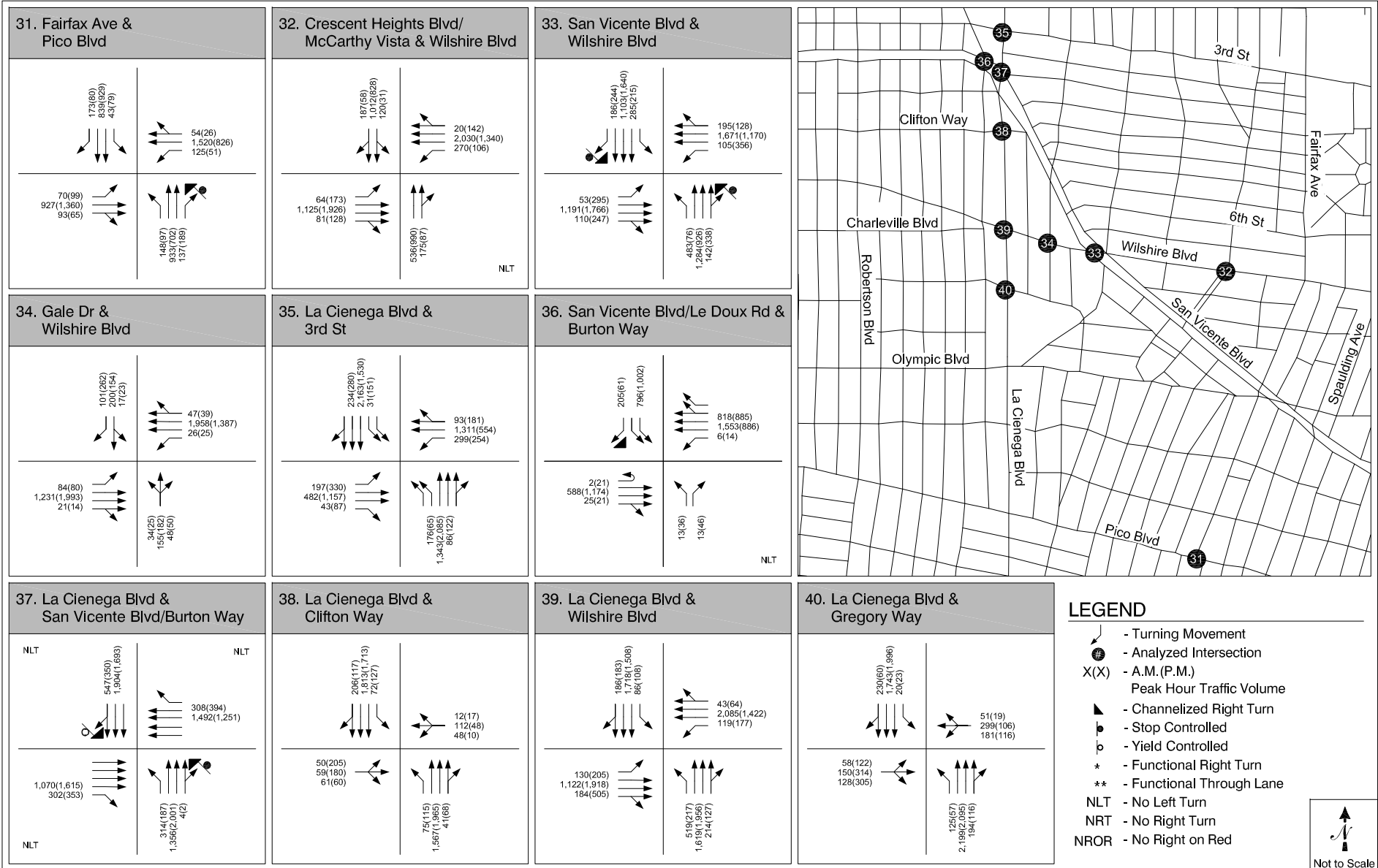
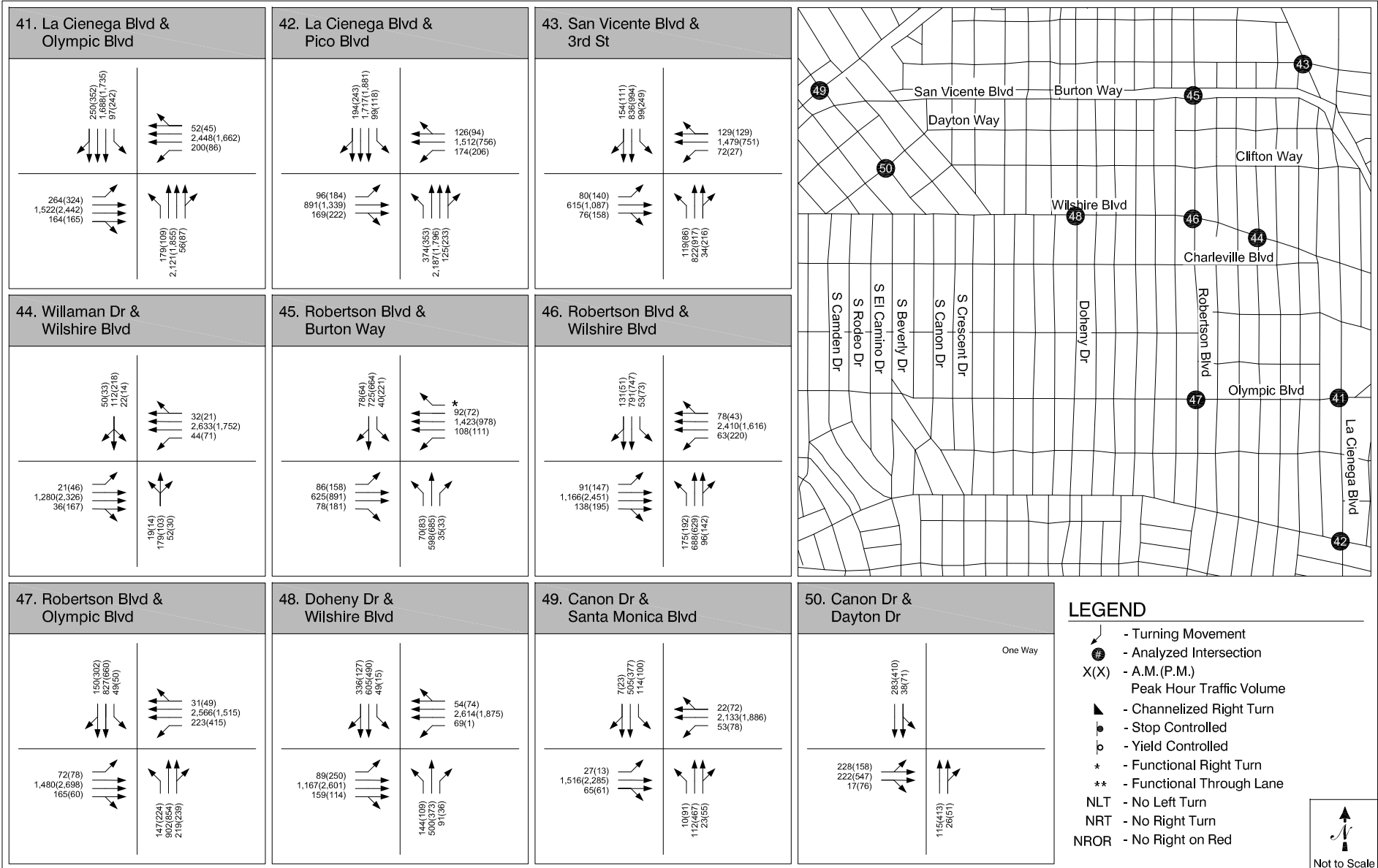


