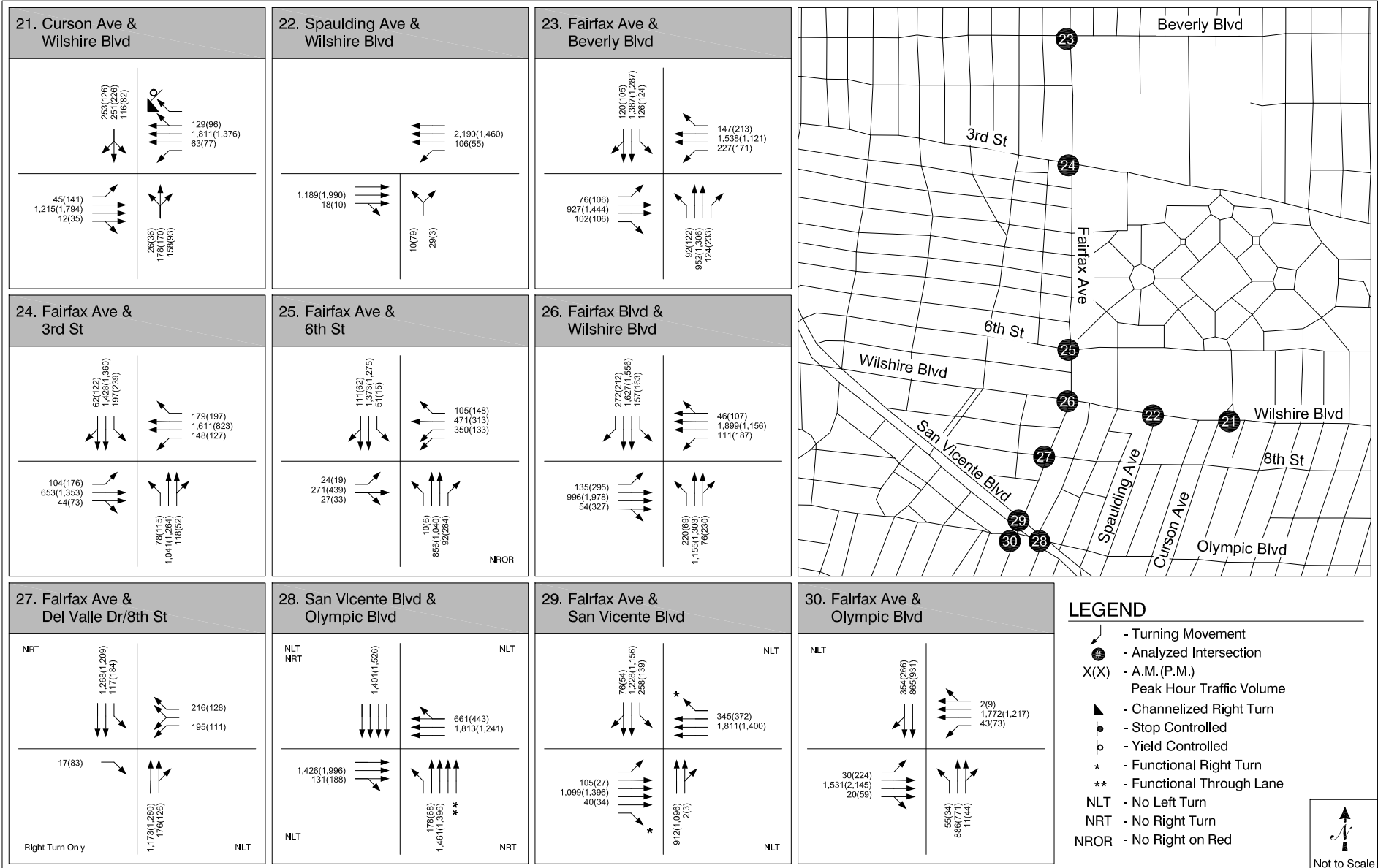


## Future Year 2035 Alternative 2 Turning Movement Forecasts

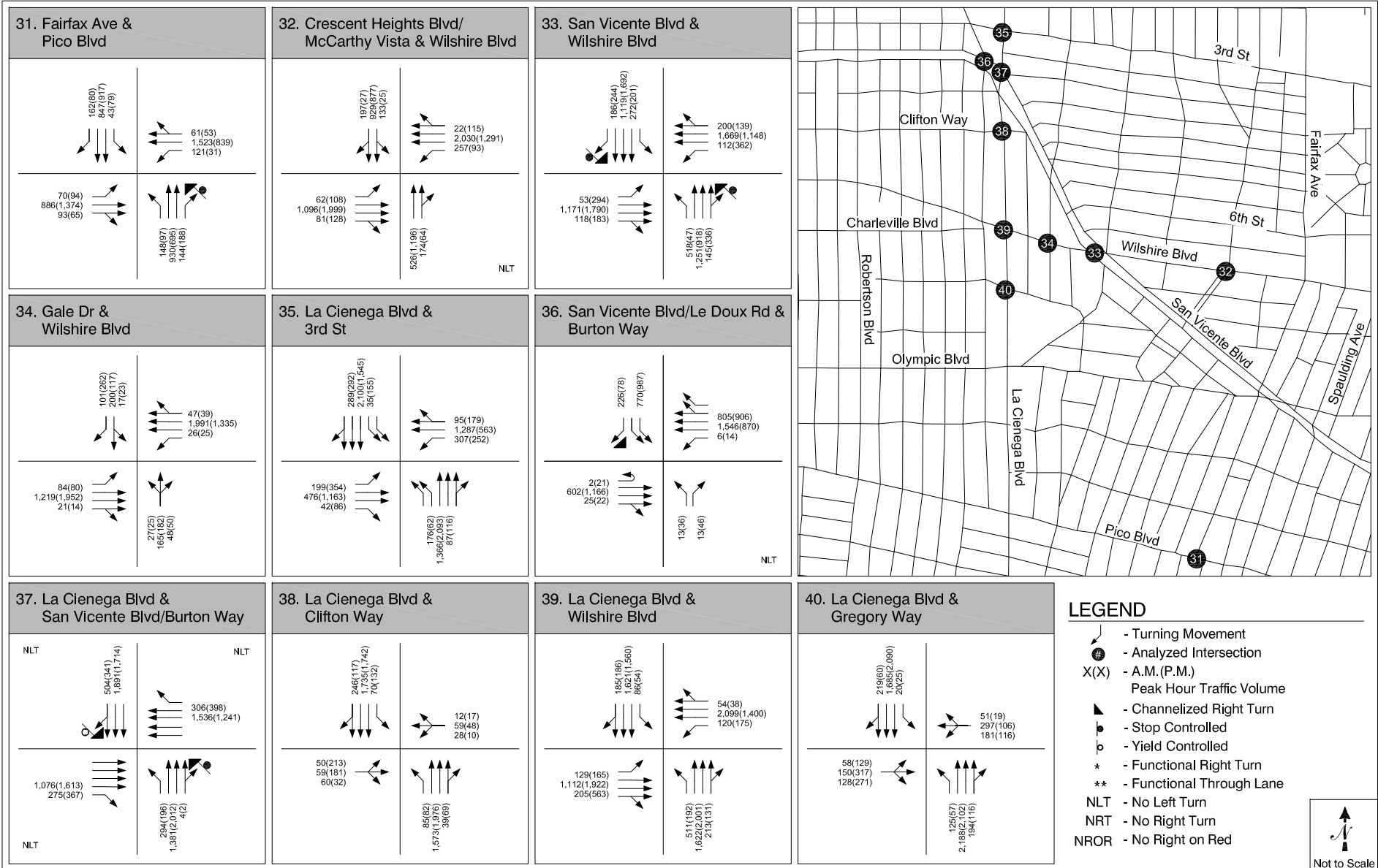




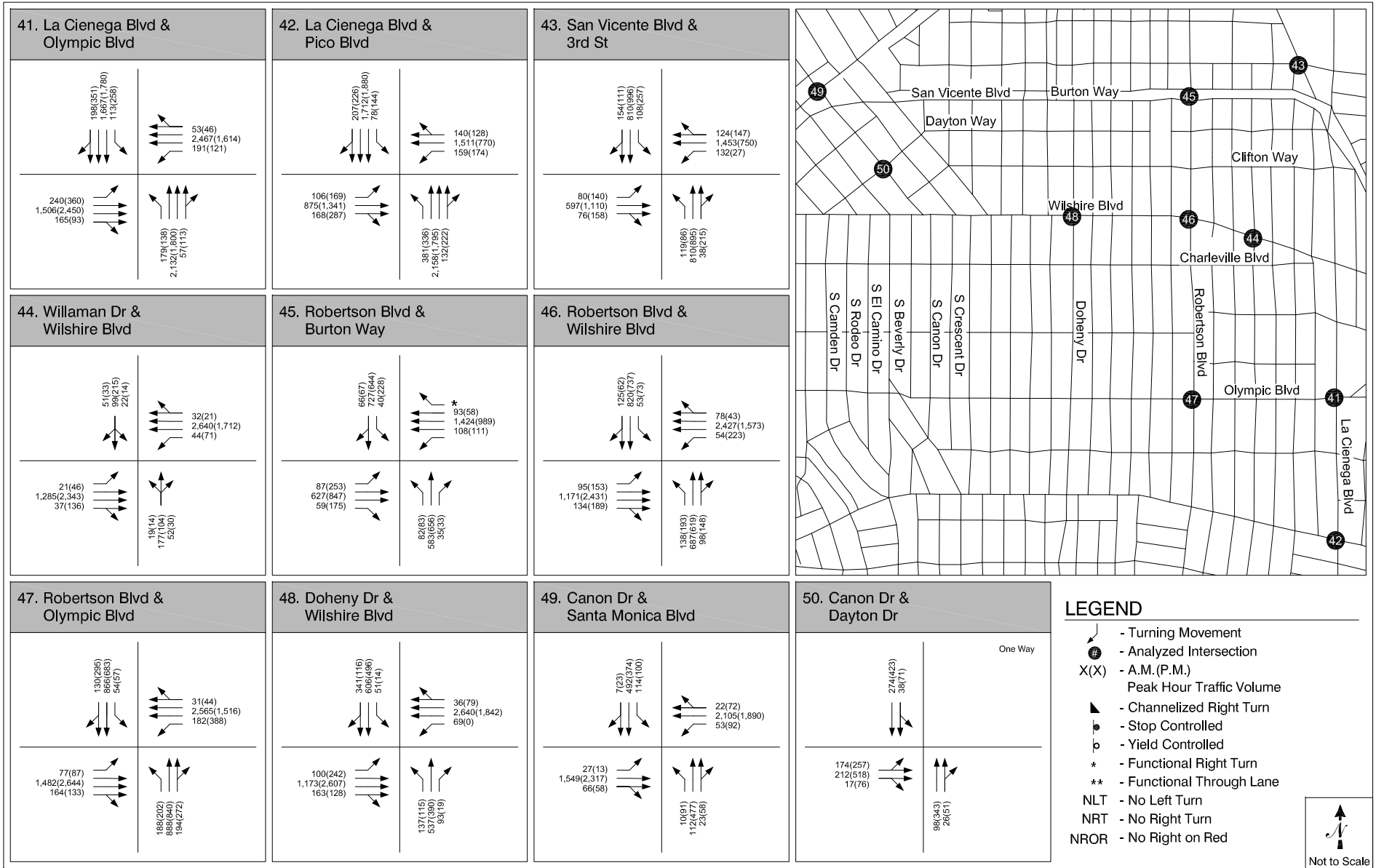
**Year 2035 Alternative 2 Peak Hour Traffic Volumes**



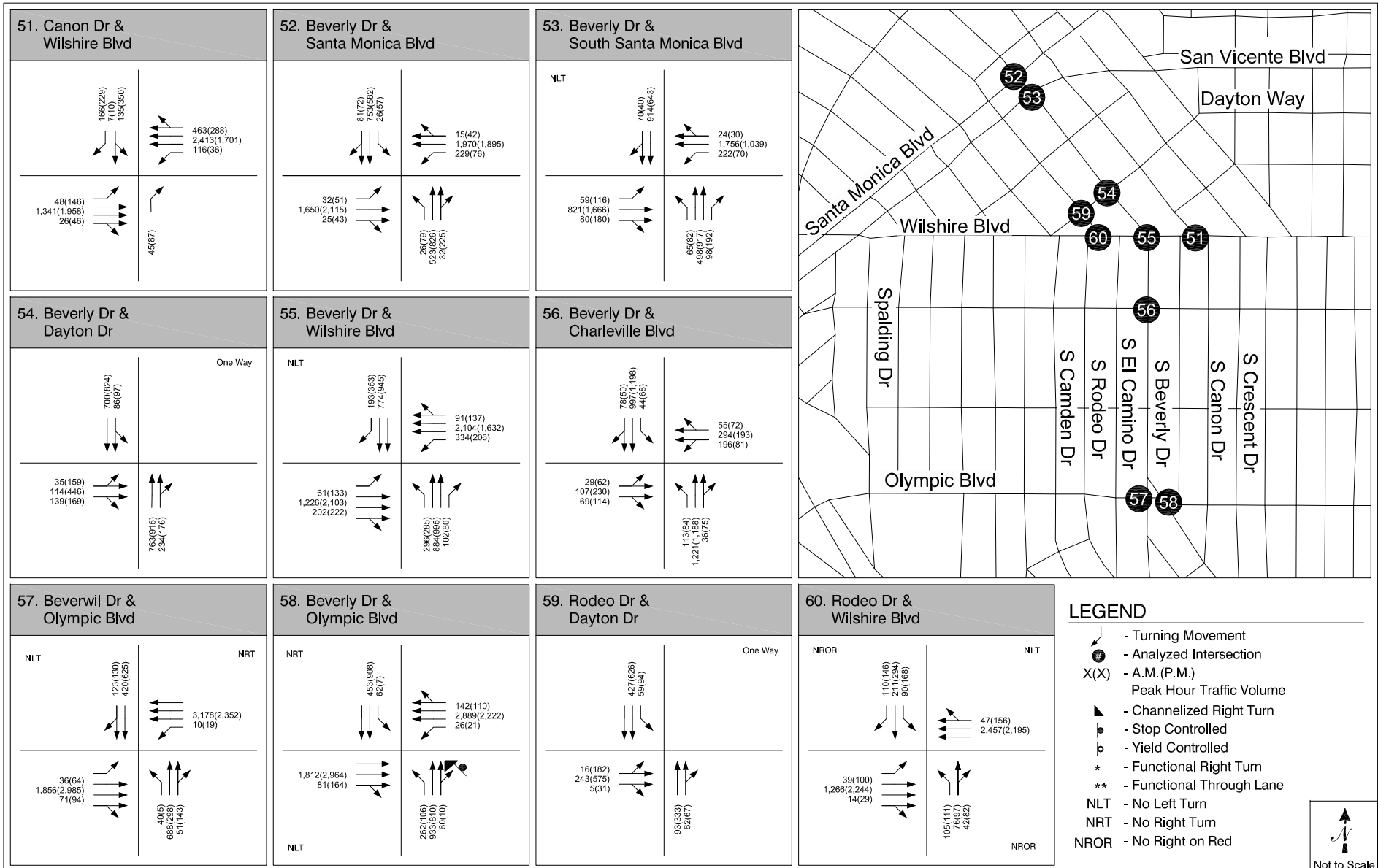
**Year 2035 Alternative 2 Peak Hour Traffic Volumes**