Year 2035 Alternative 4 Peak Hour Traffic Volumes

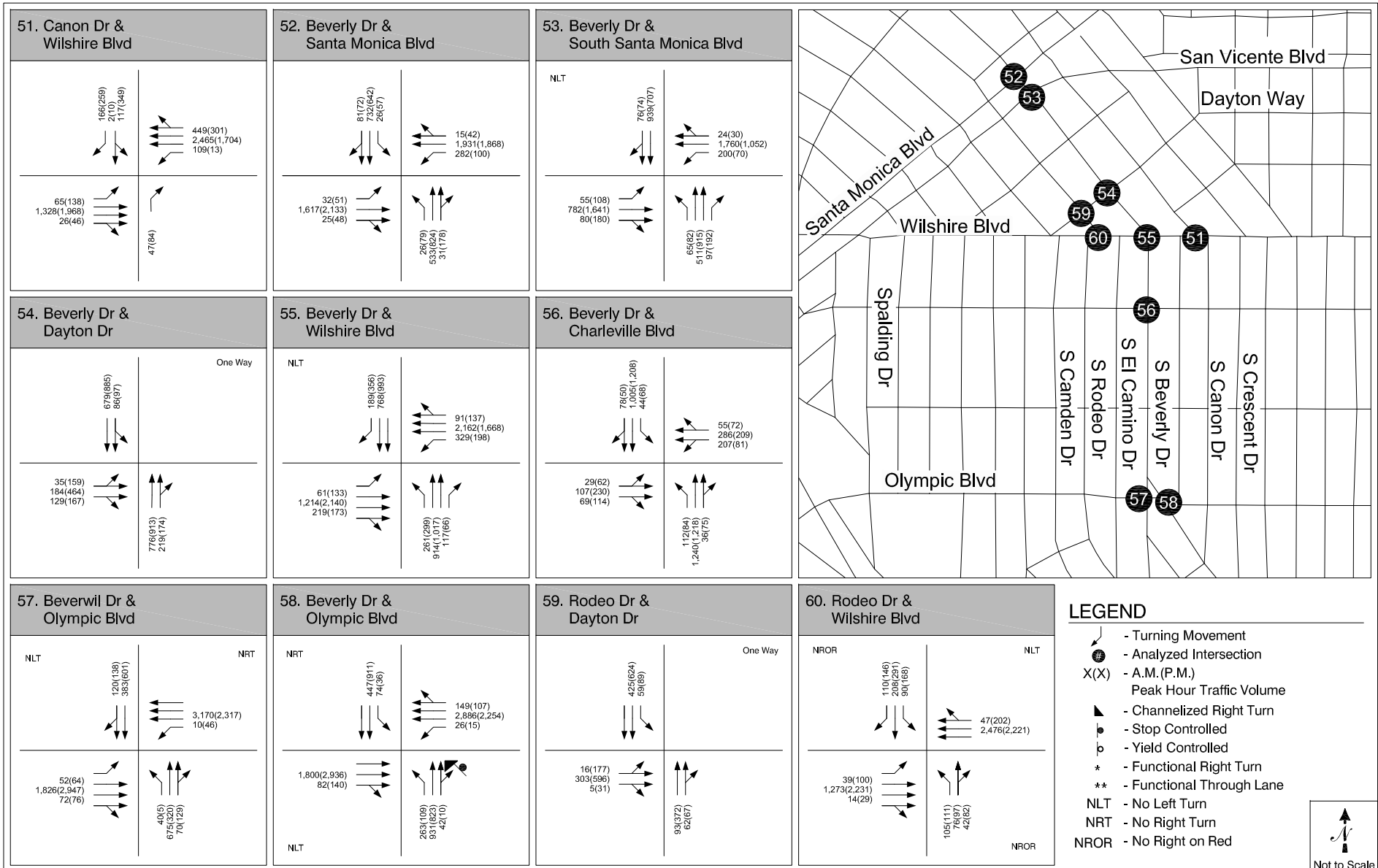




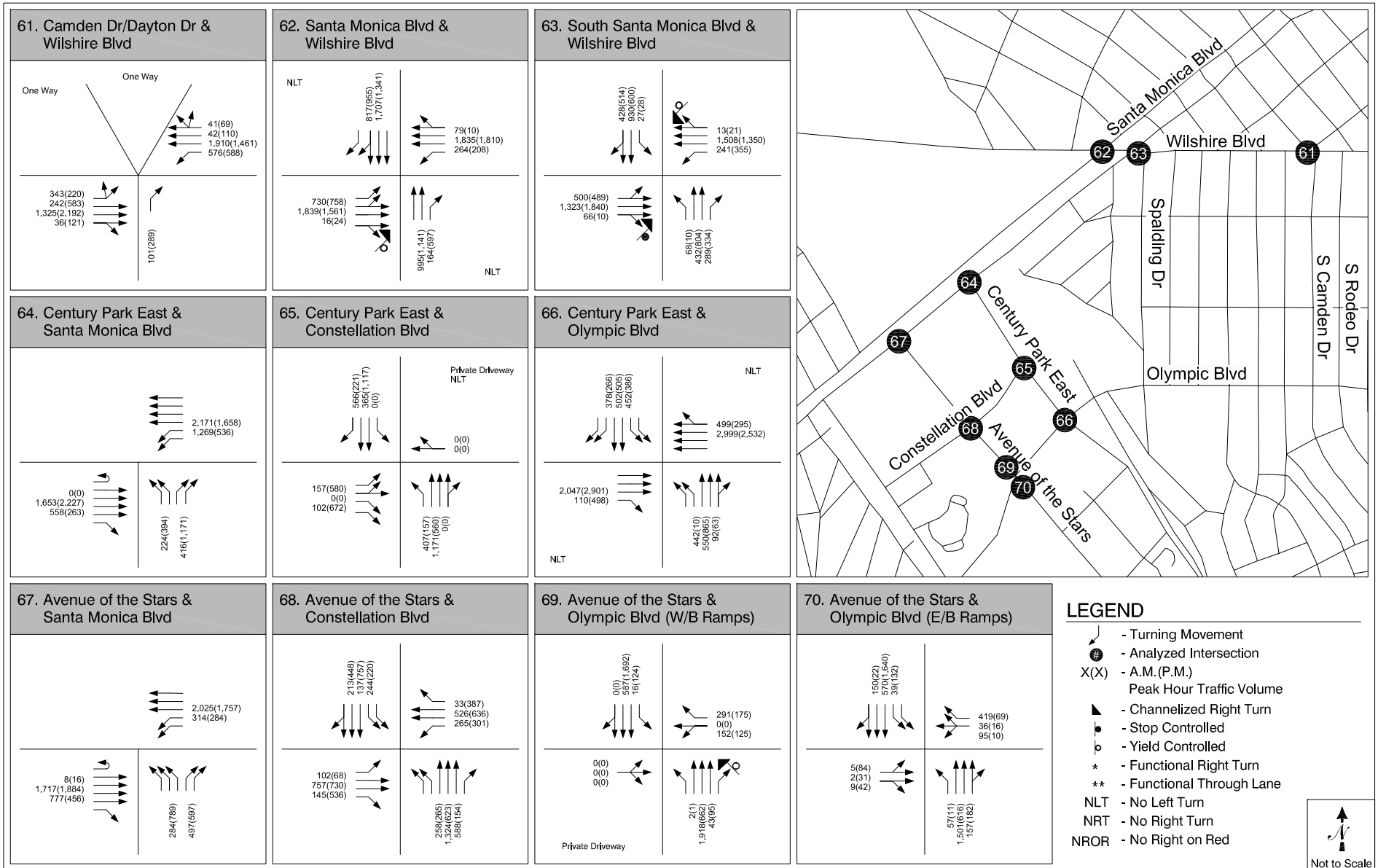
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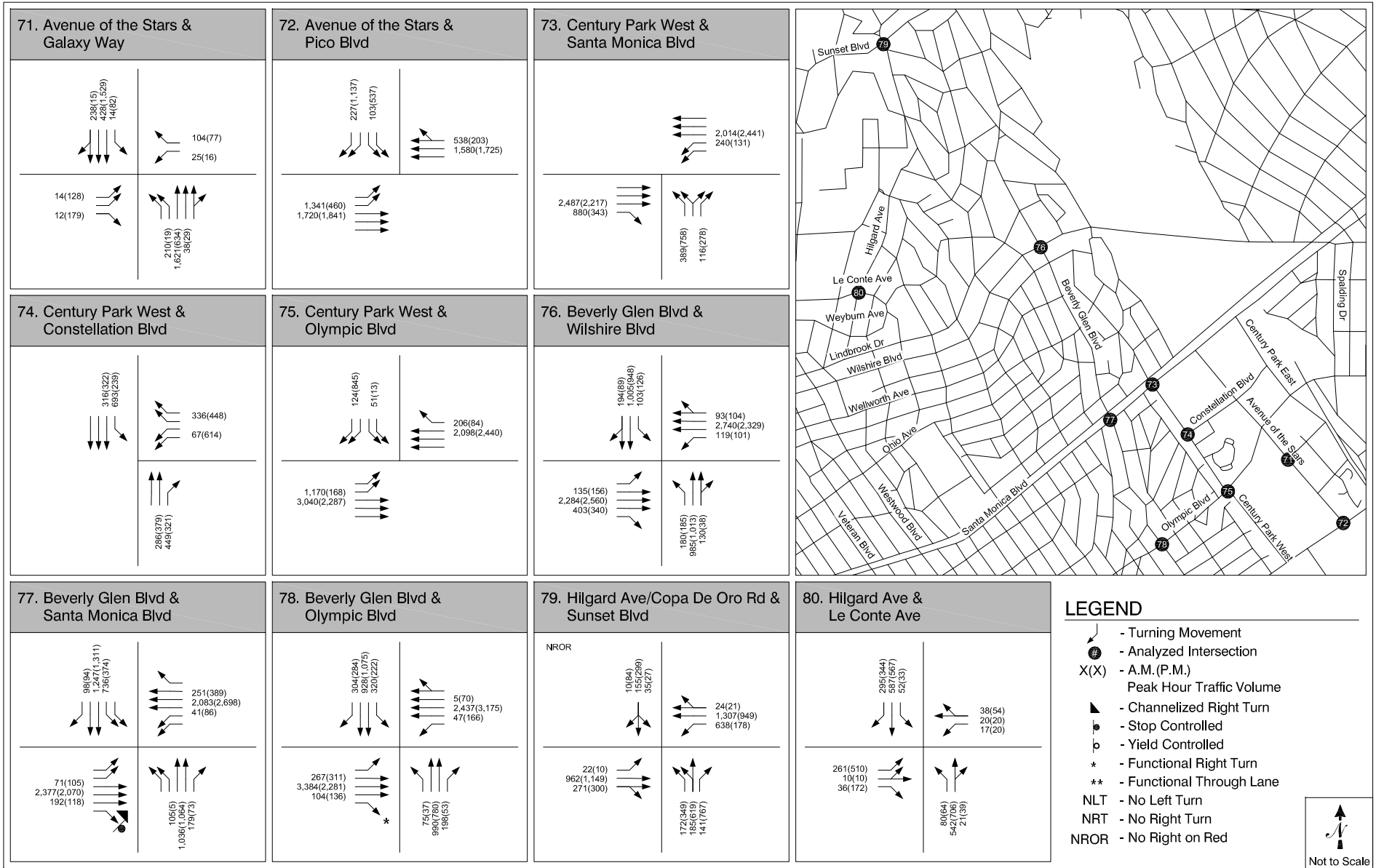
- Turning Movement
- Analyzed Intersection
- X(X) - A.M.(P.M.) Peak Hour Traffic Volume
- Channelized Right Turn
- Stop Controlled
- Yield Controlled
- * - Functional Right Turn
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Not to Scale