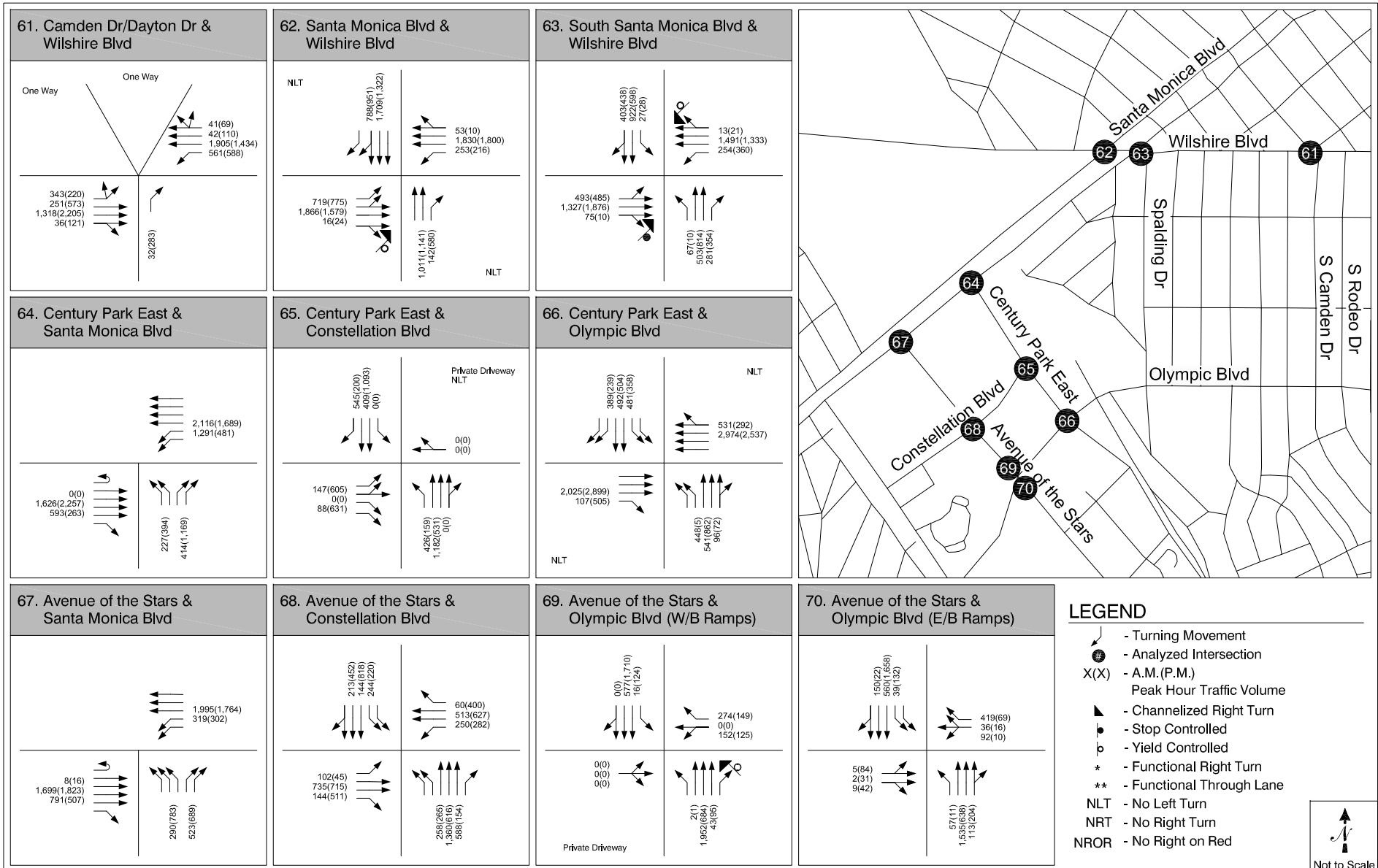


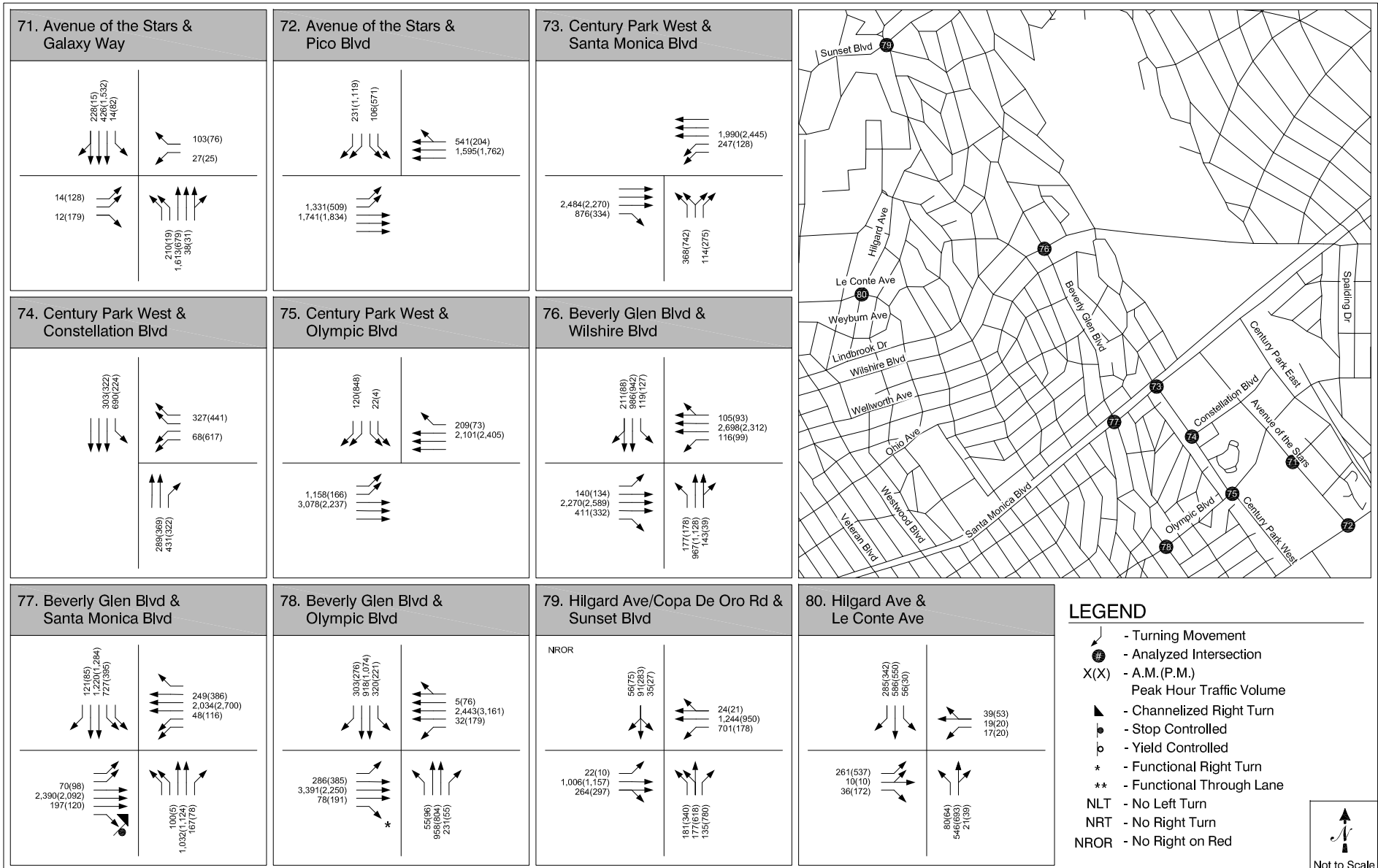


Year 2035 Alternative 2 Peak Hour Traffic Volumes



**Year 2035 Alternative 2 Peak Hour Traffic Volumes**

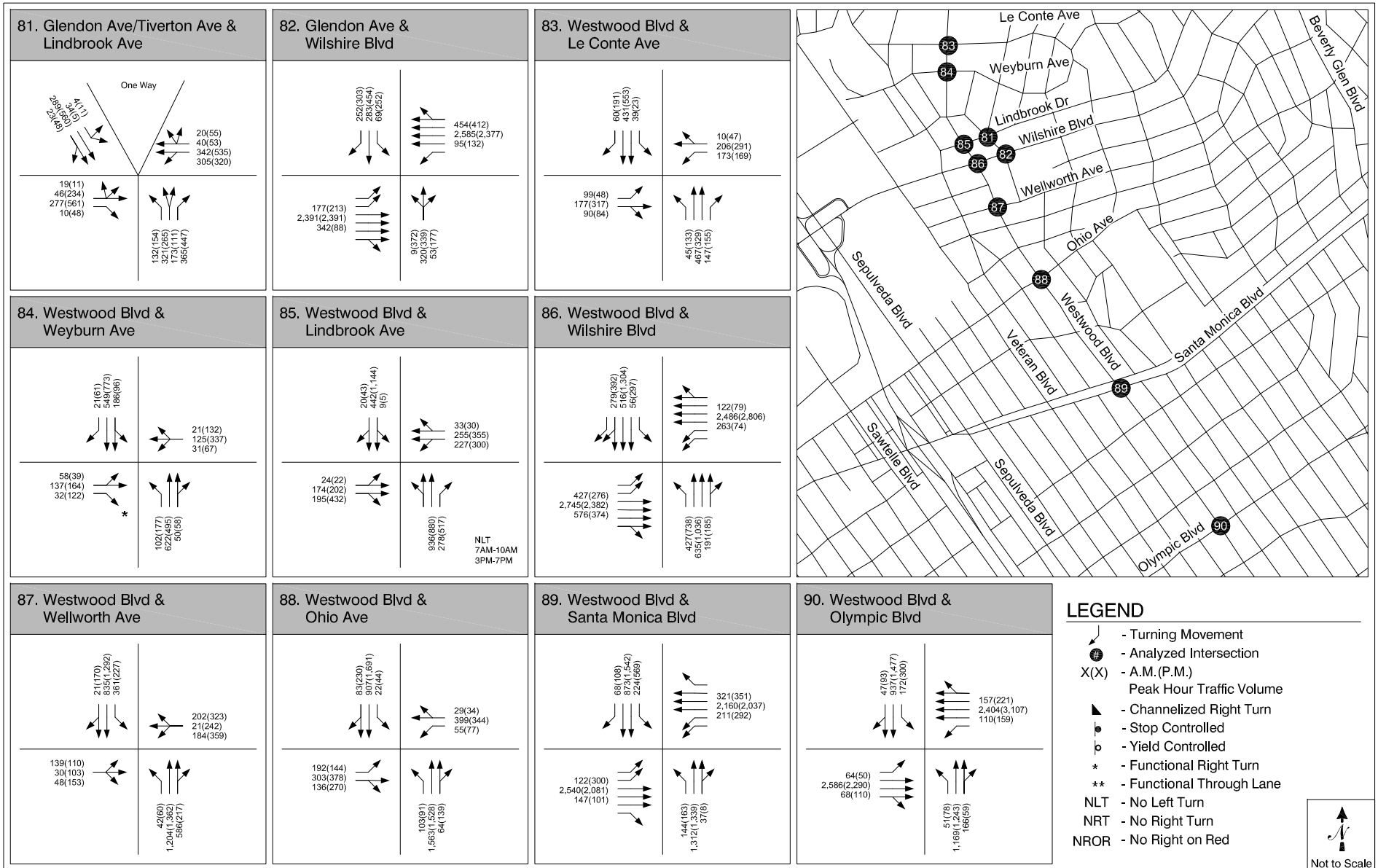


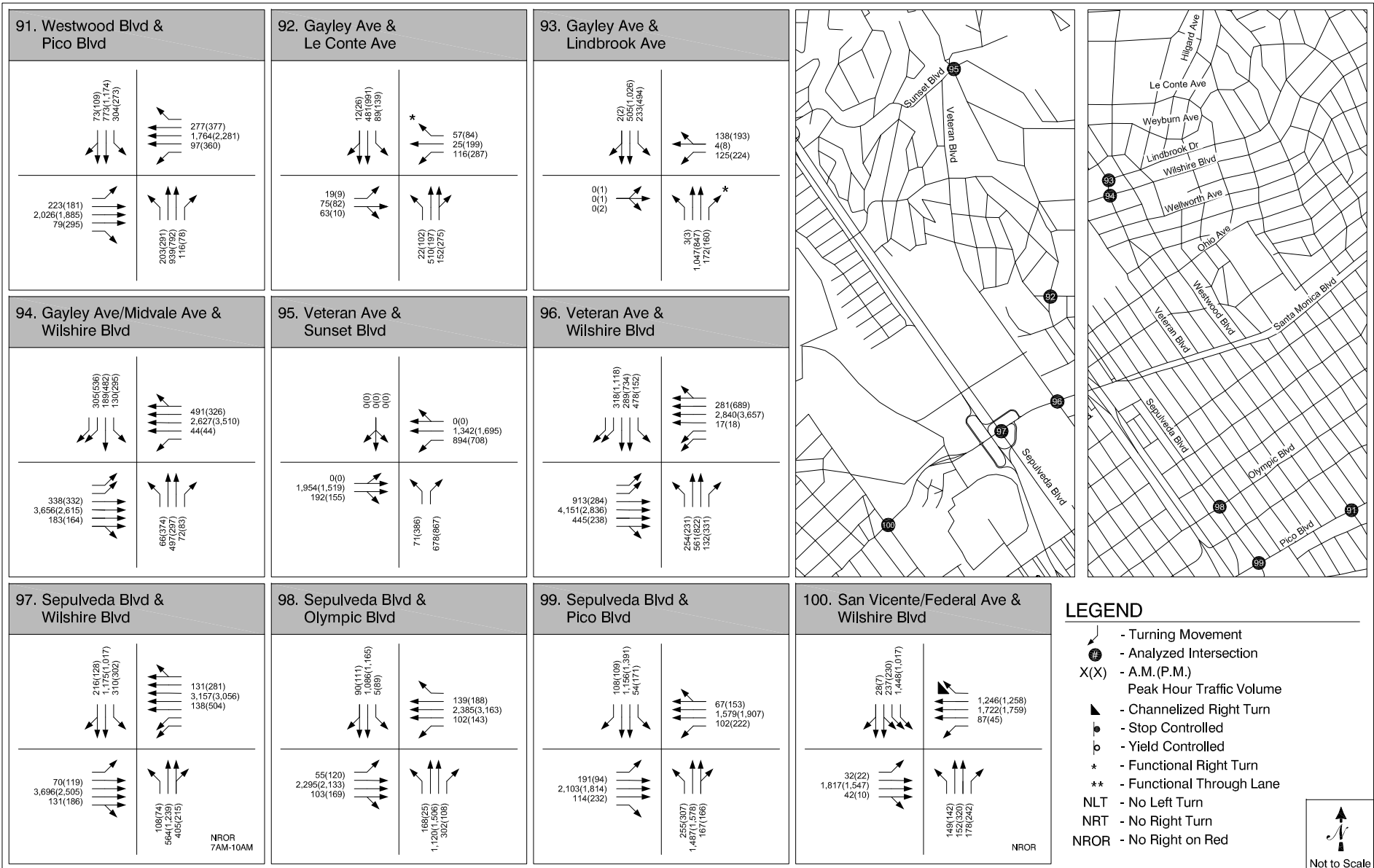


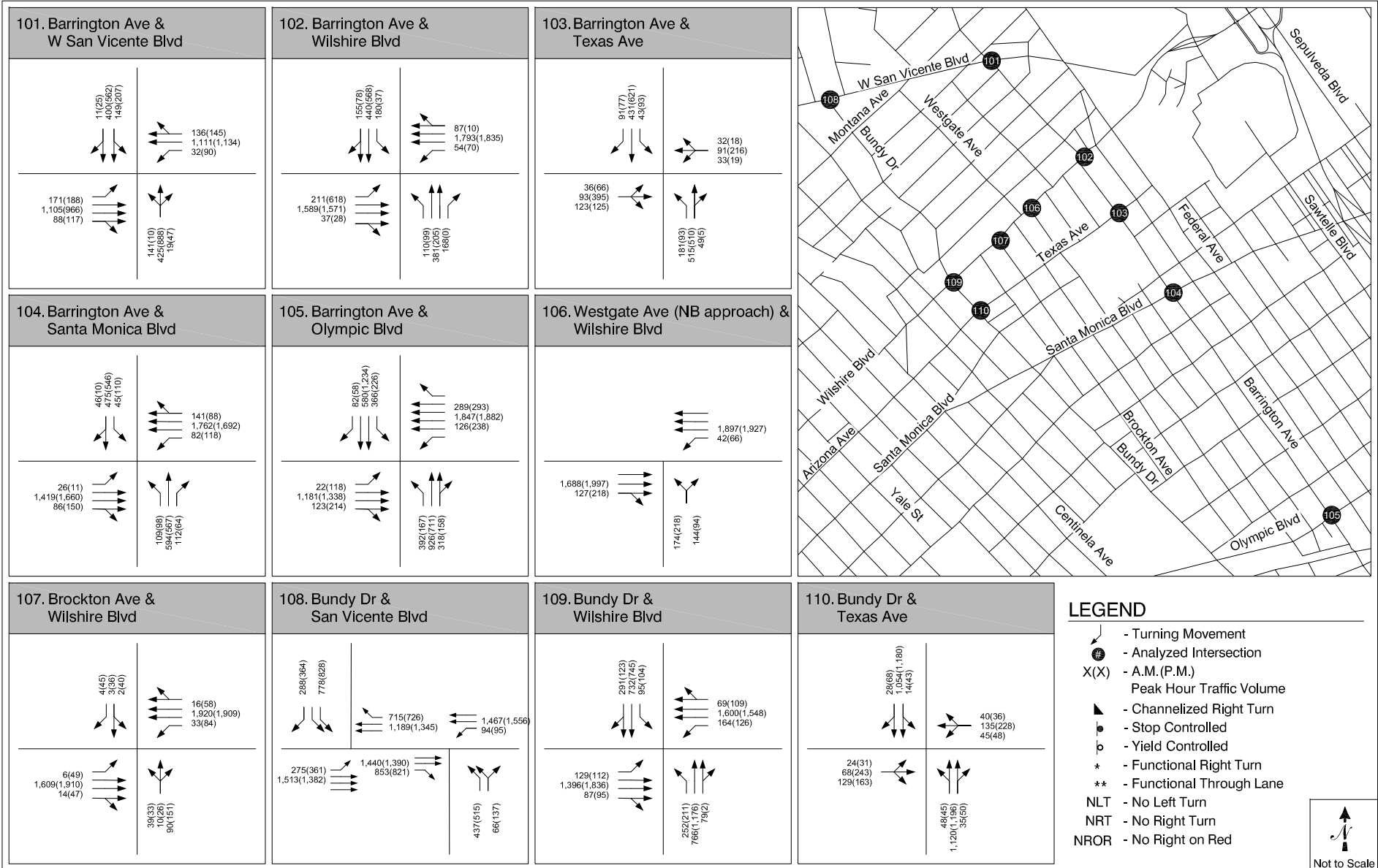