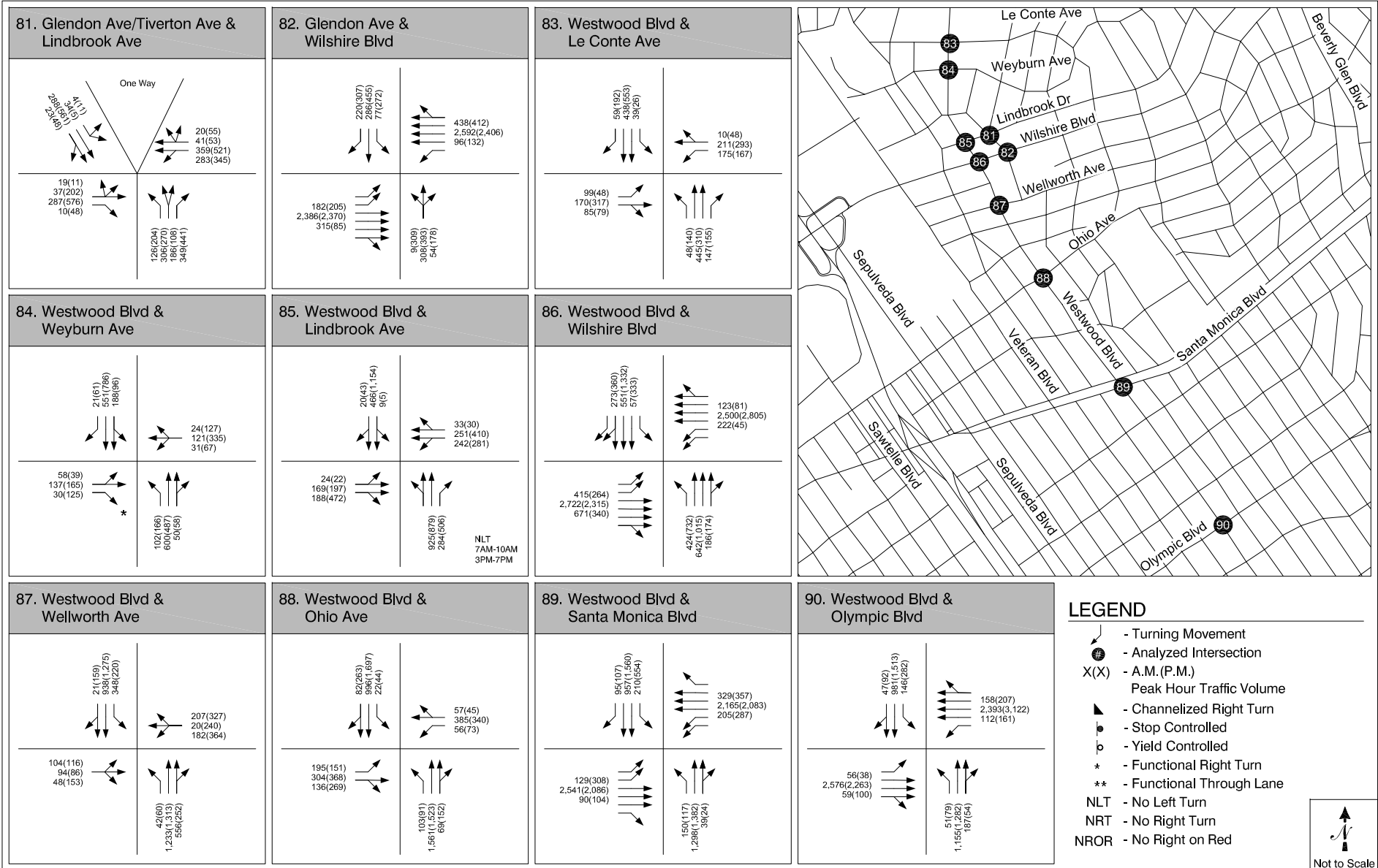


Year 2035 Alternative 4 Peak Hour Traffic Volumes

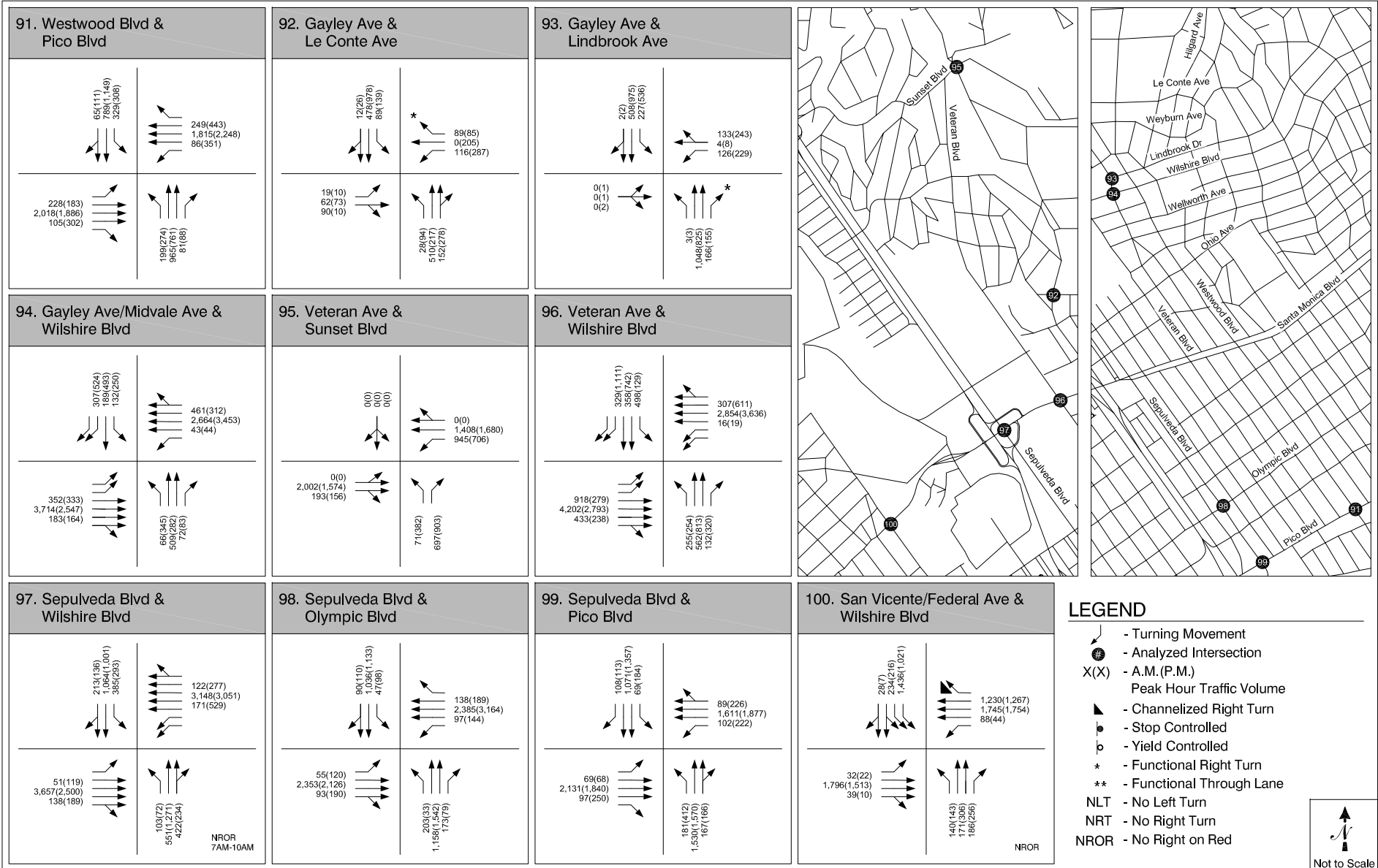


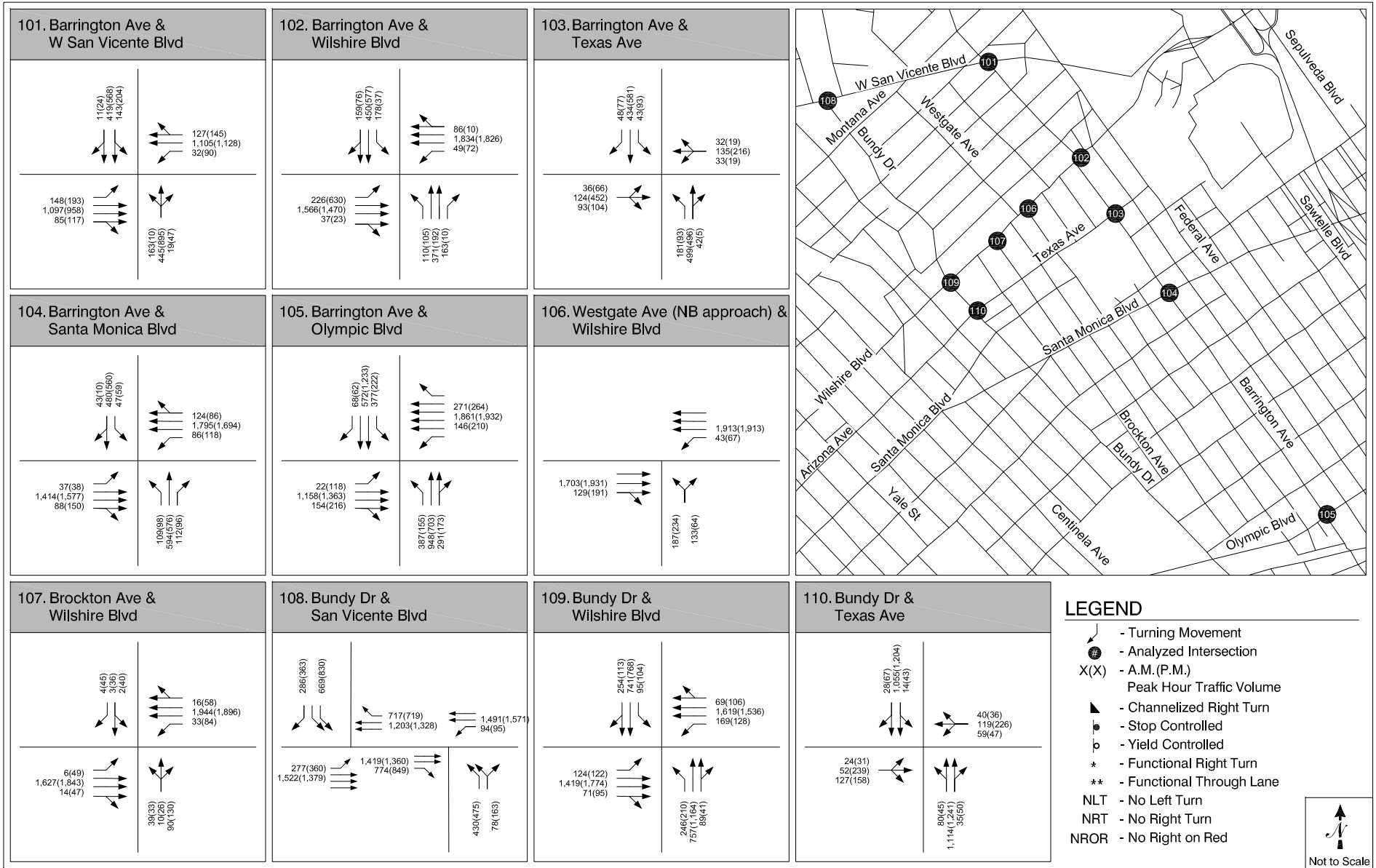


Year 2035 Alternative 4 Peak Hour Traffic Volumes



Year 2035 Alternative 4 Peak Hour Traffic Volumes

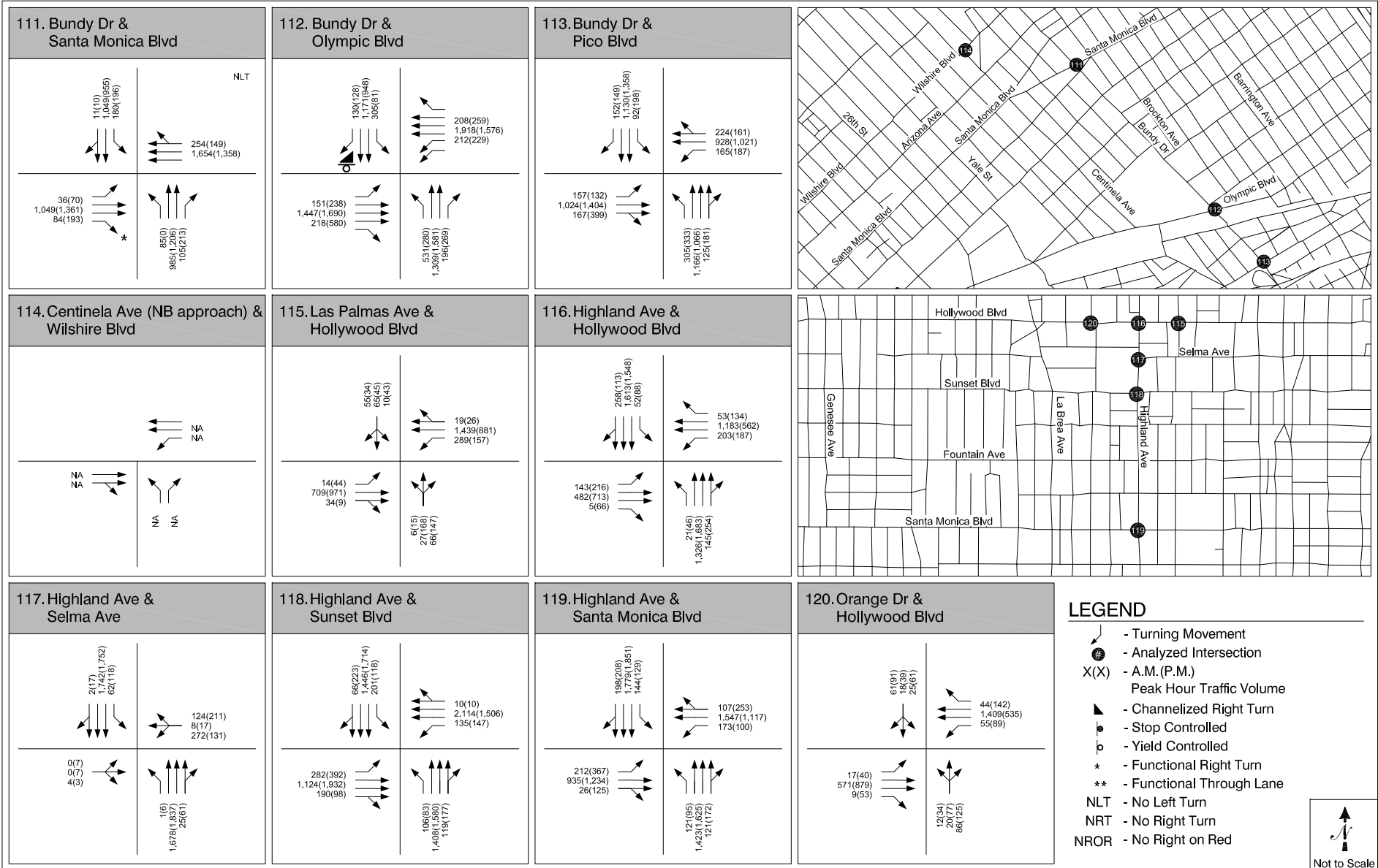




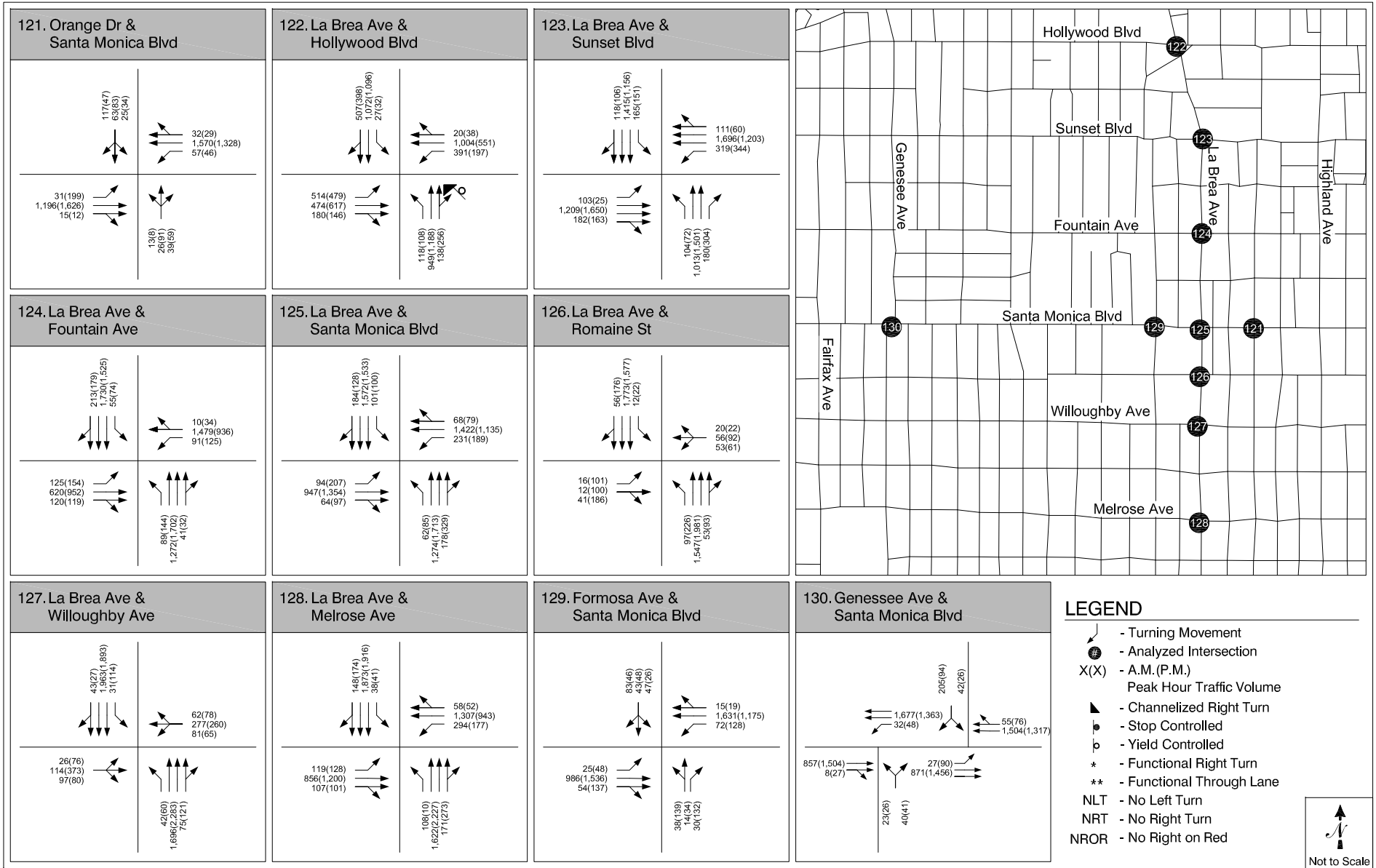
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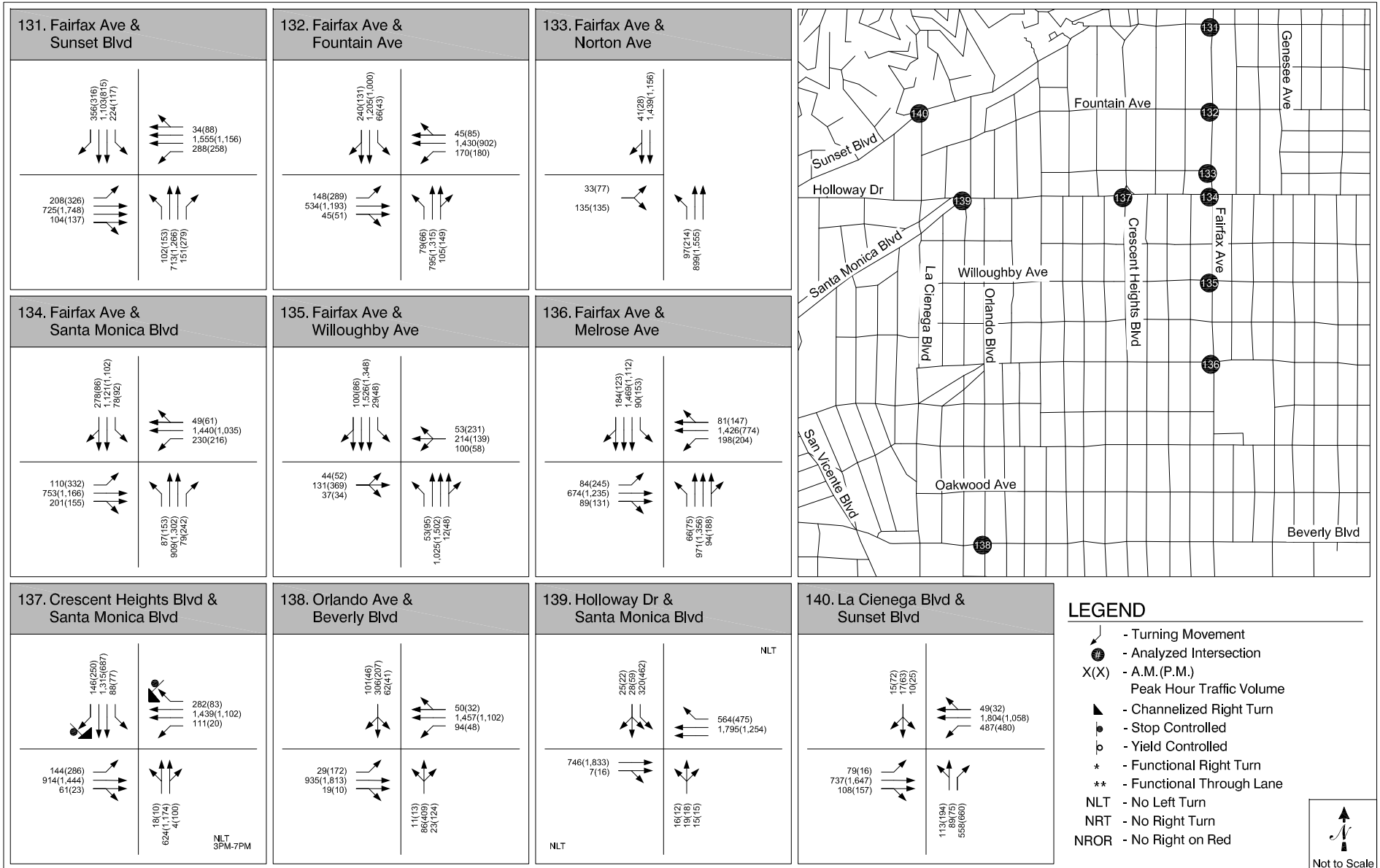
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Not to Scale