**LEGEND**

- 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
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- NROR - No Right on Red

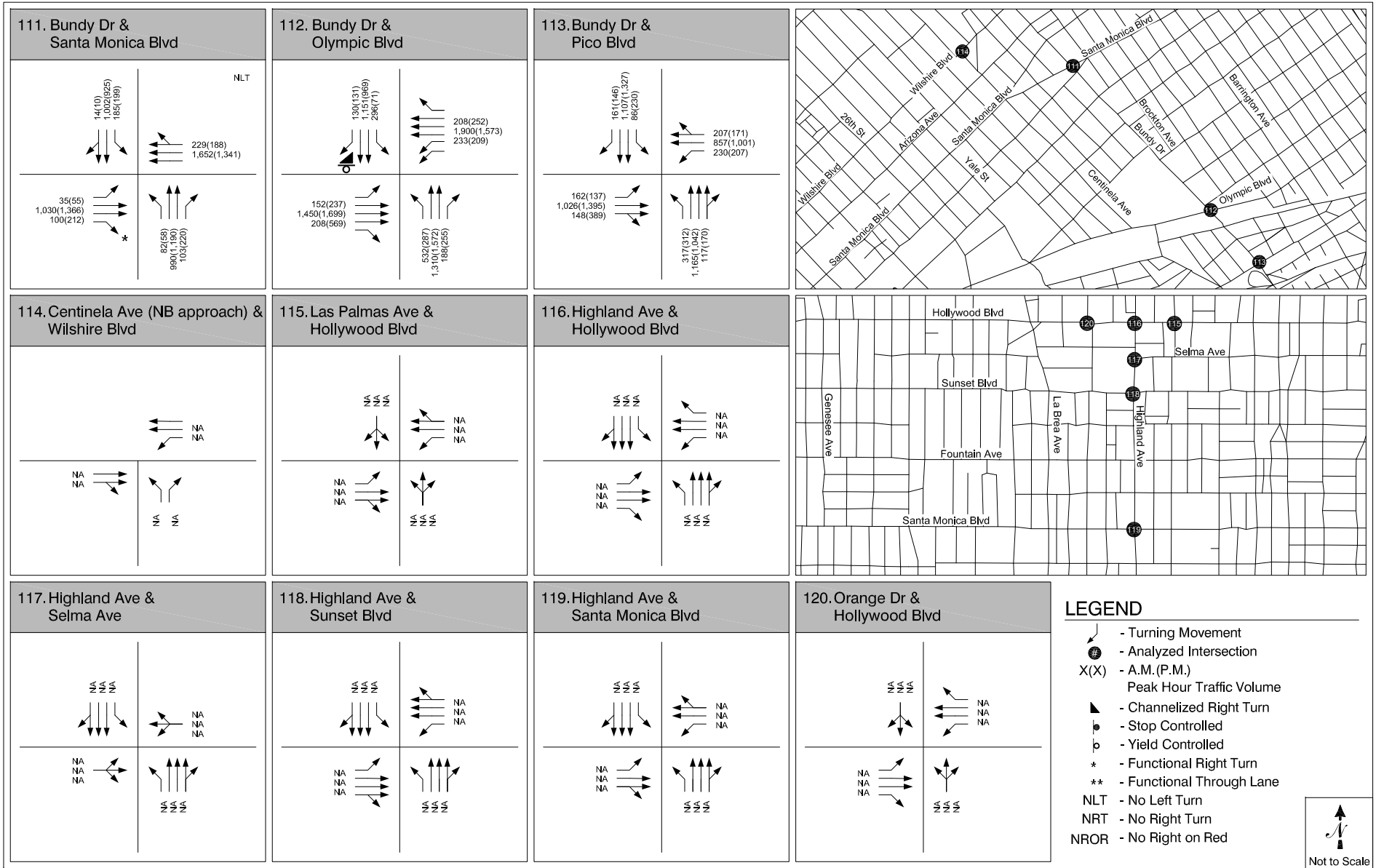
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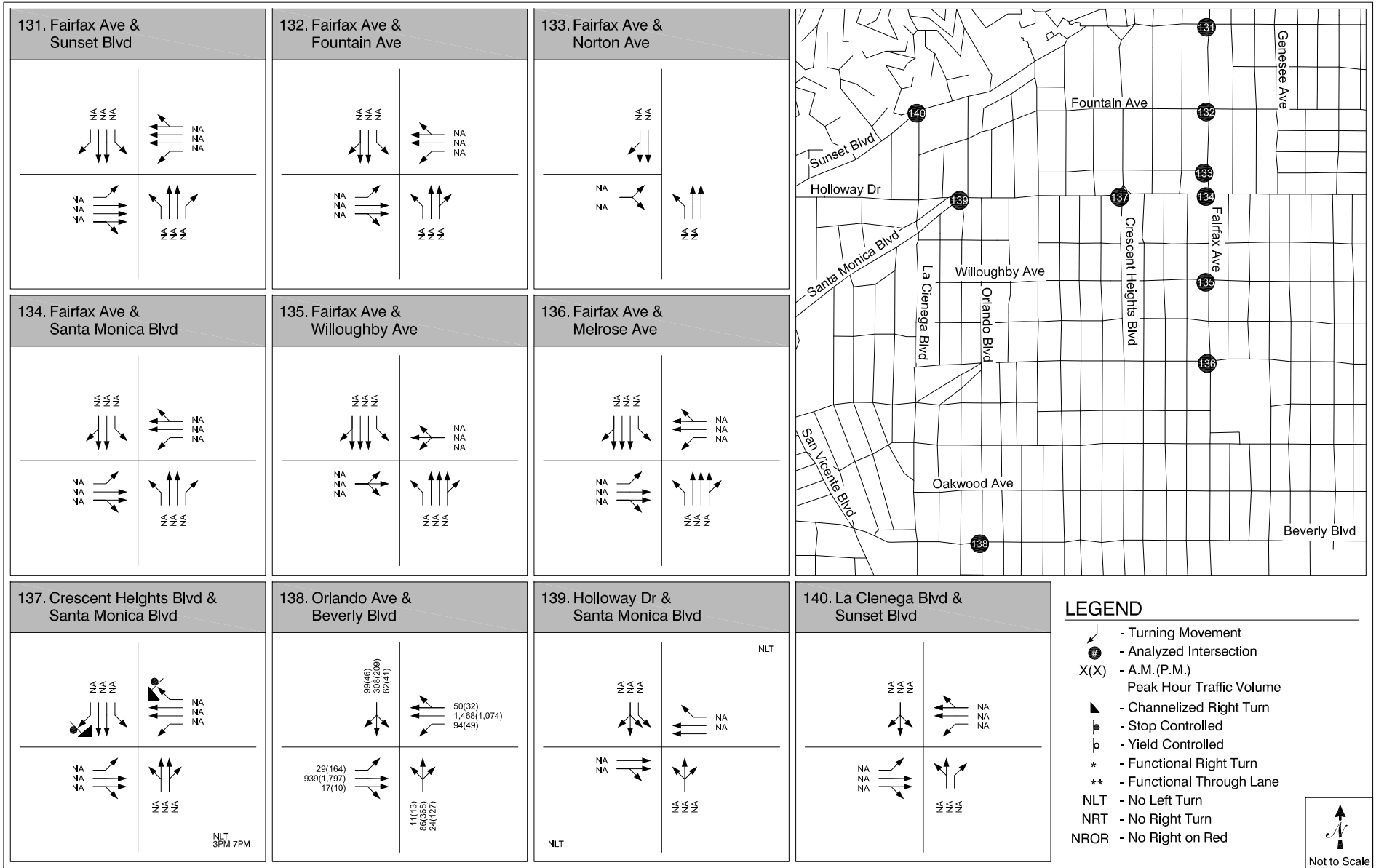




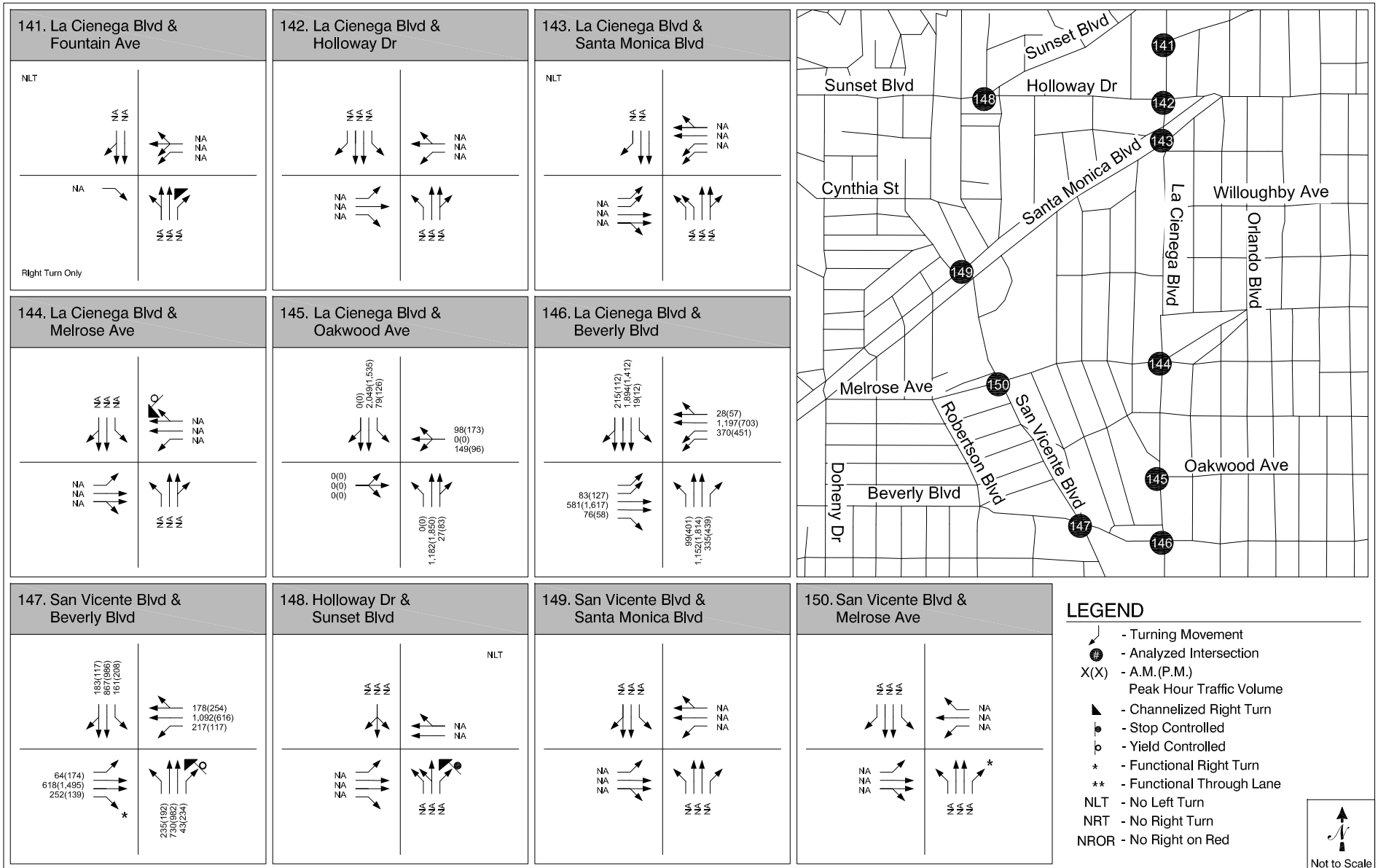
**Year 2035 Alternative 2 Peak Hour Traffic Volumes**