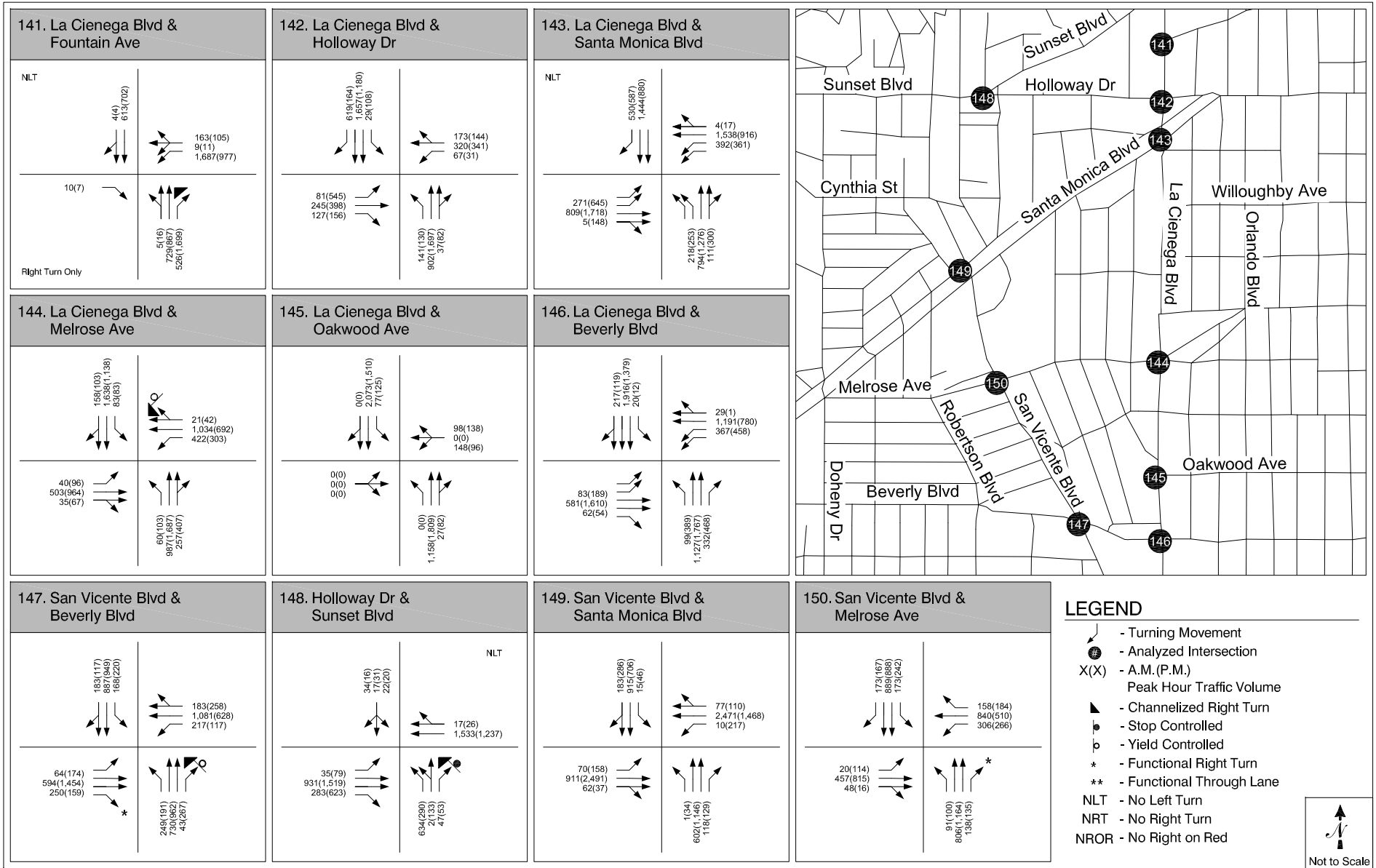


Year 2035 Alternative 4 Peak Hour Traffic Volumes

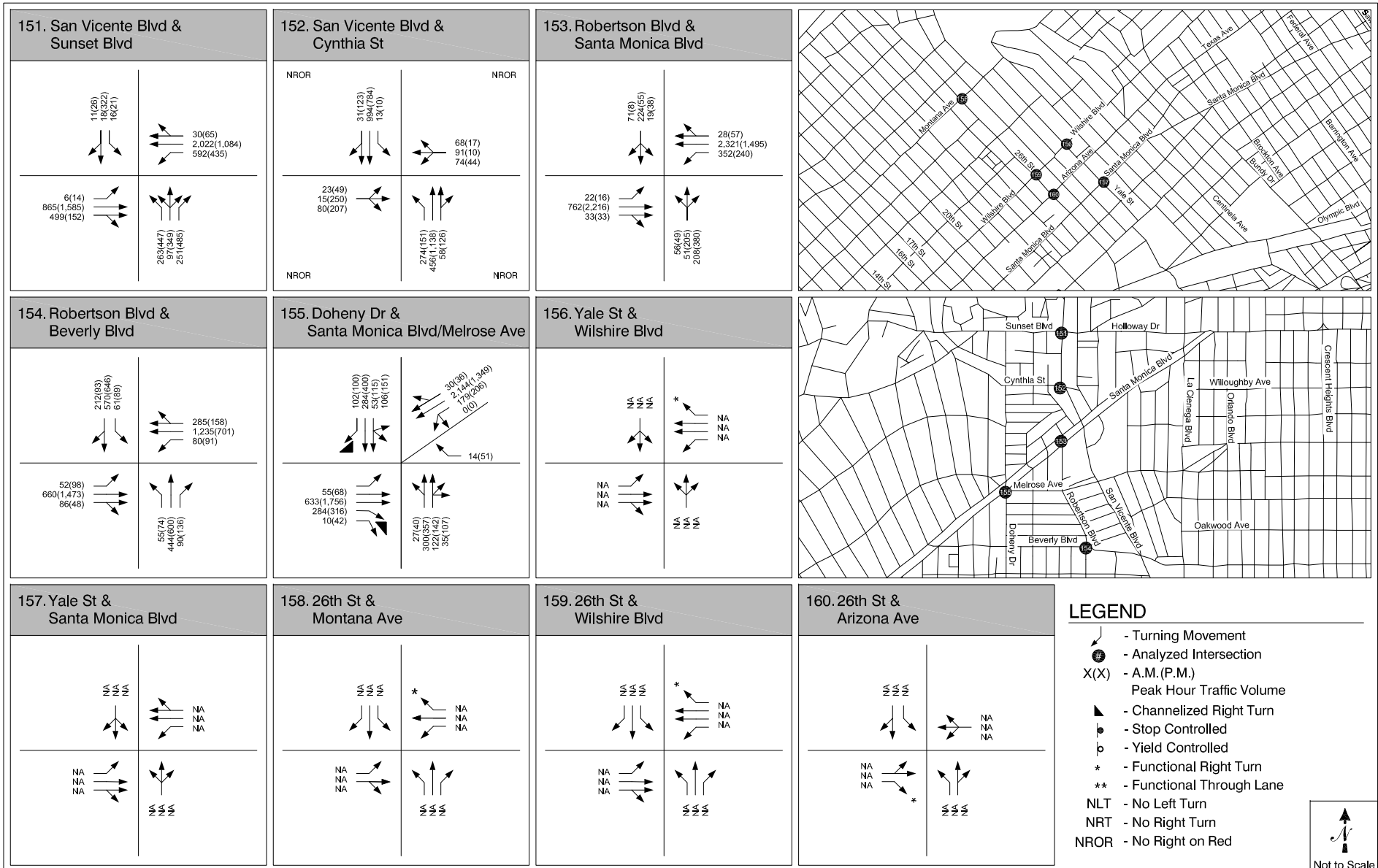


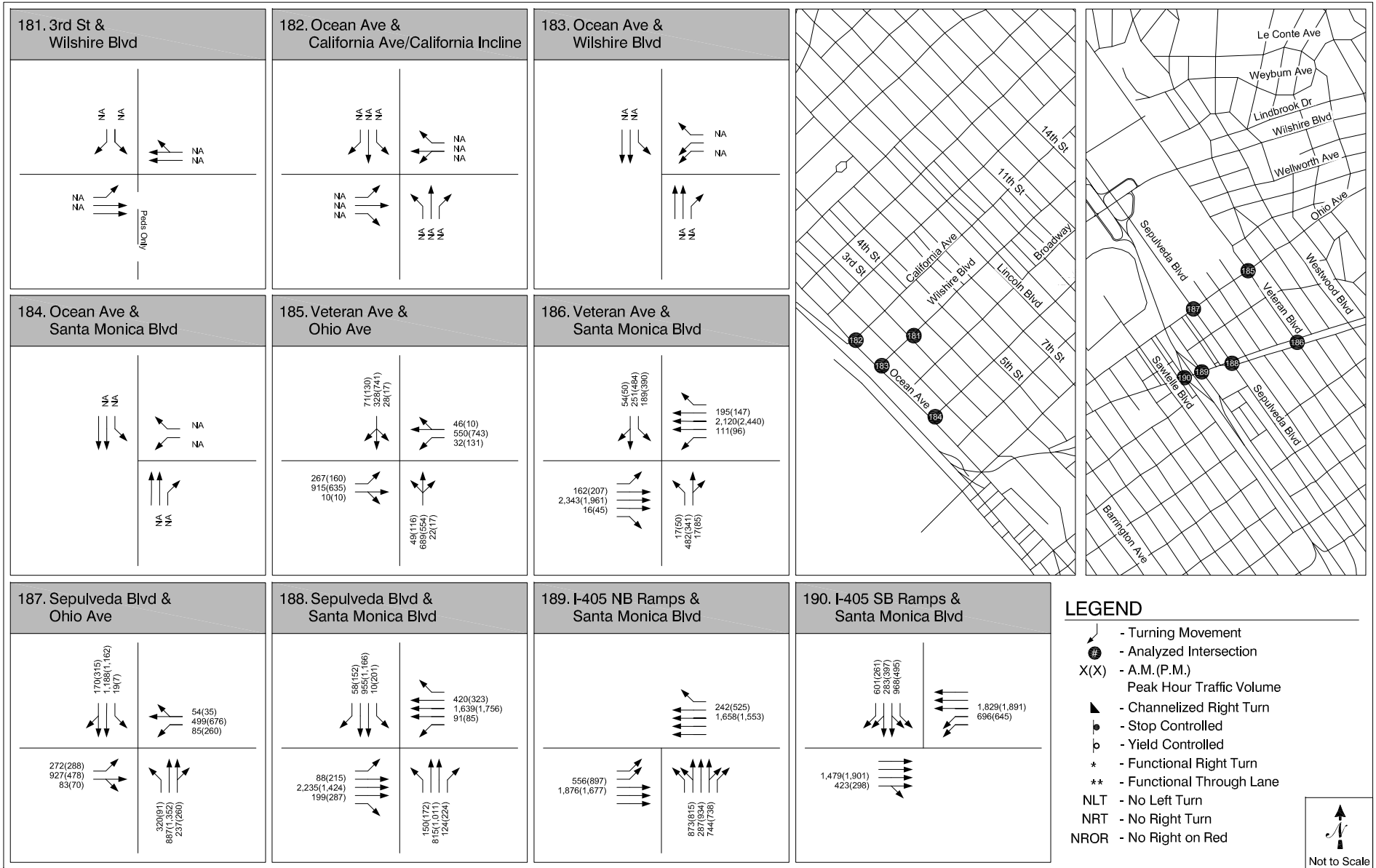


Year 2035 Alternative 4 Peak Hour Traffic Volumes

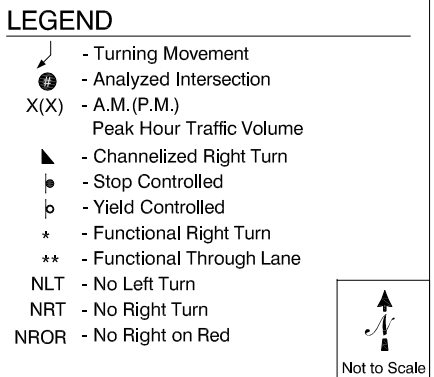
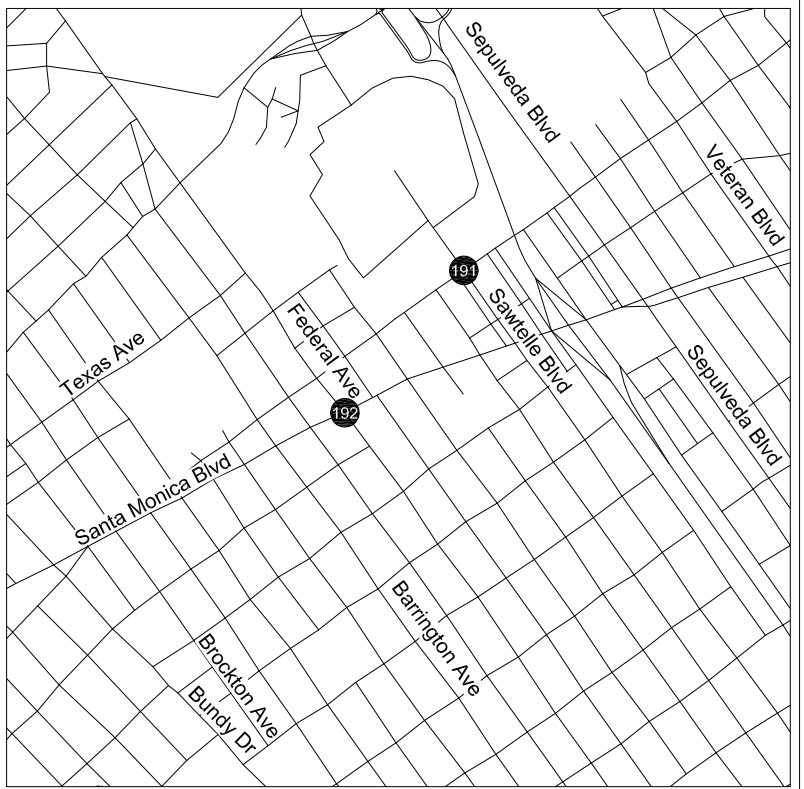
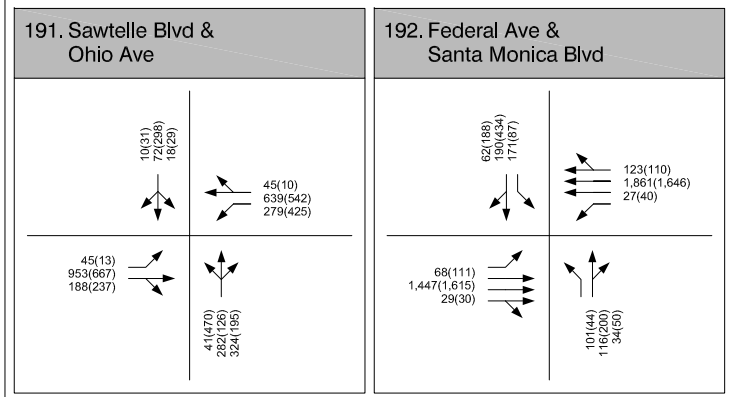