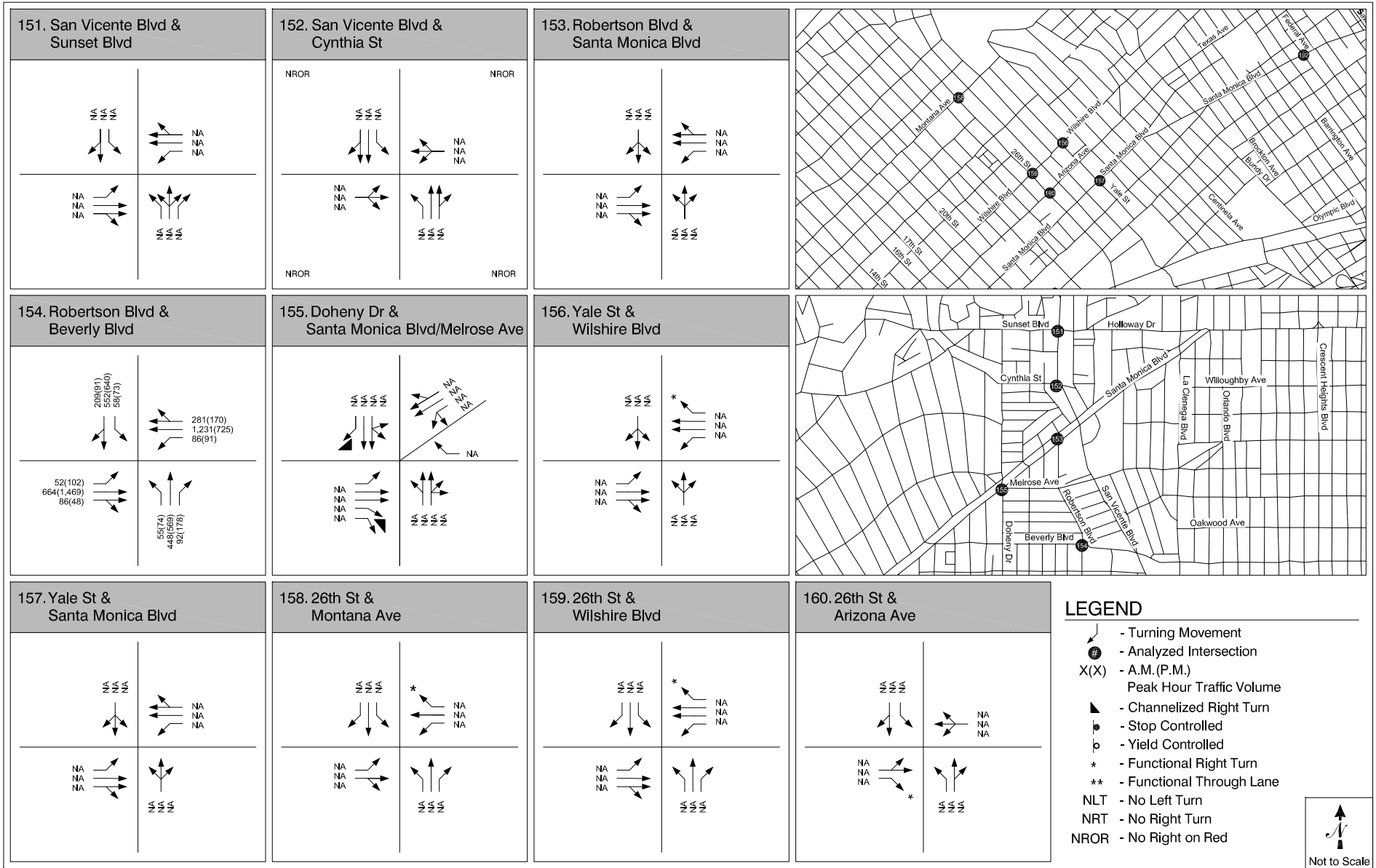




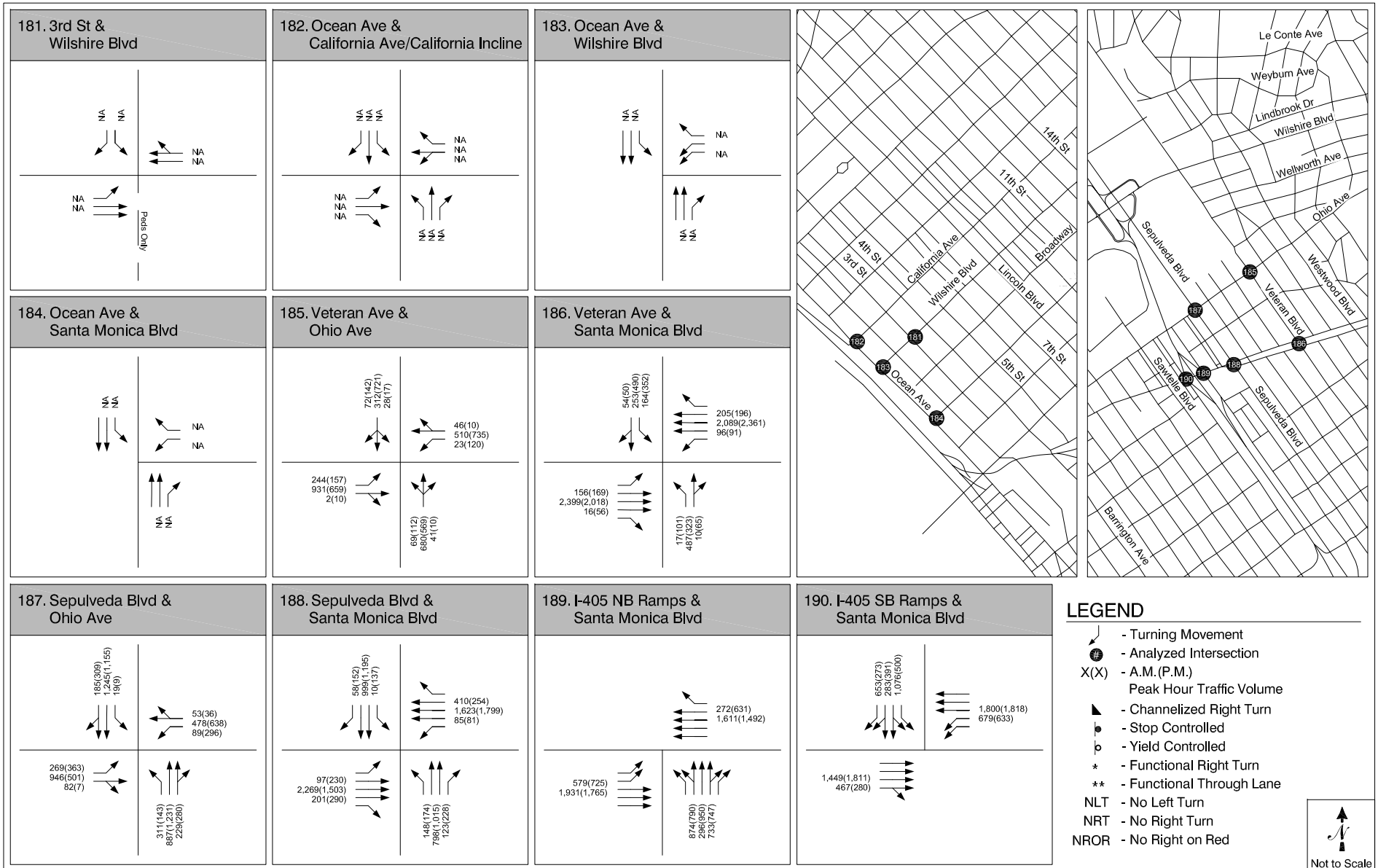
**Year 2035 Alternative 2 Peak Hour Traffic Volumes**



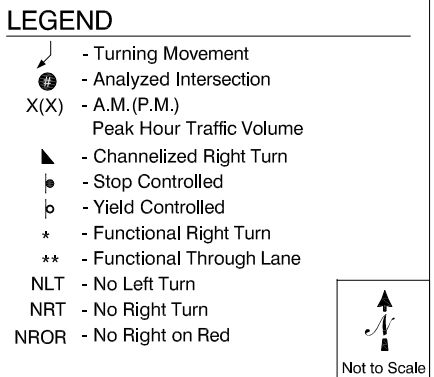
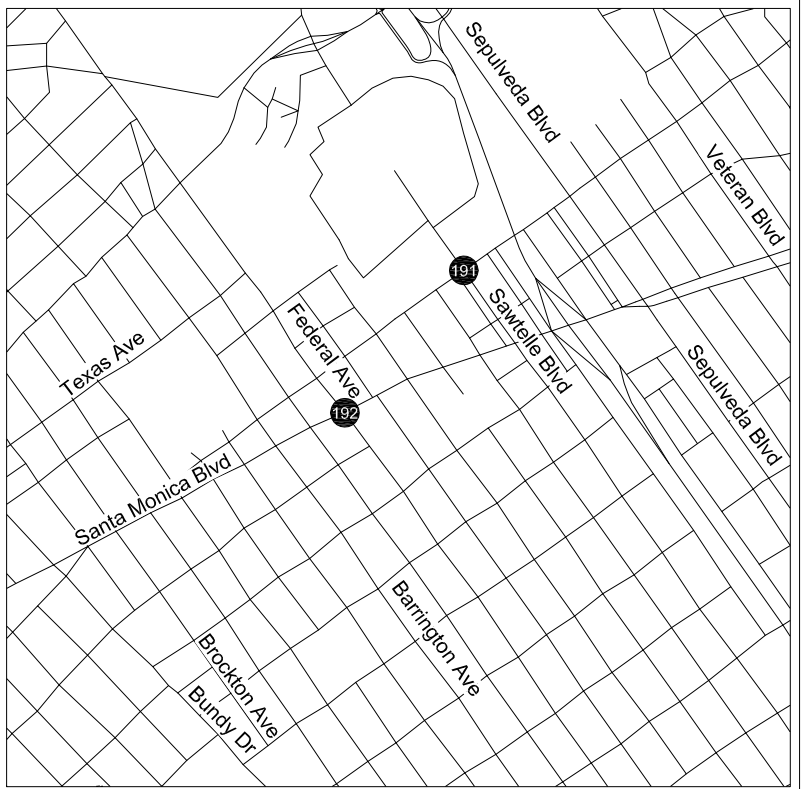
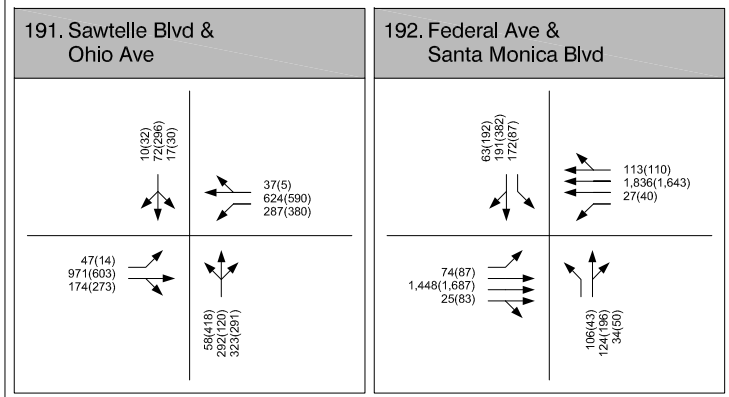
**Year 2035 Alternative 2 Peak Hour Traffic Volumes**



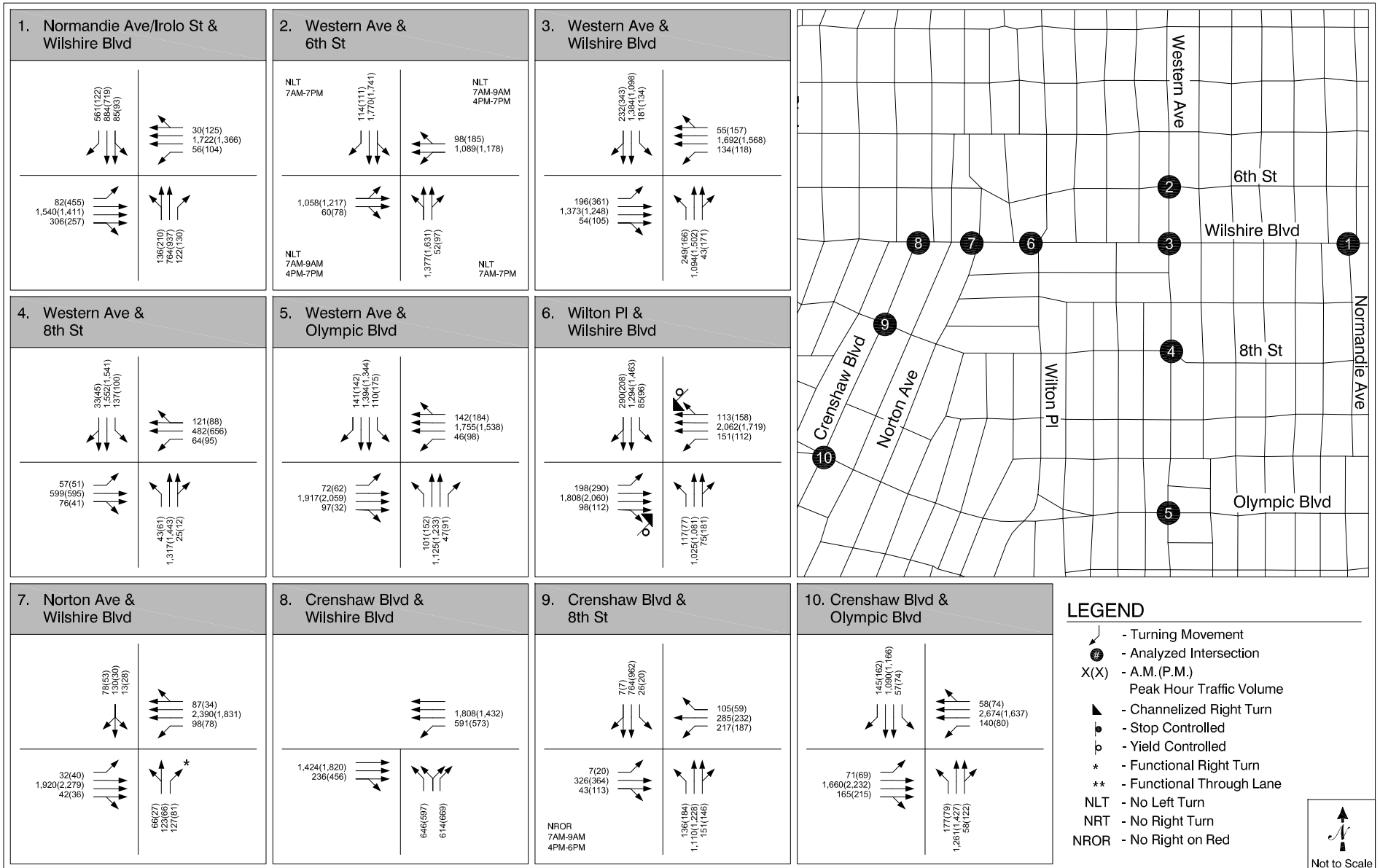
**Year 2035 Alternative 2 Peak Hour Traffic Volumes**

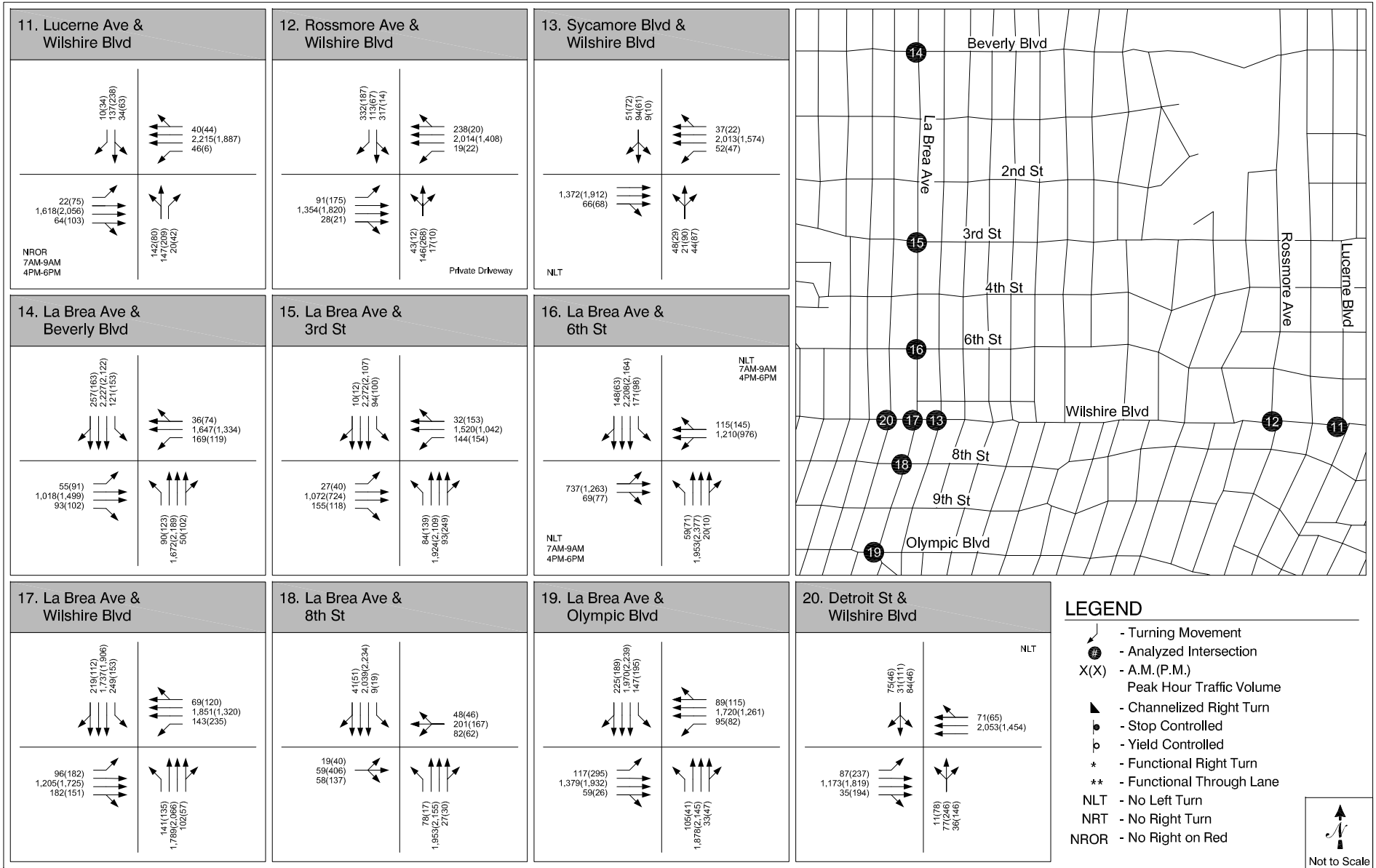


**Year 2035 Alternative 2 Peak Hour Traffic Volumes**

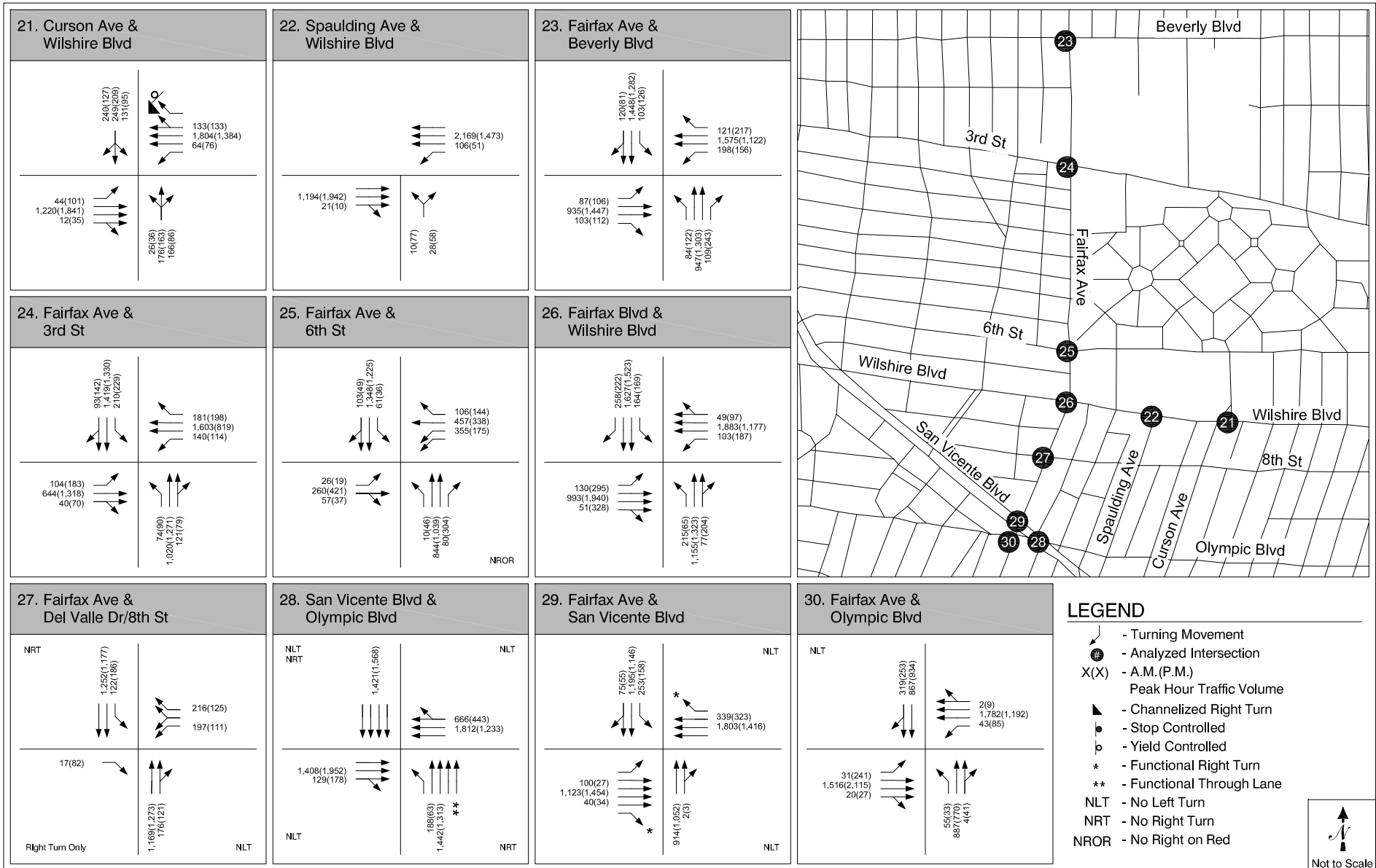


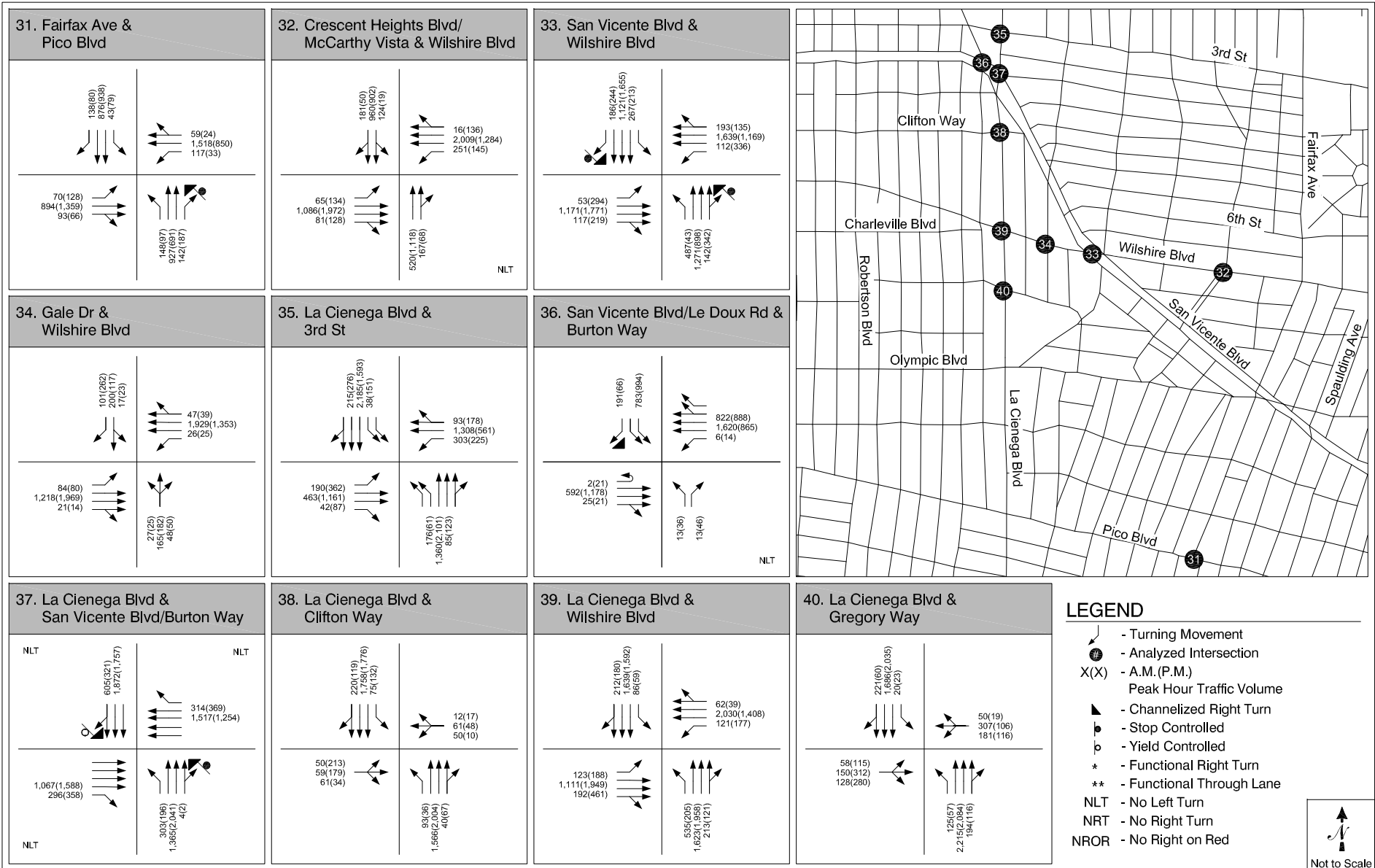
## Future Year 2035 Alternative 3 Turning Movement Forecasts