Year 2035 Alternative 4 Peak Hour Traffic Volumes

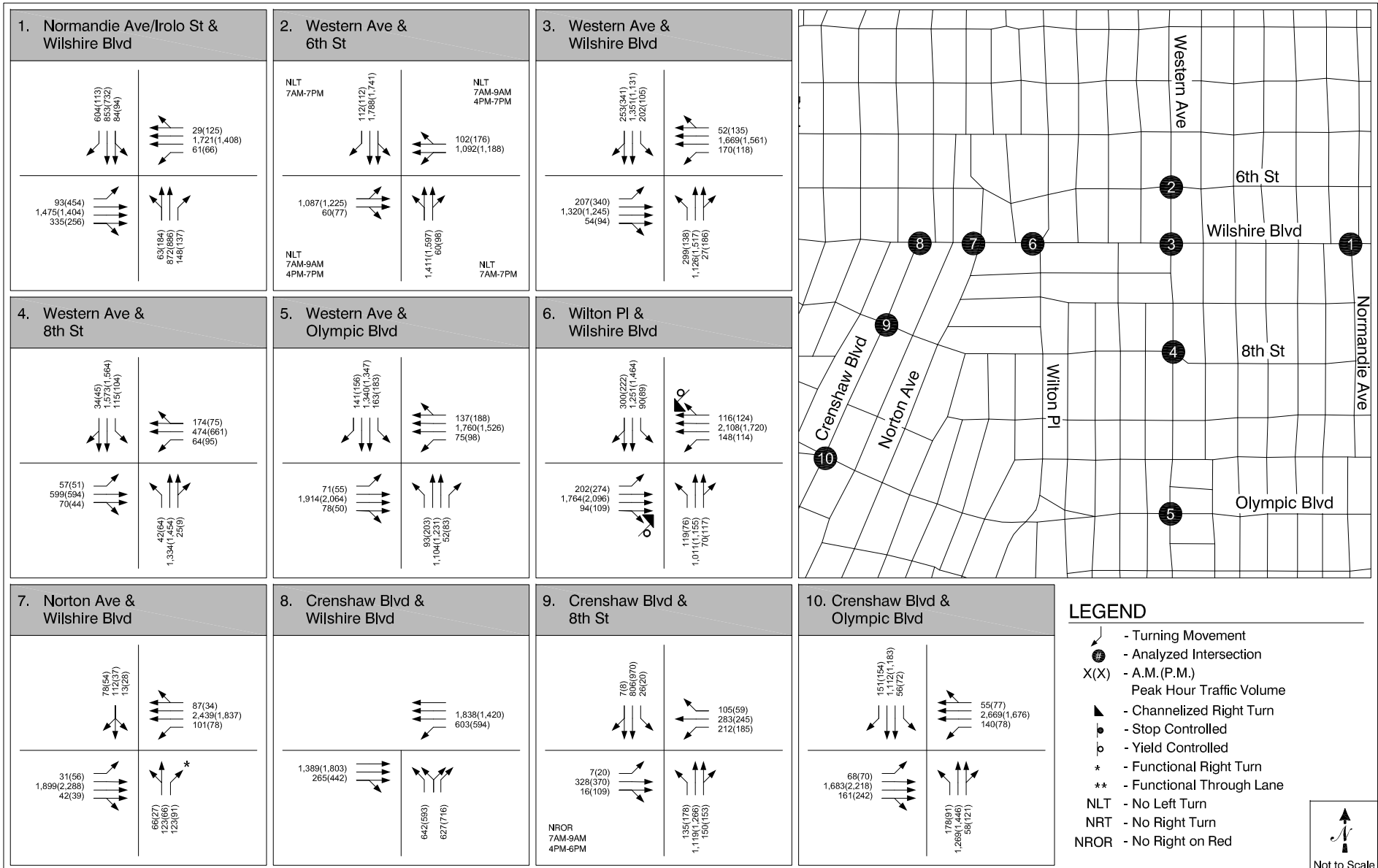


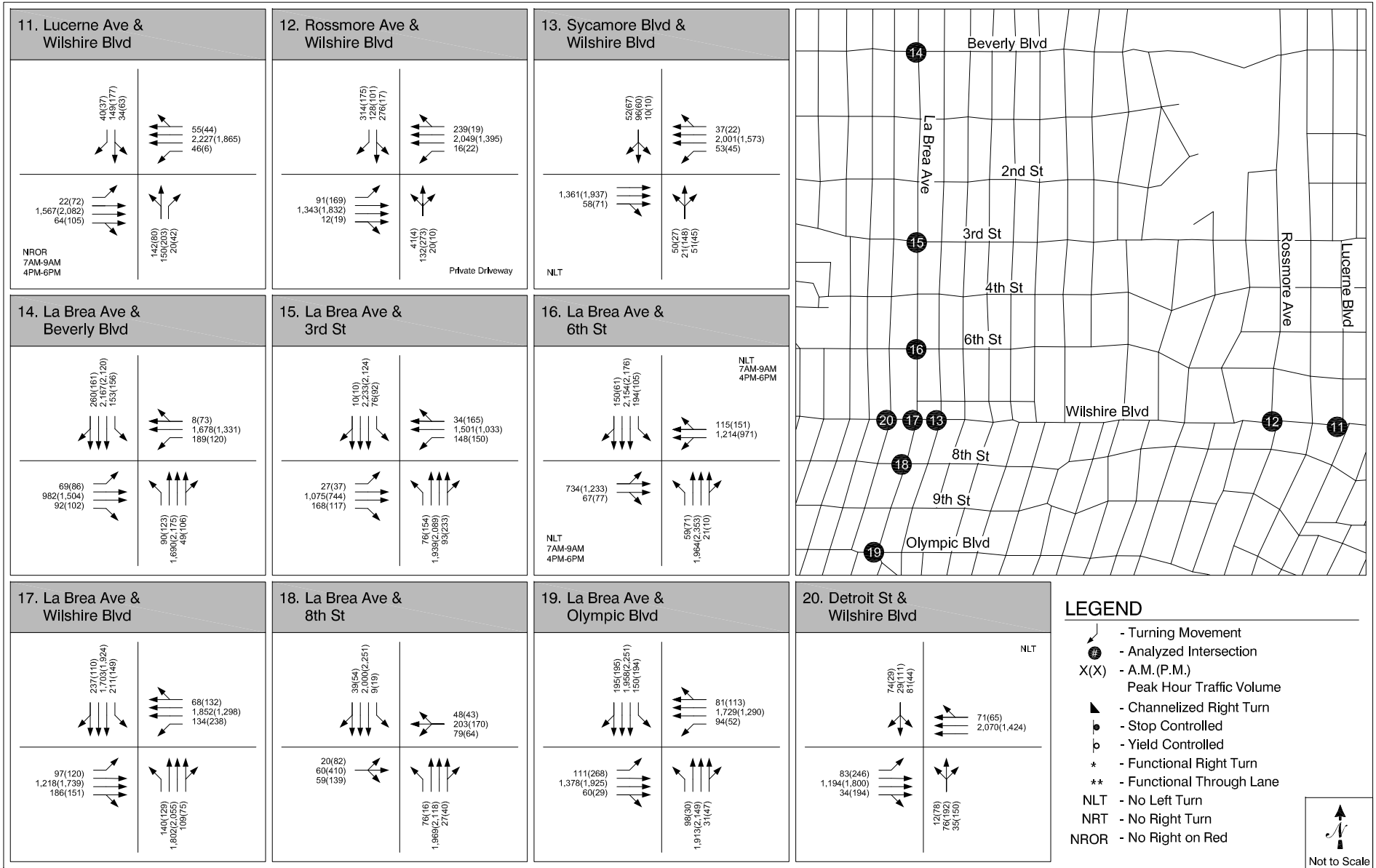


Year 2035 Alternative 4 Peak Hour Traffic Volumes



Future Year 2035 Alternative 5 Turning Movement Forecasts

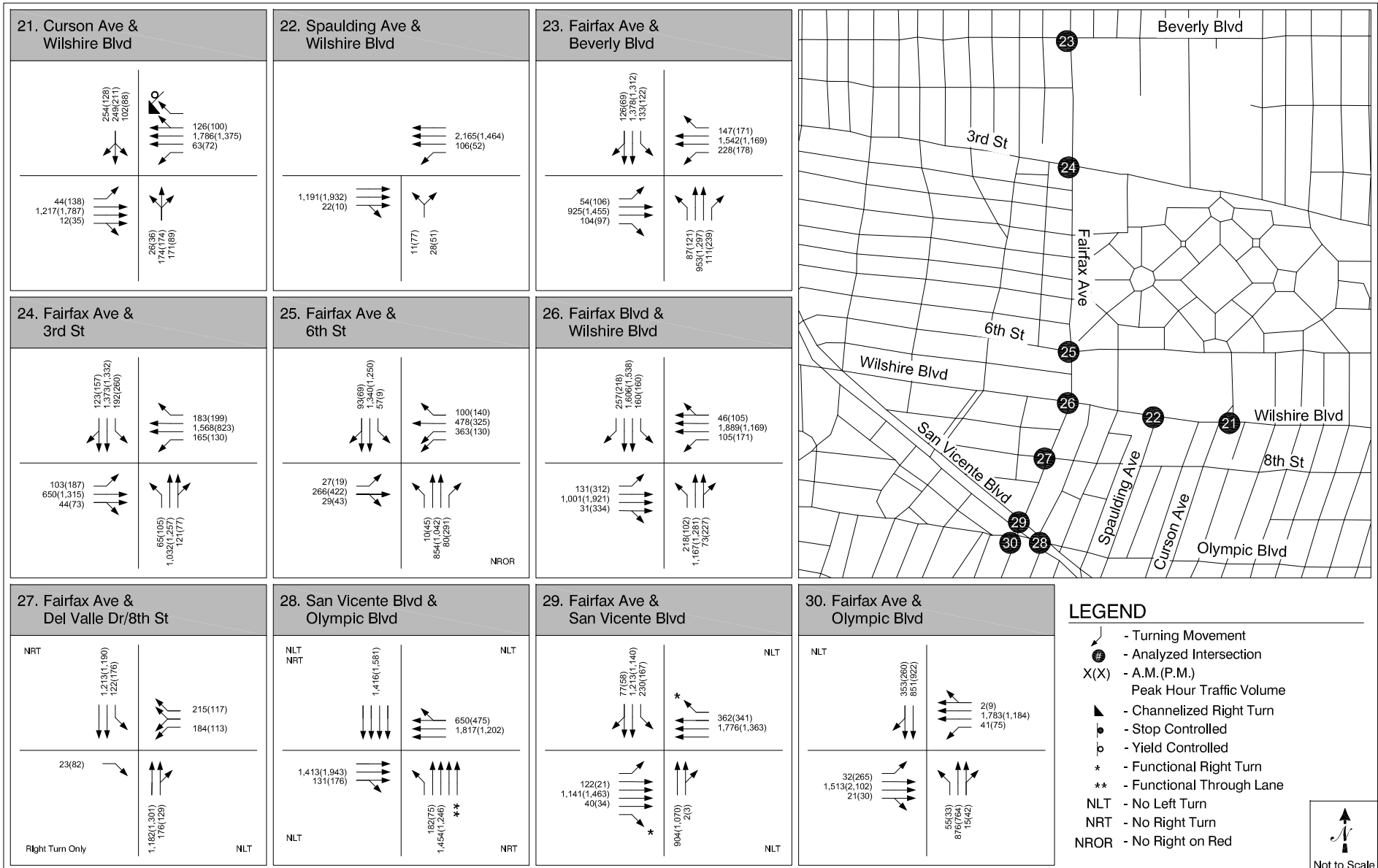




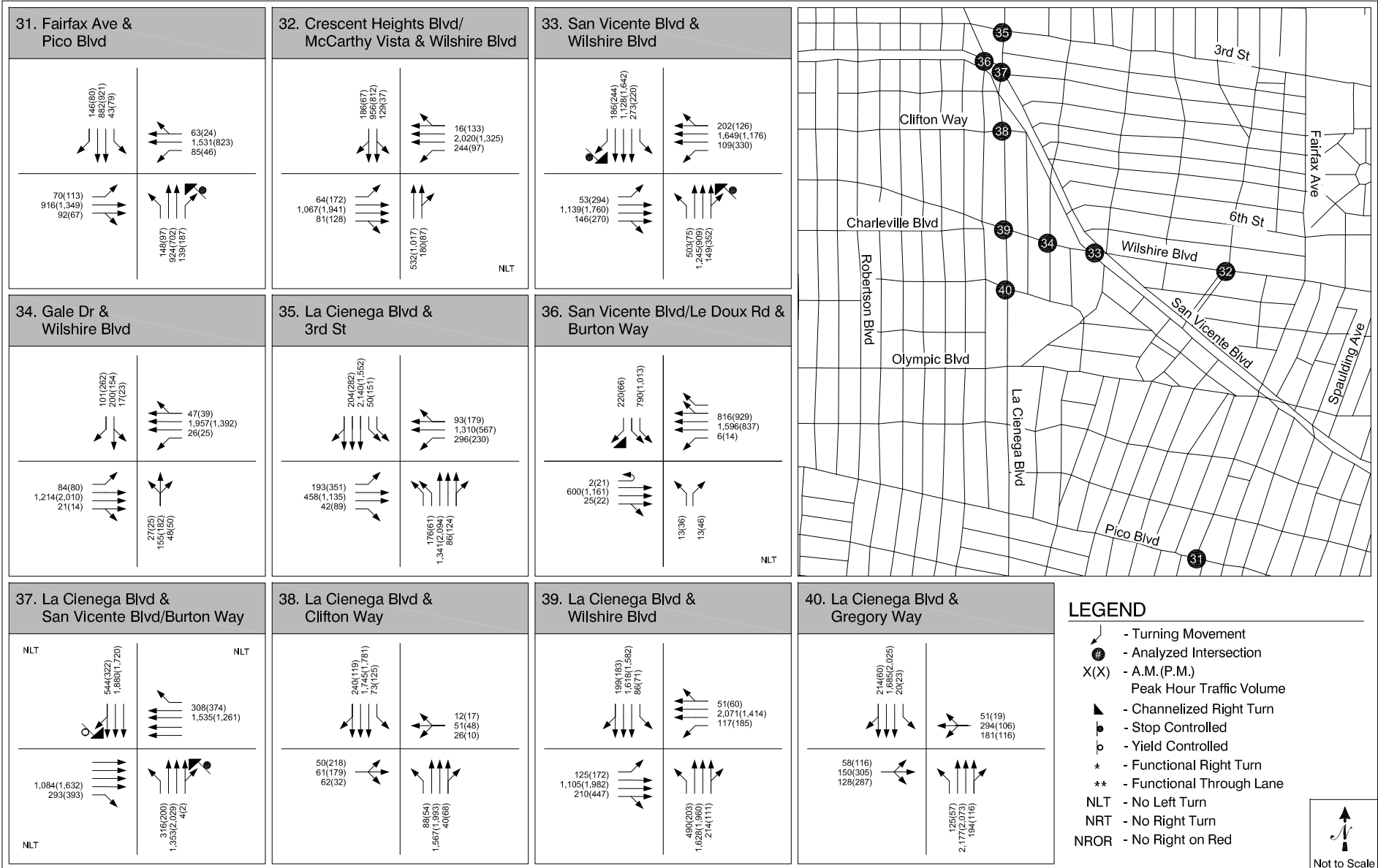
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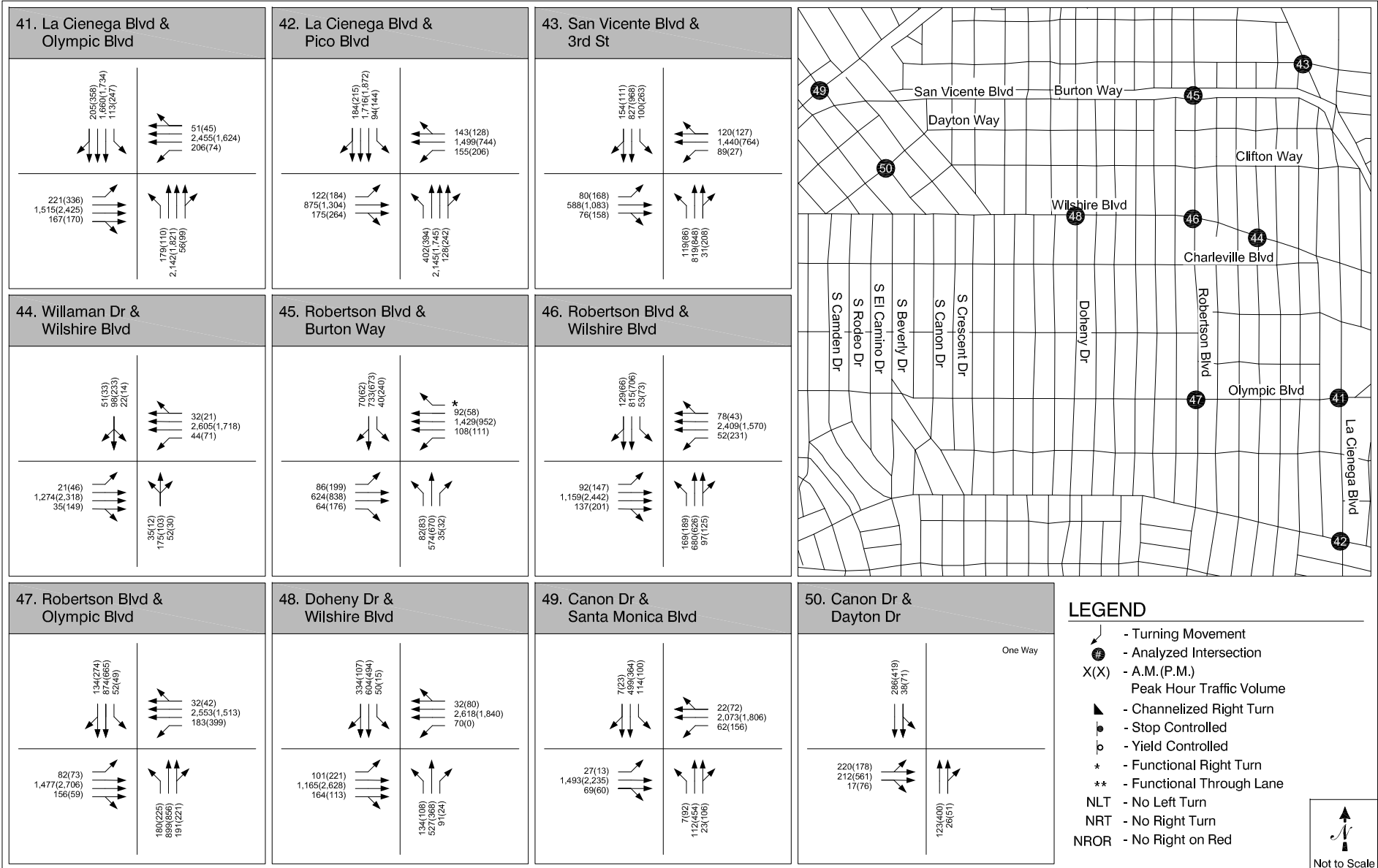
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Not to Scale



Year 2035 Alternative 5 Peak Hour Traffic Volumes

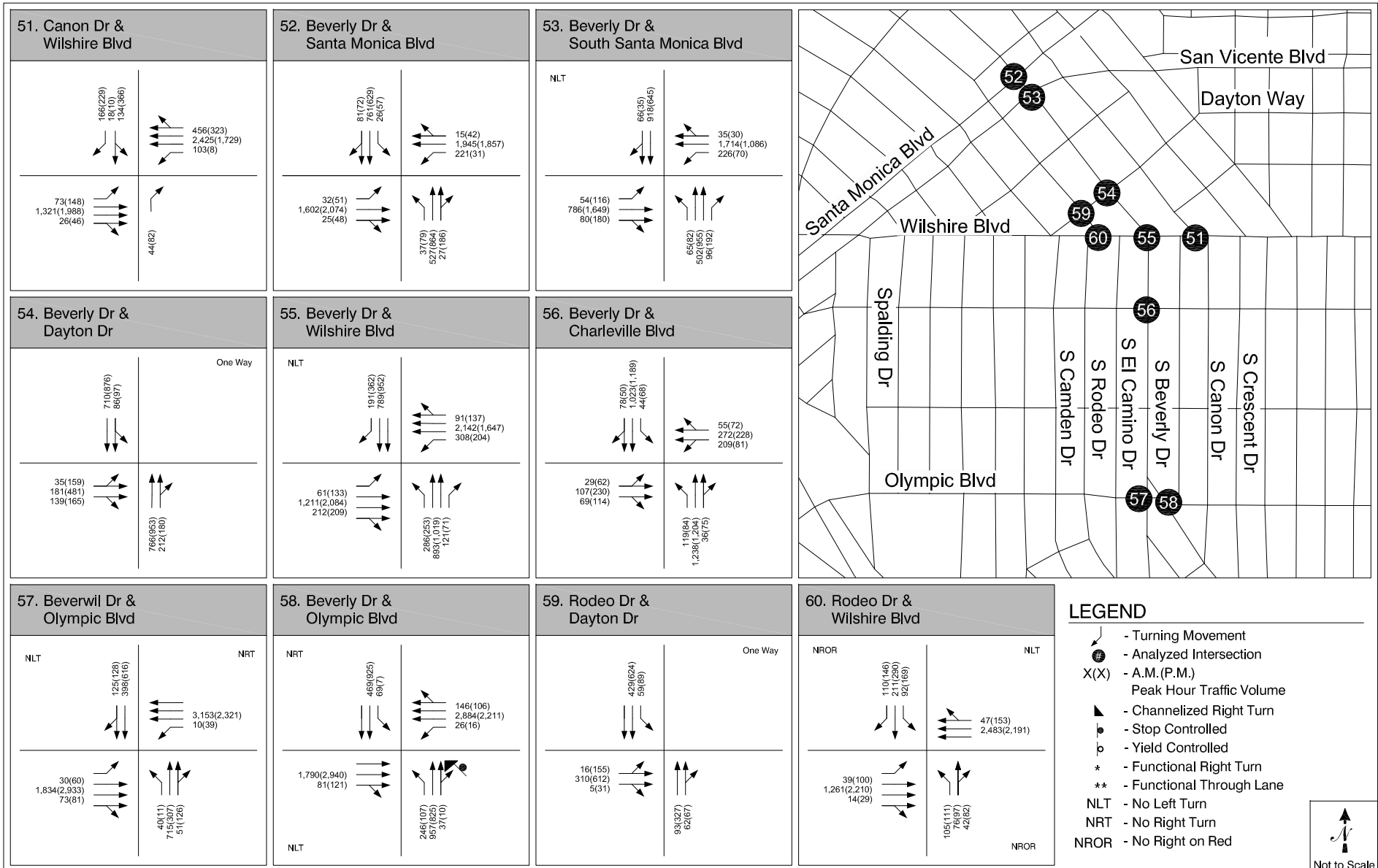




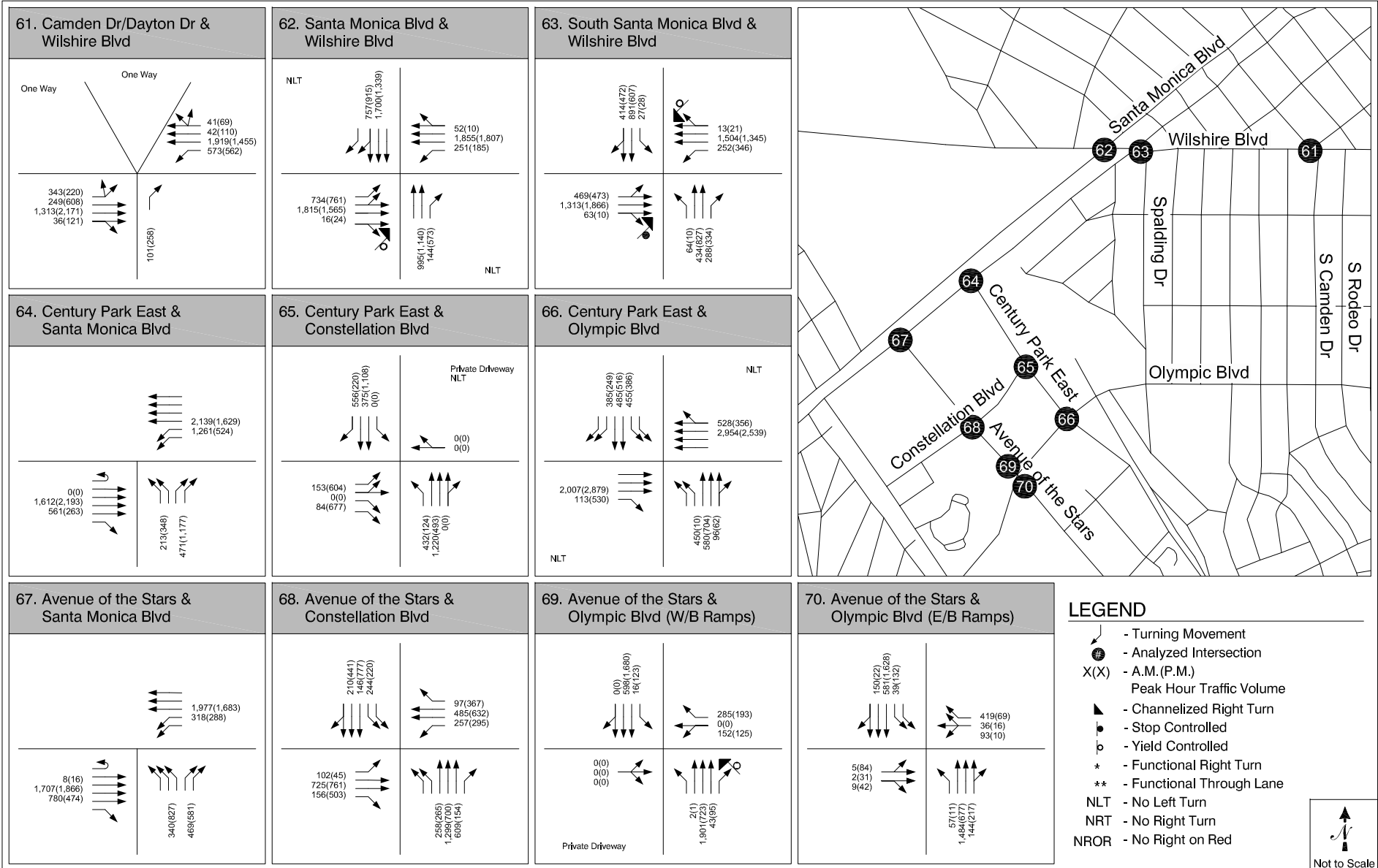
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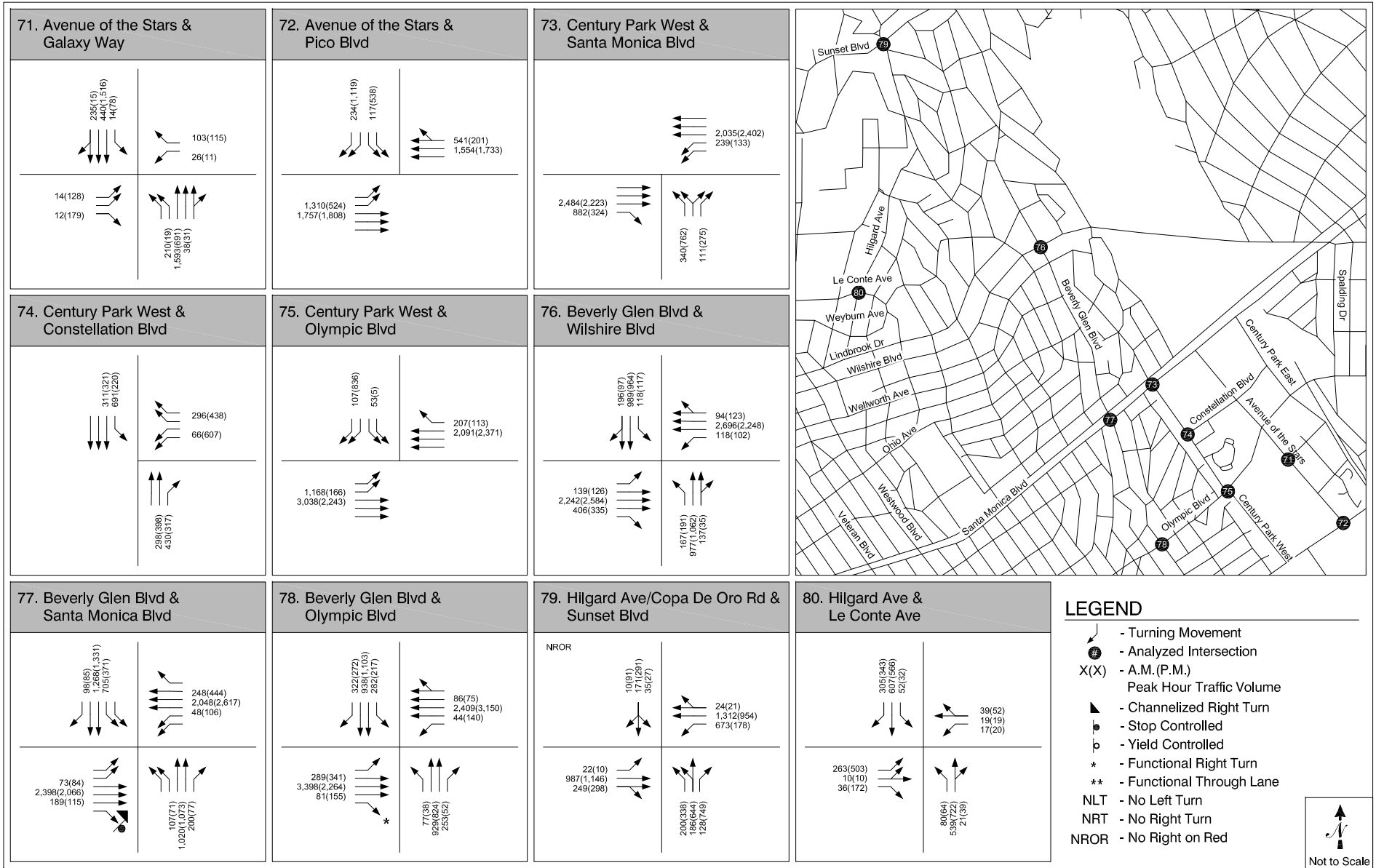
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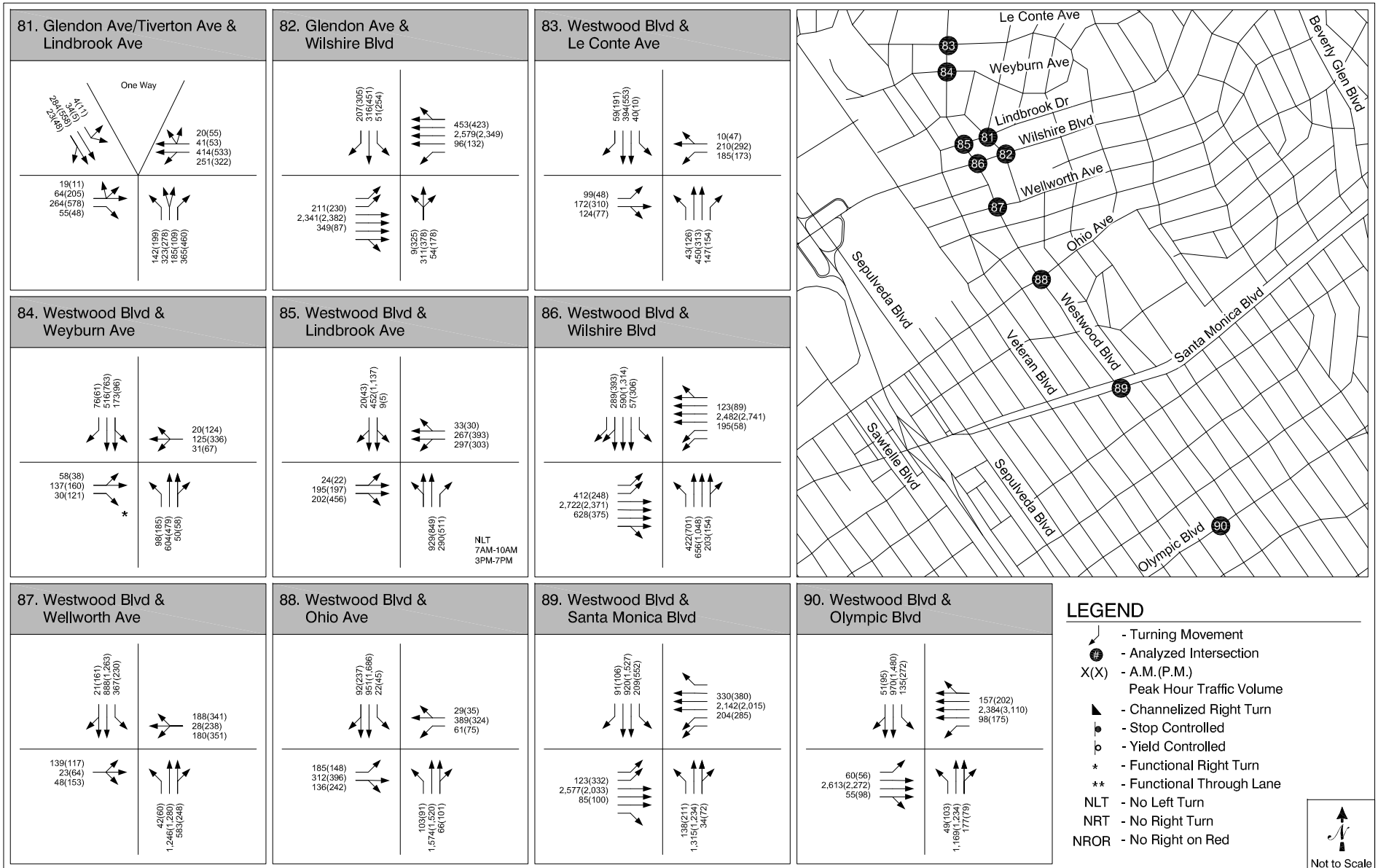