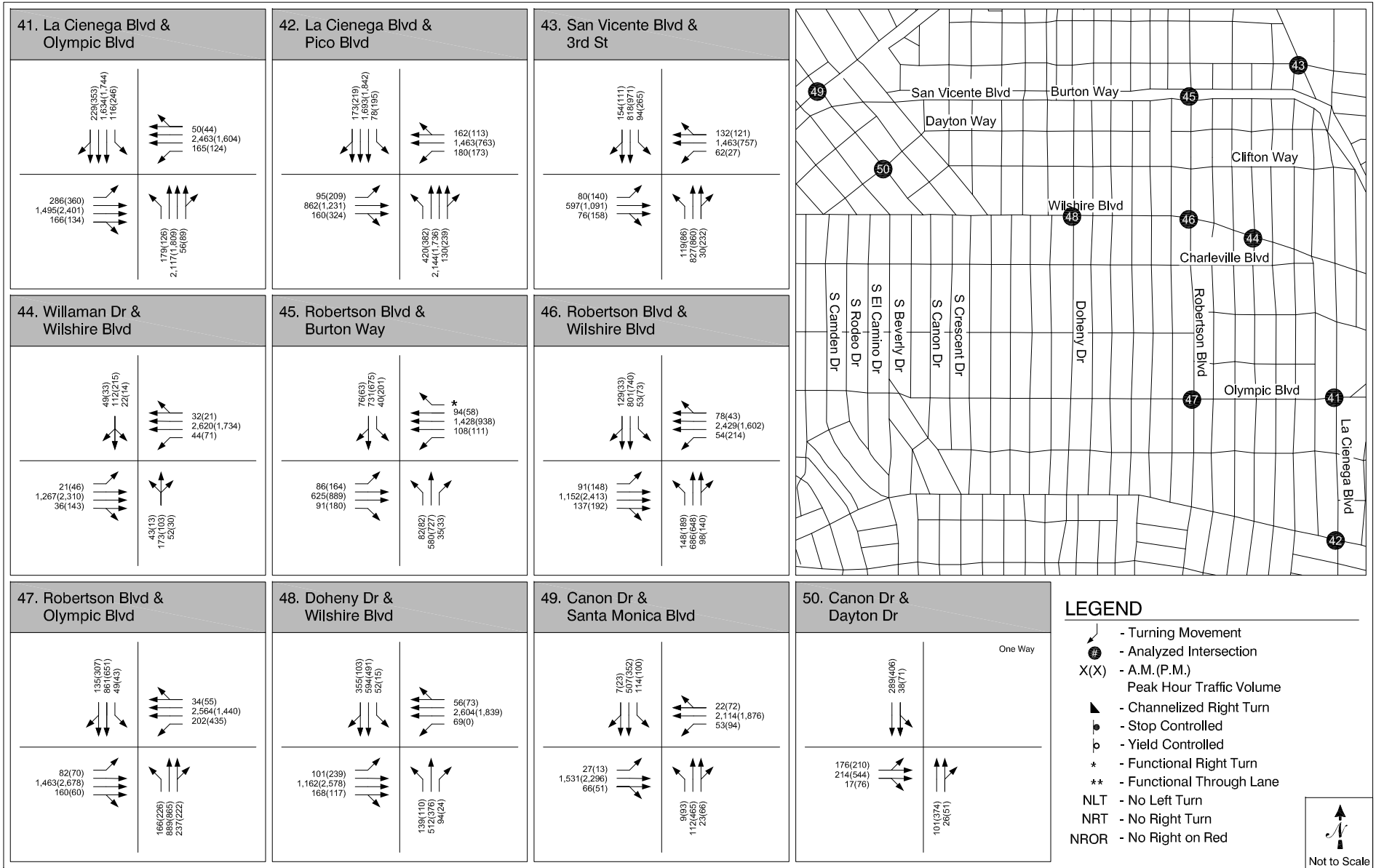


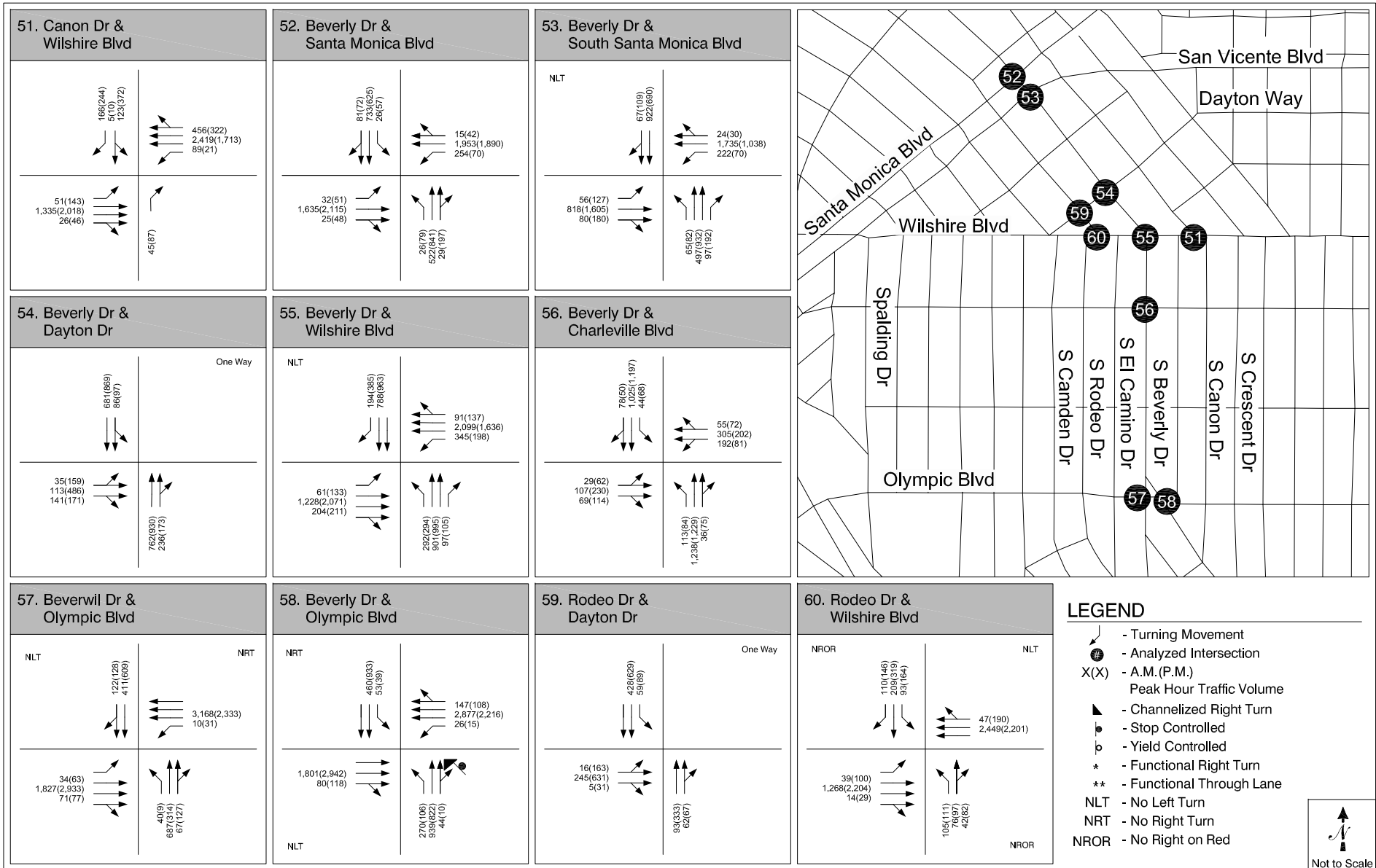




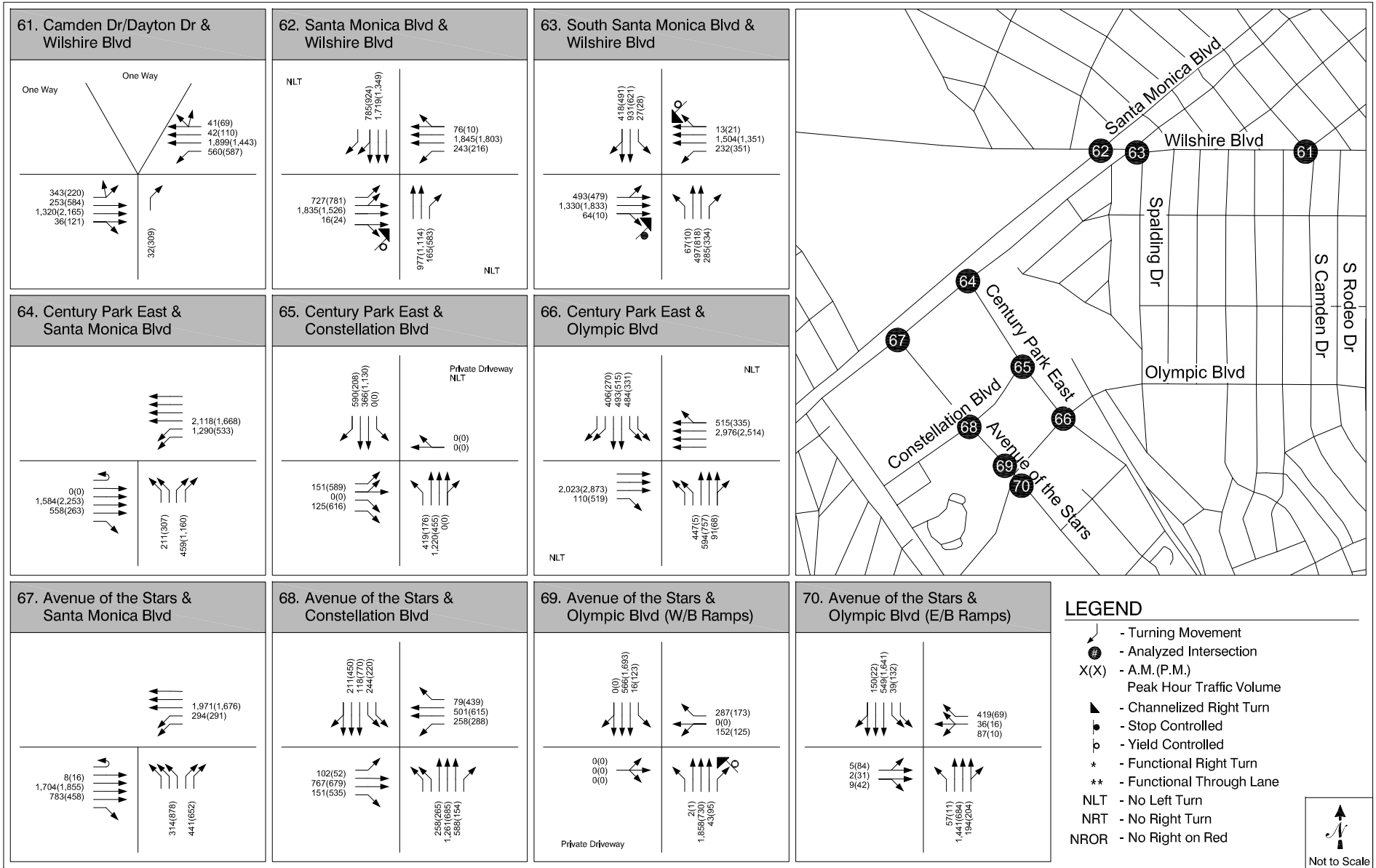


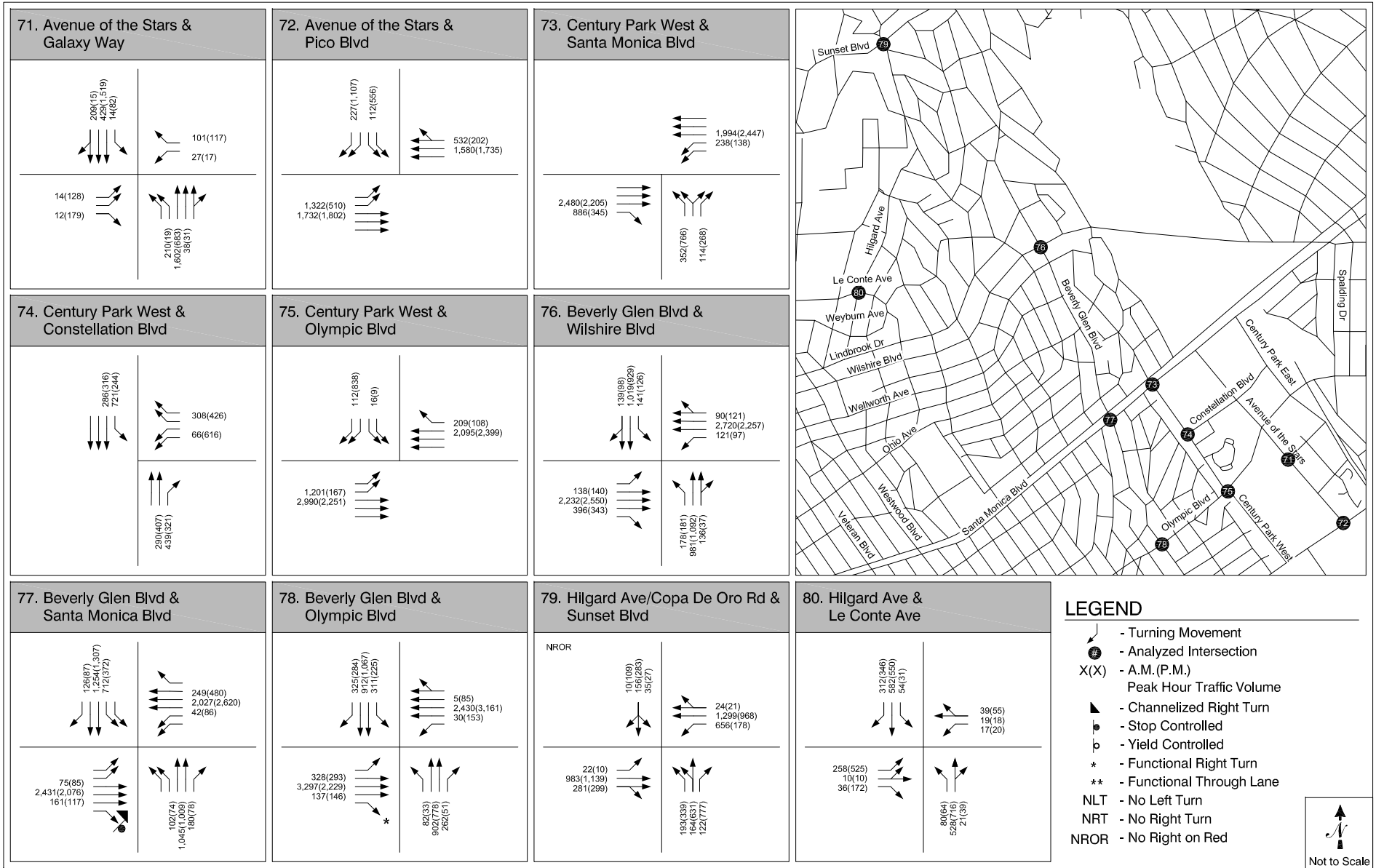


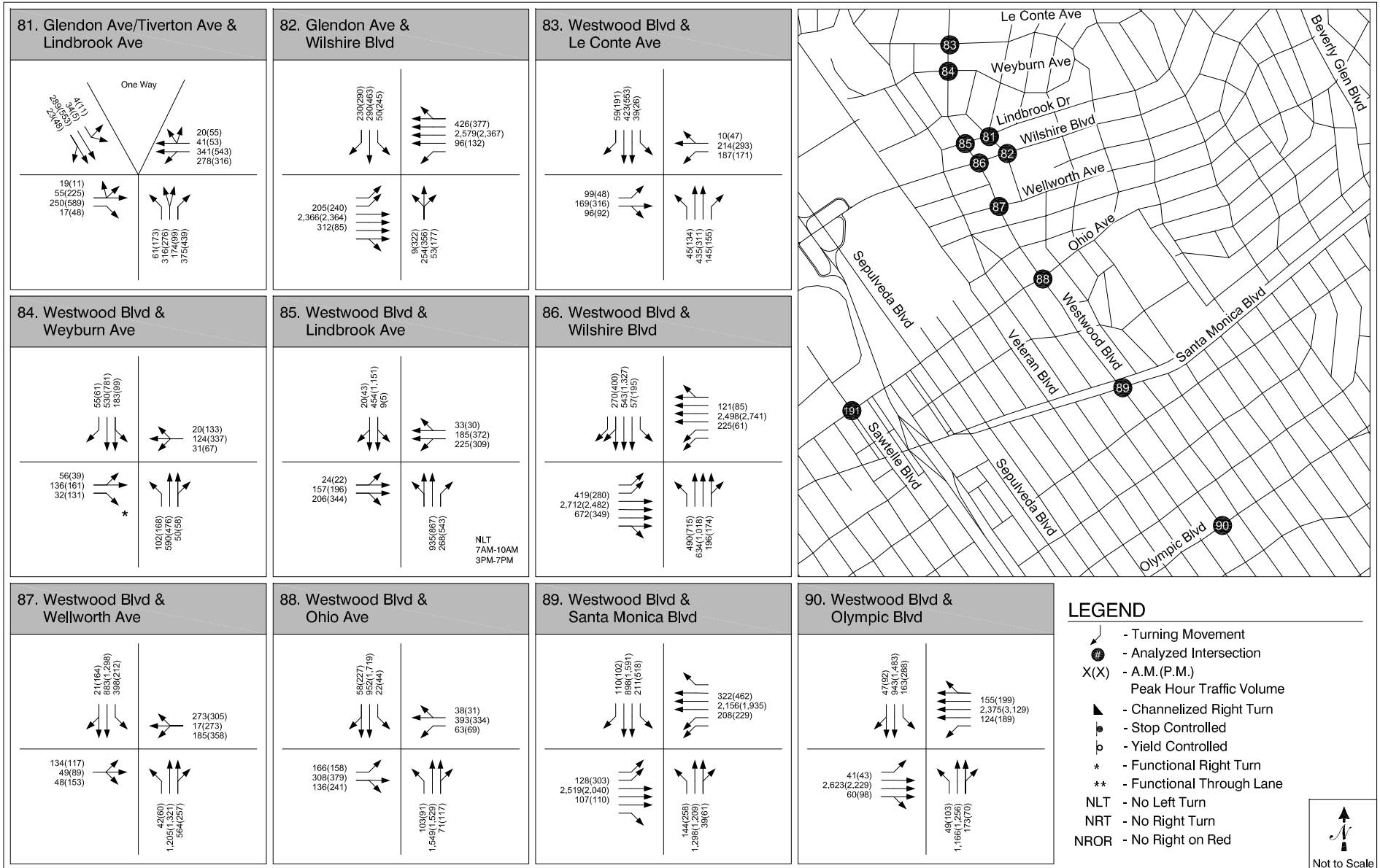


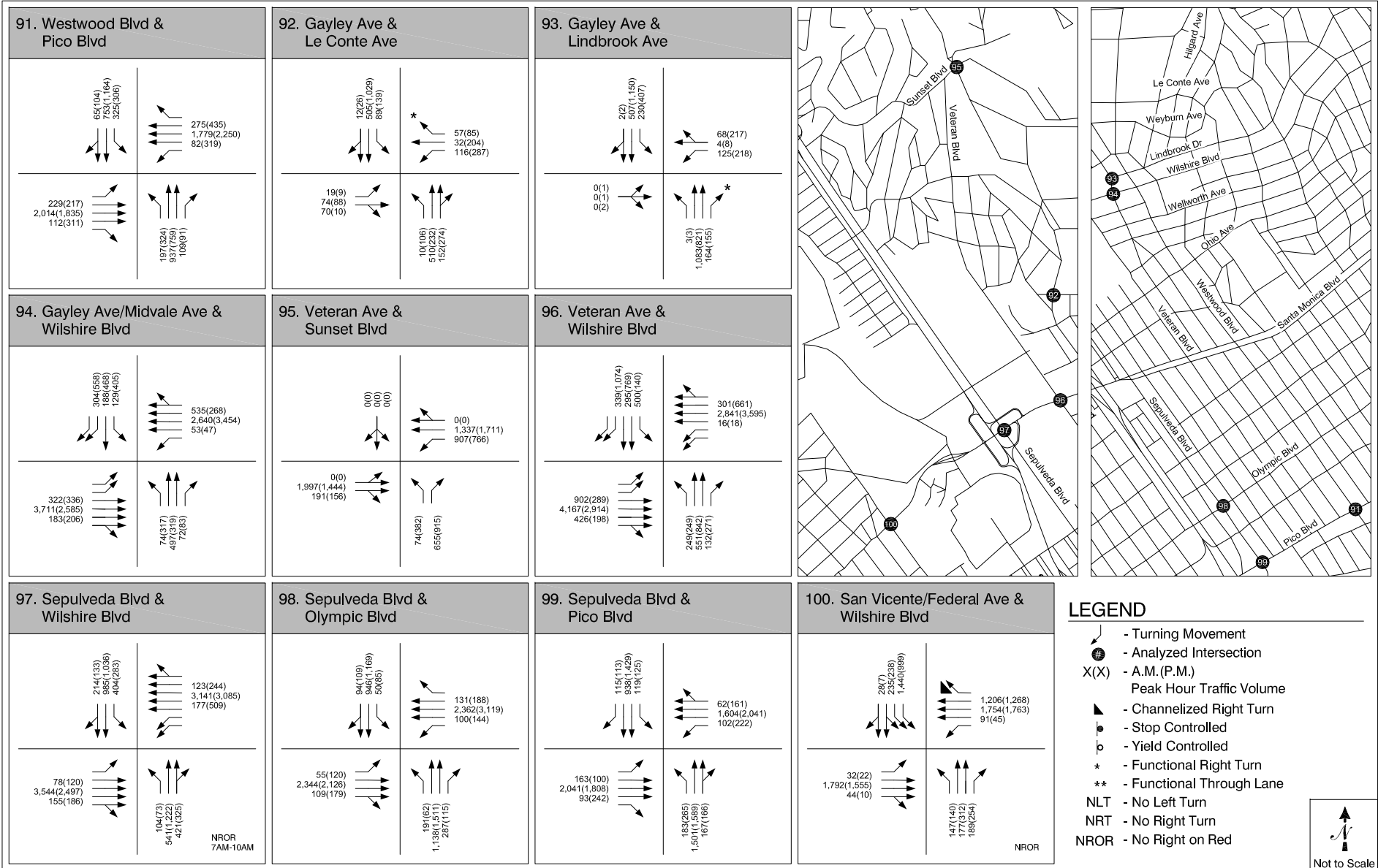


**Year 2035 Alternative 3 Peak Hour Traffic Volumes**



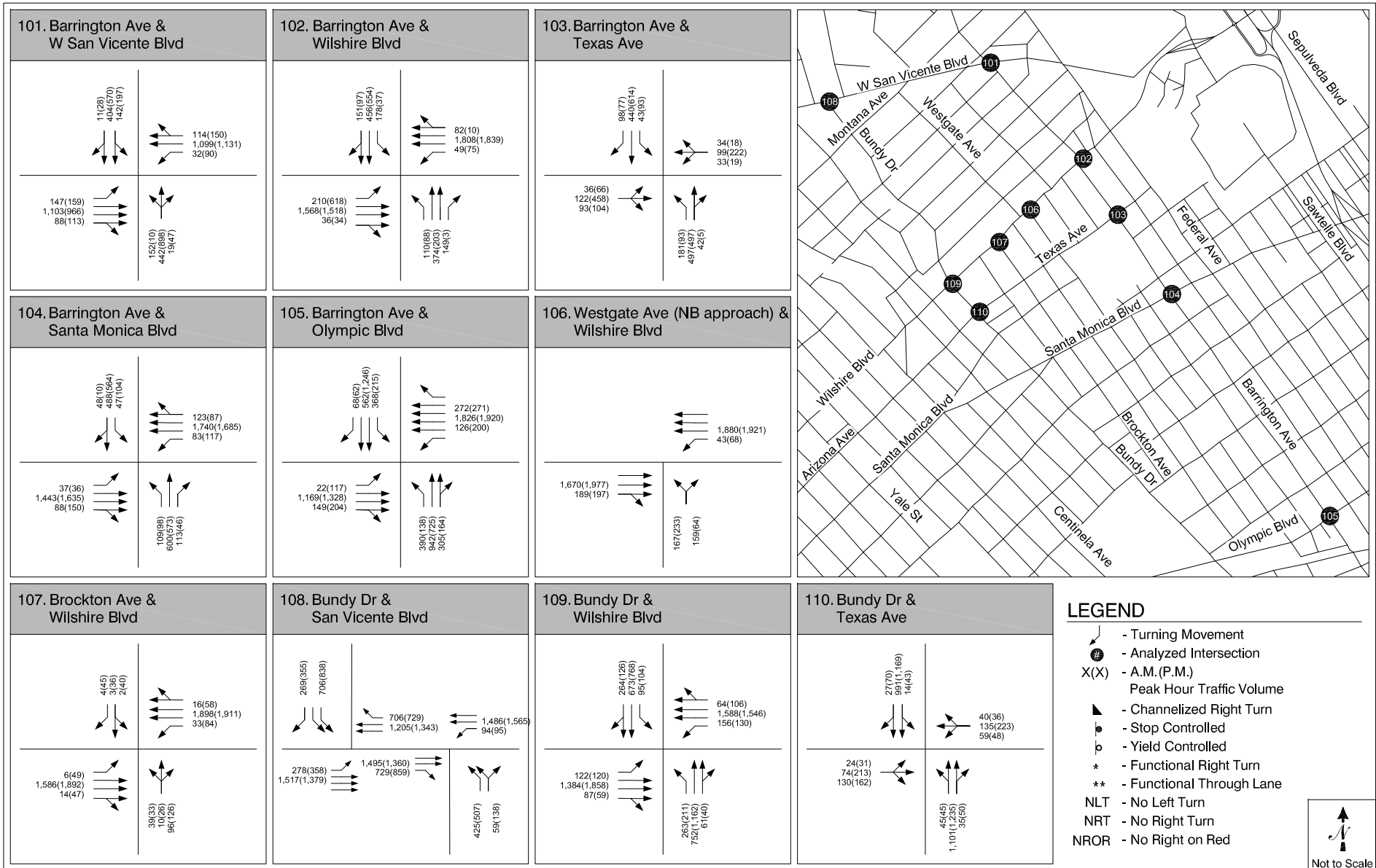




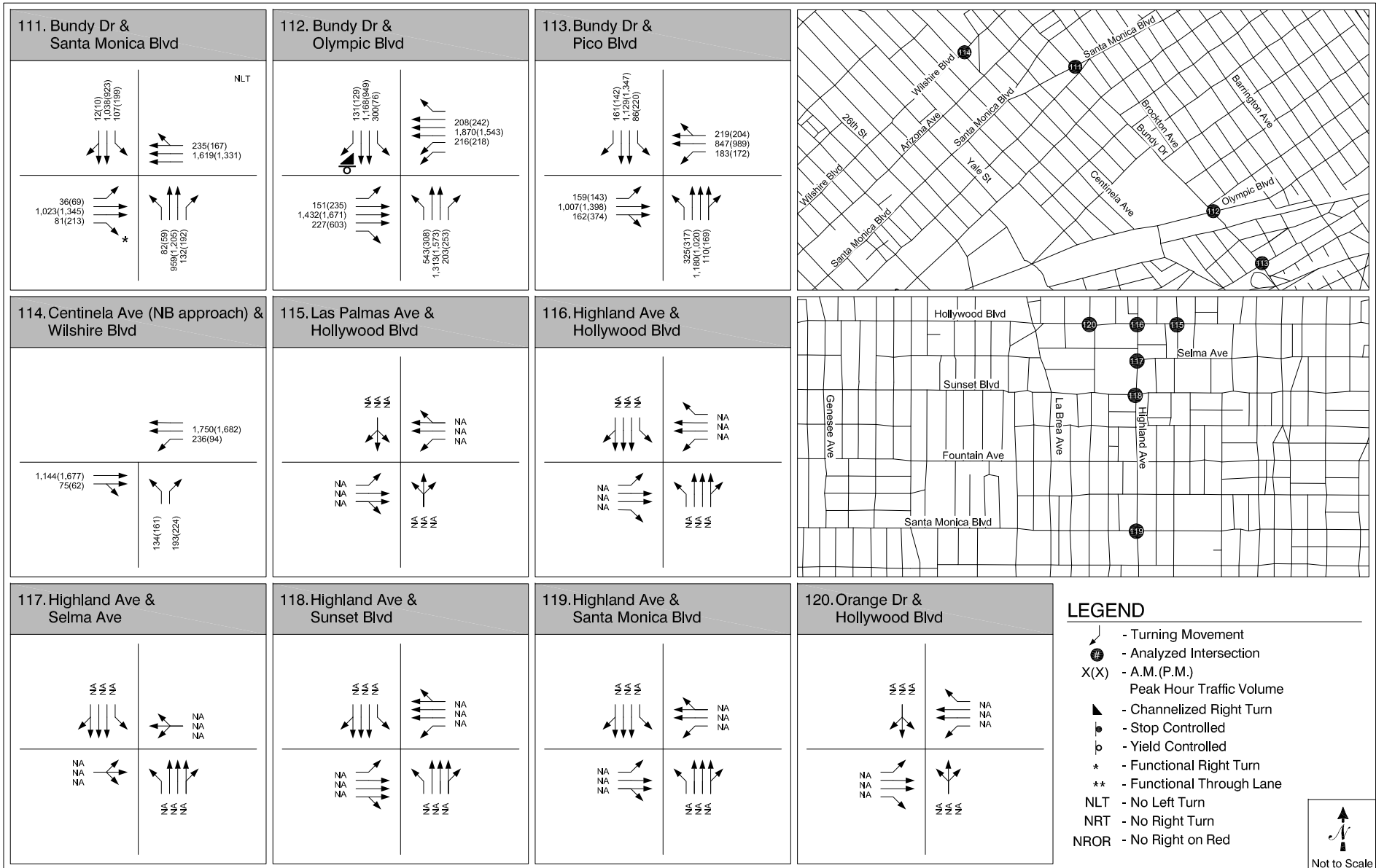


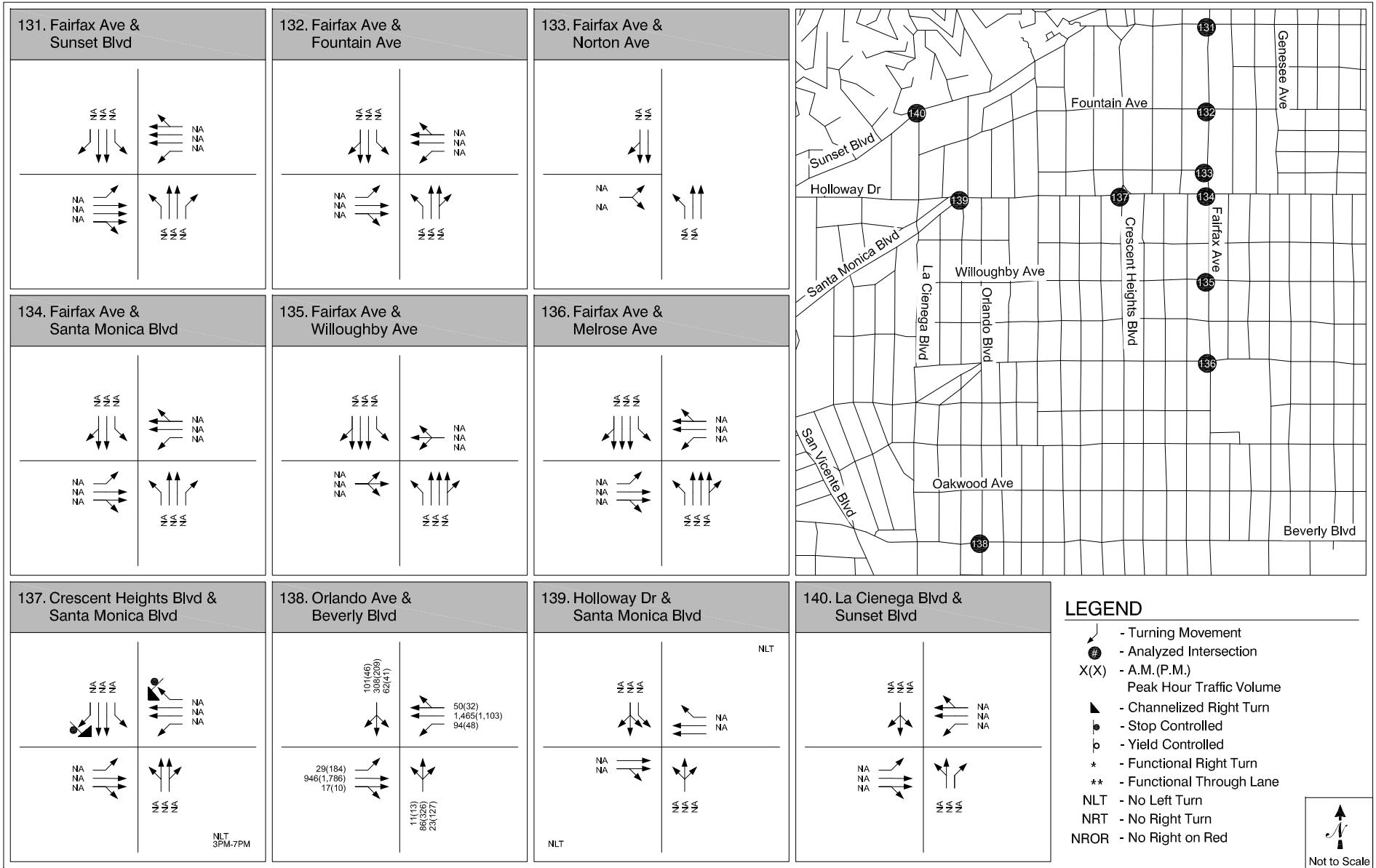
**Year 2035 Alternative 3 Peak Hour Traffic Volumes**





**Year 2035 Alternative 3 Peak Hour Traffic Volumes**



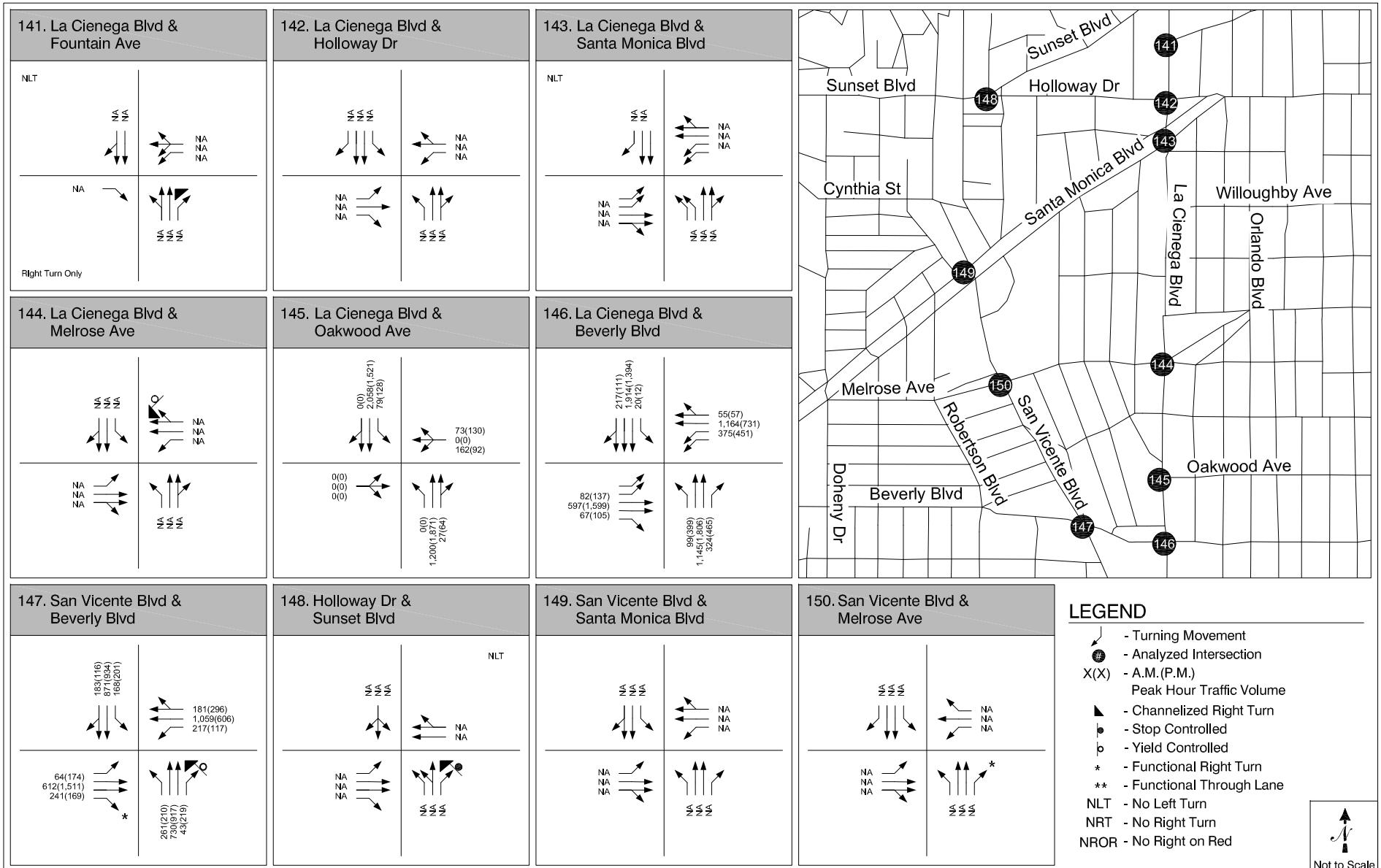


**LEGEND**

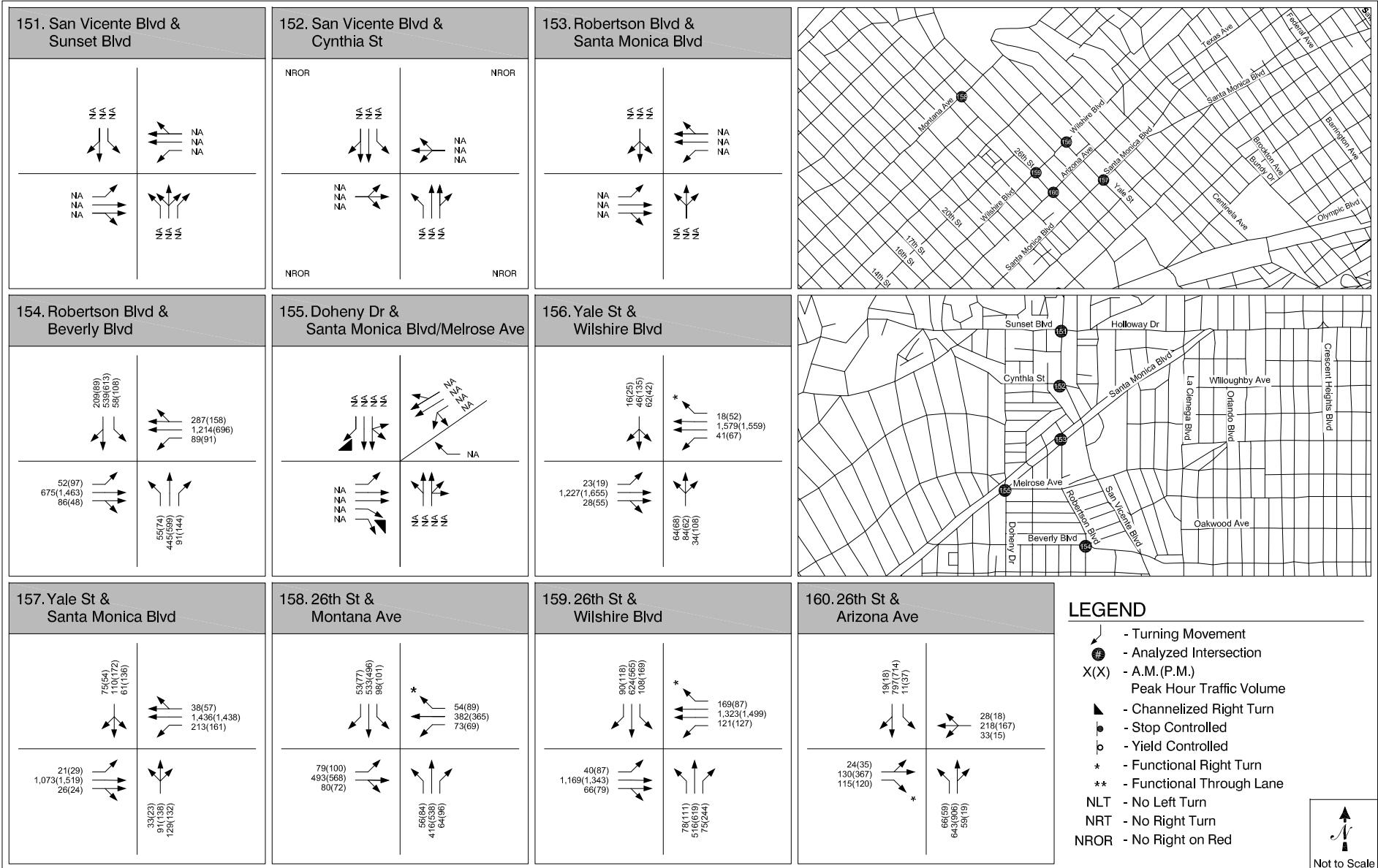
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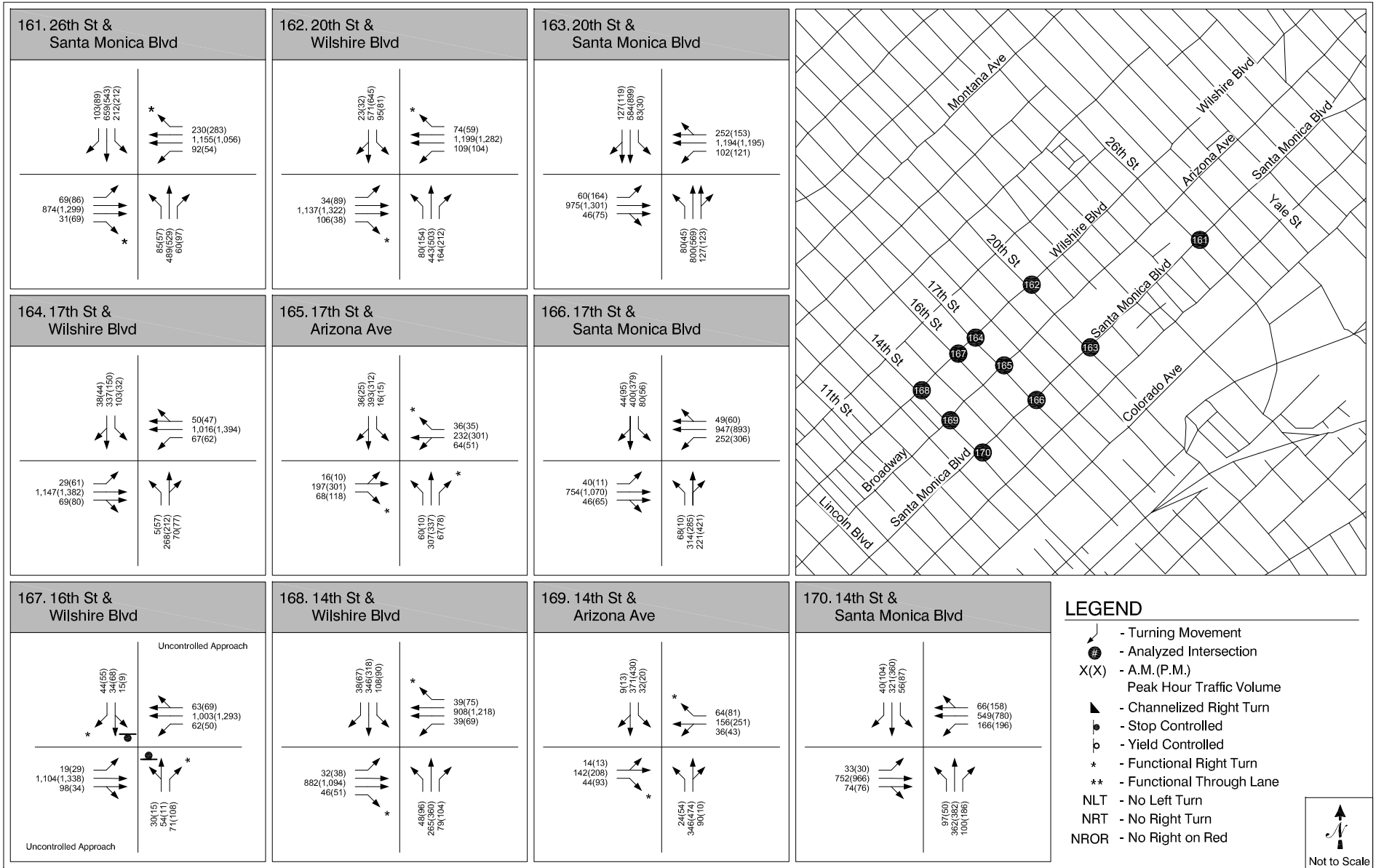
Not to Scale

**Year 2035 Alternative 3 Peak Hour Traffic Volumes**

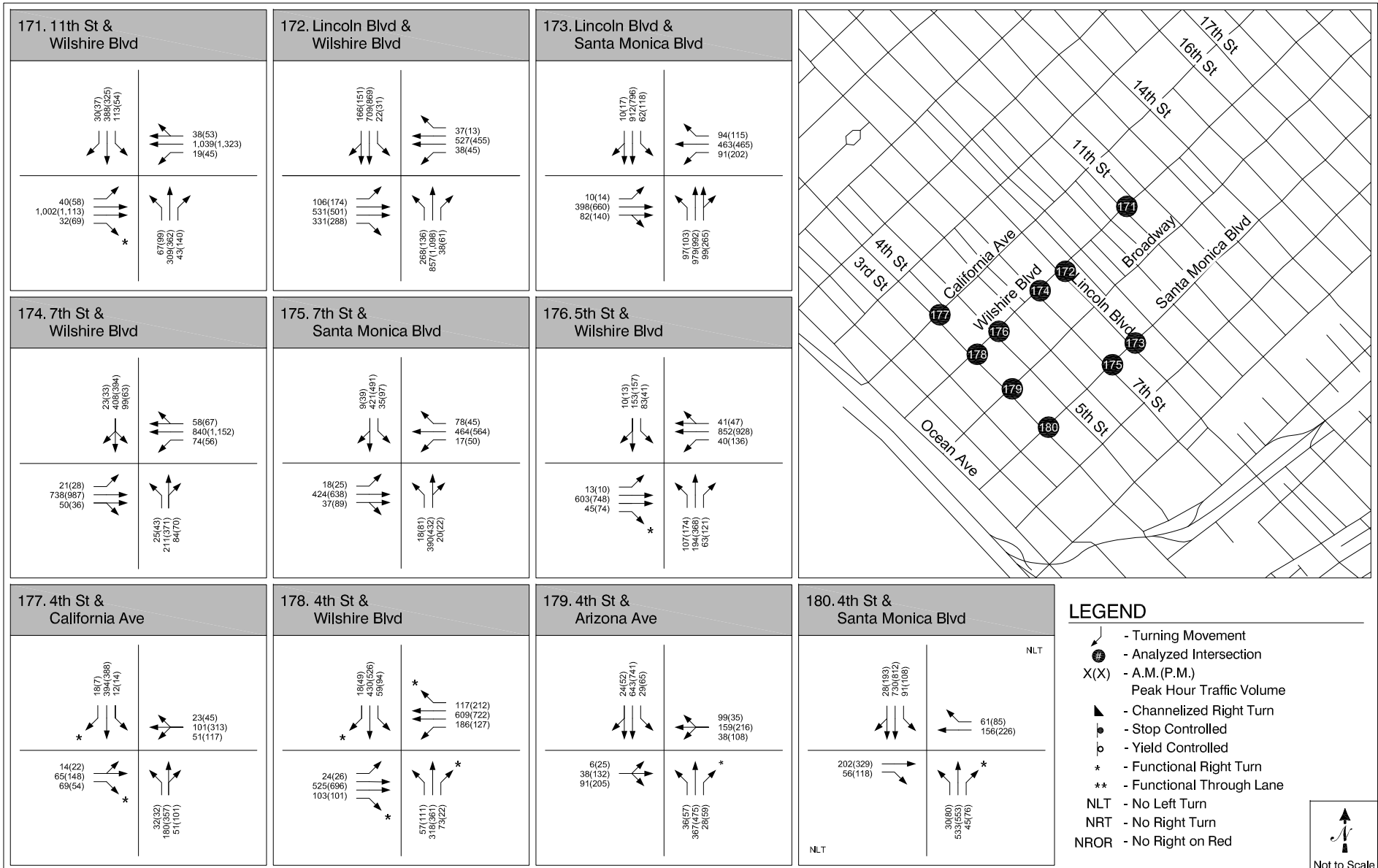


**Year 2035 Alternative 3 Peak Hour Traffic Volumes**





**Year 2035 Alternative 3 Peak Hour Traffic Volumes**



**Year 2035 Alternative 3 Peak Hour Traffic Volumes**