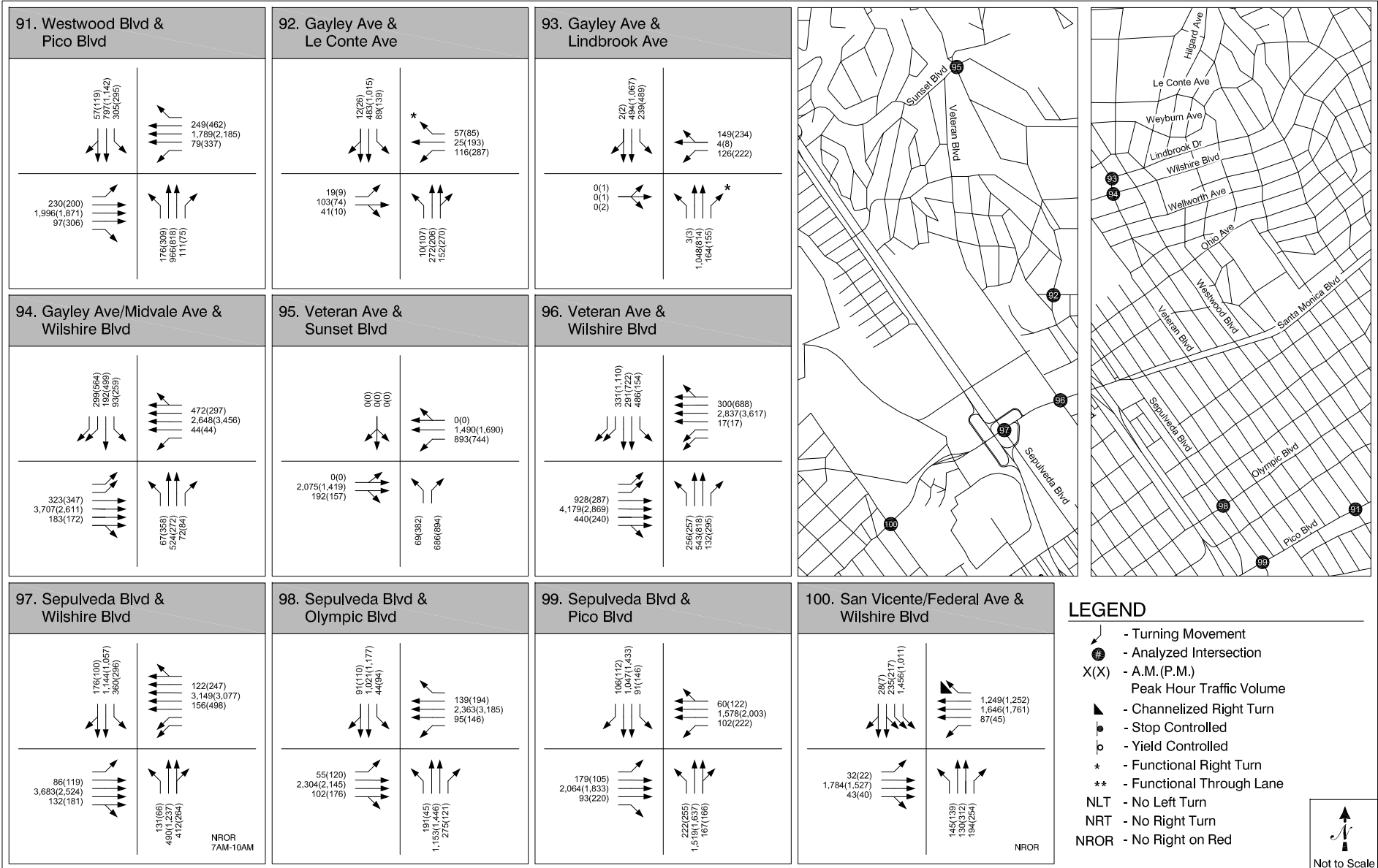
Year 2035 Alternative 5 Peak Hour Traffic Volumes





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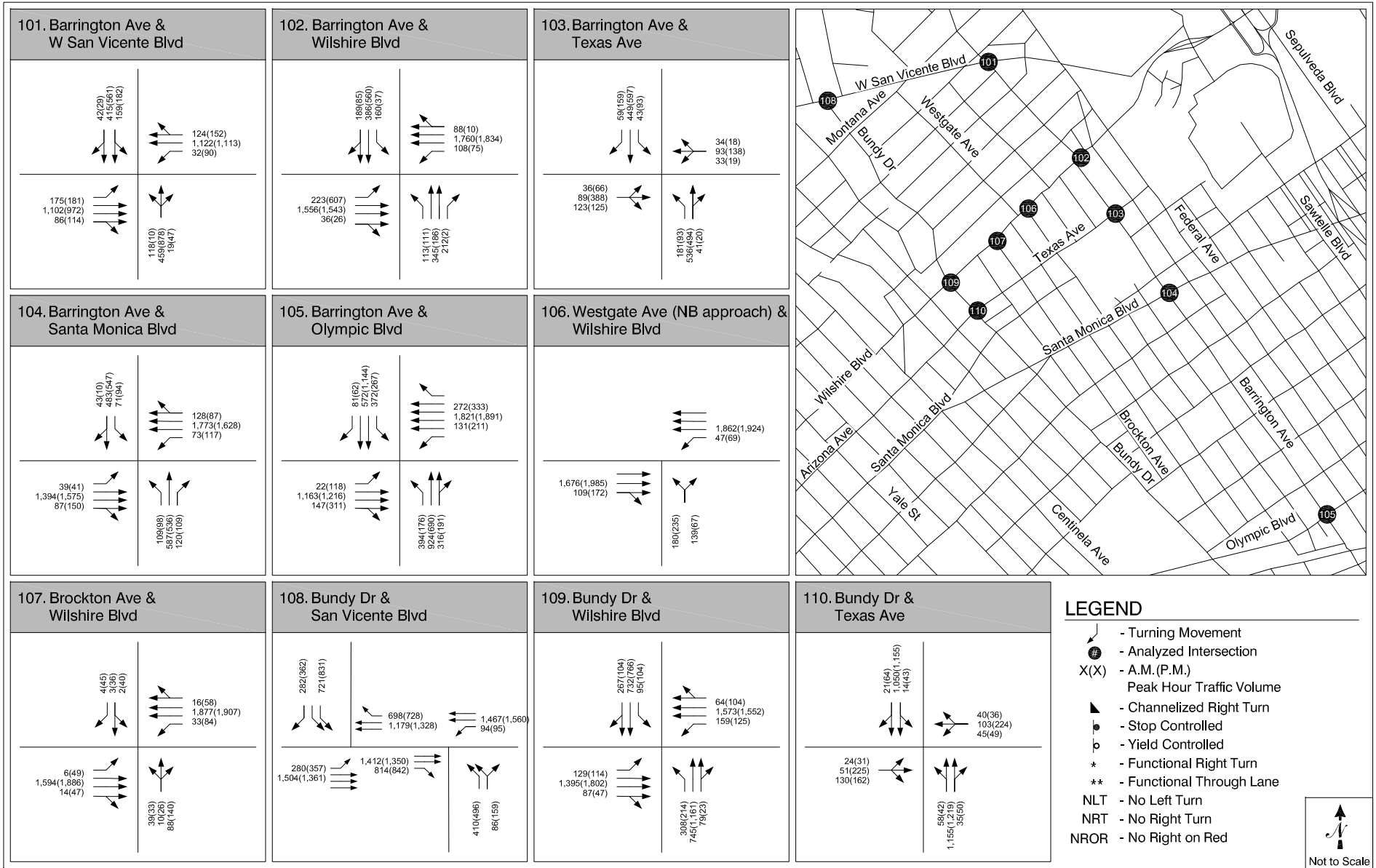


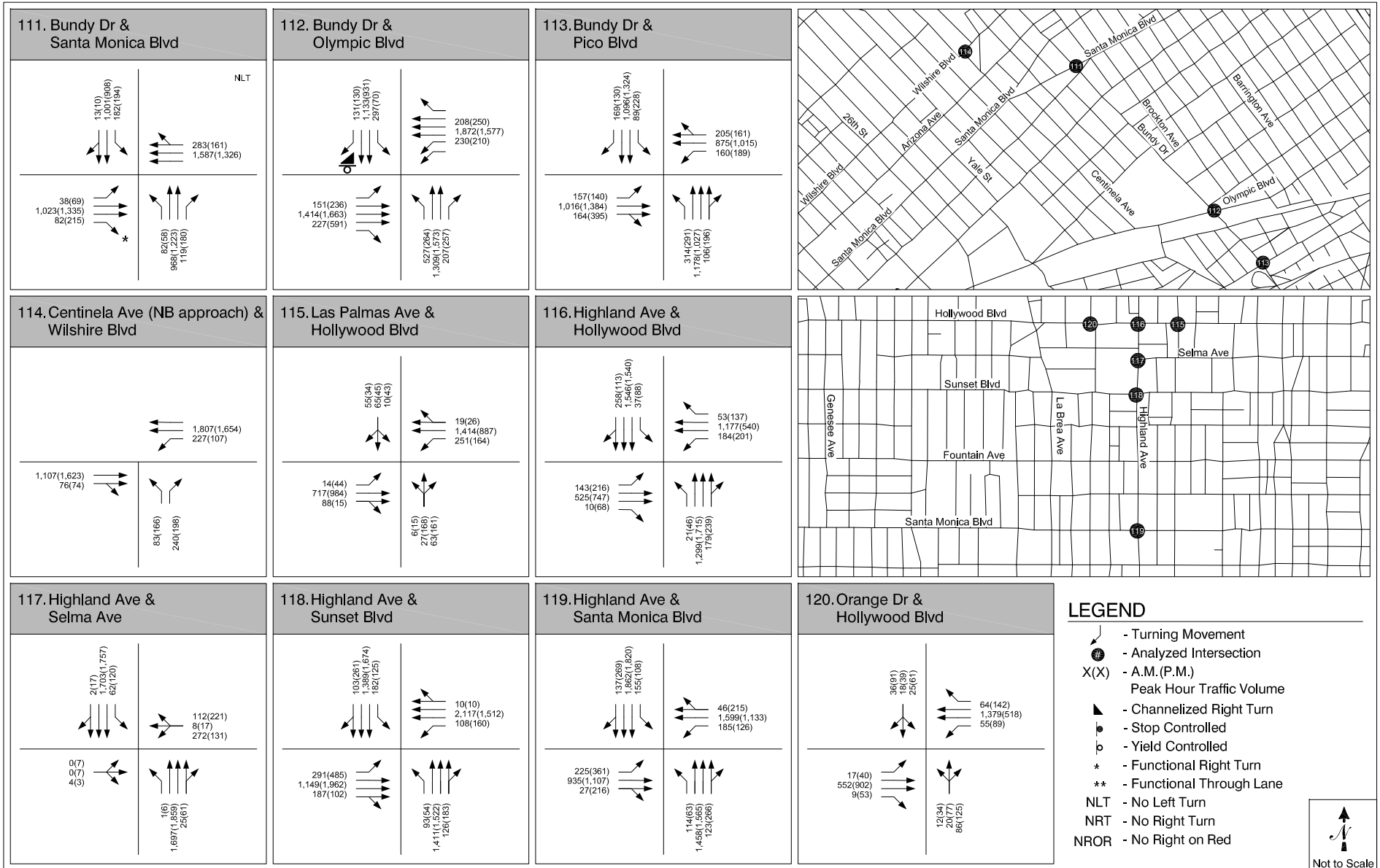


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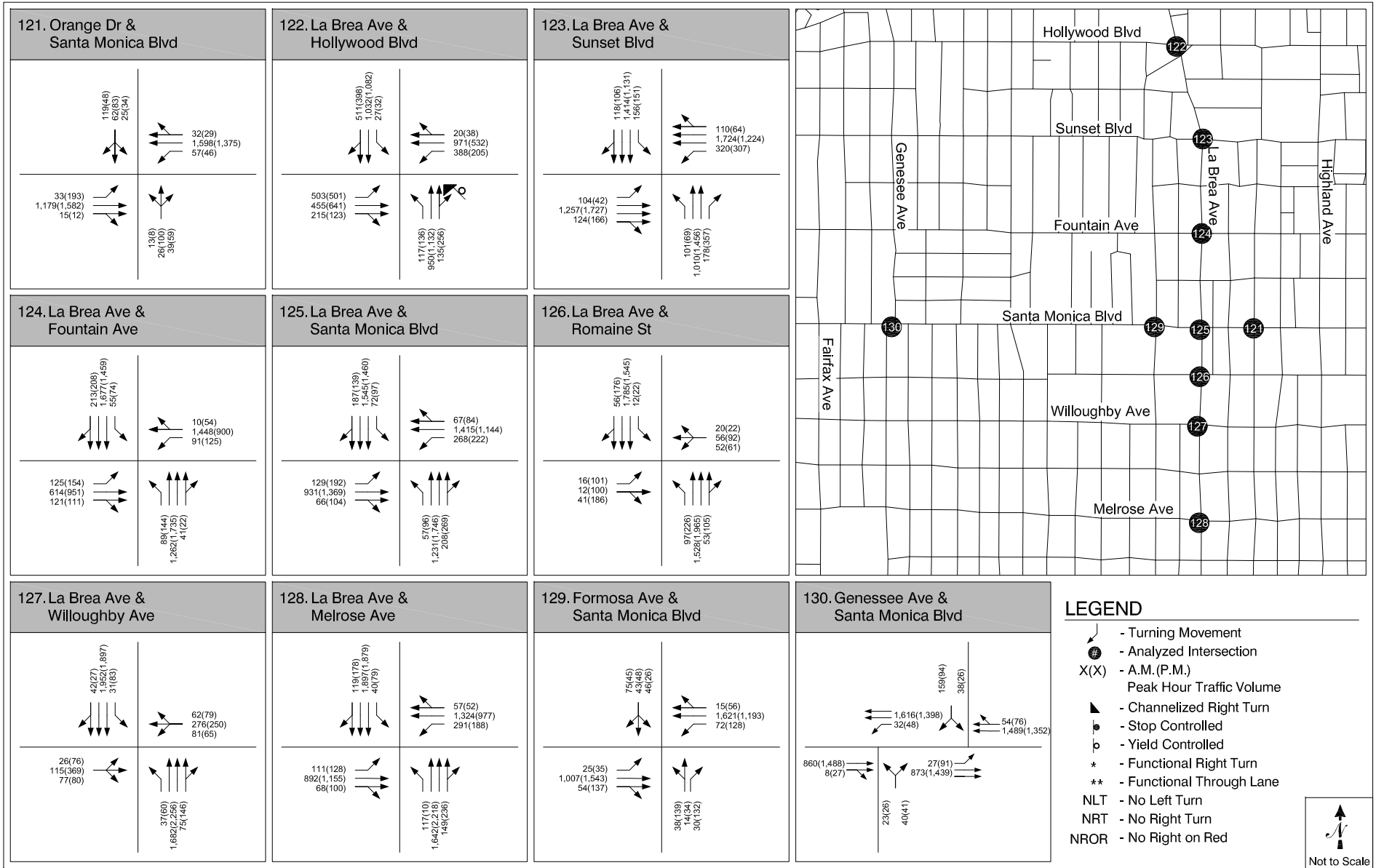
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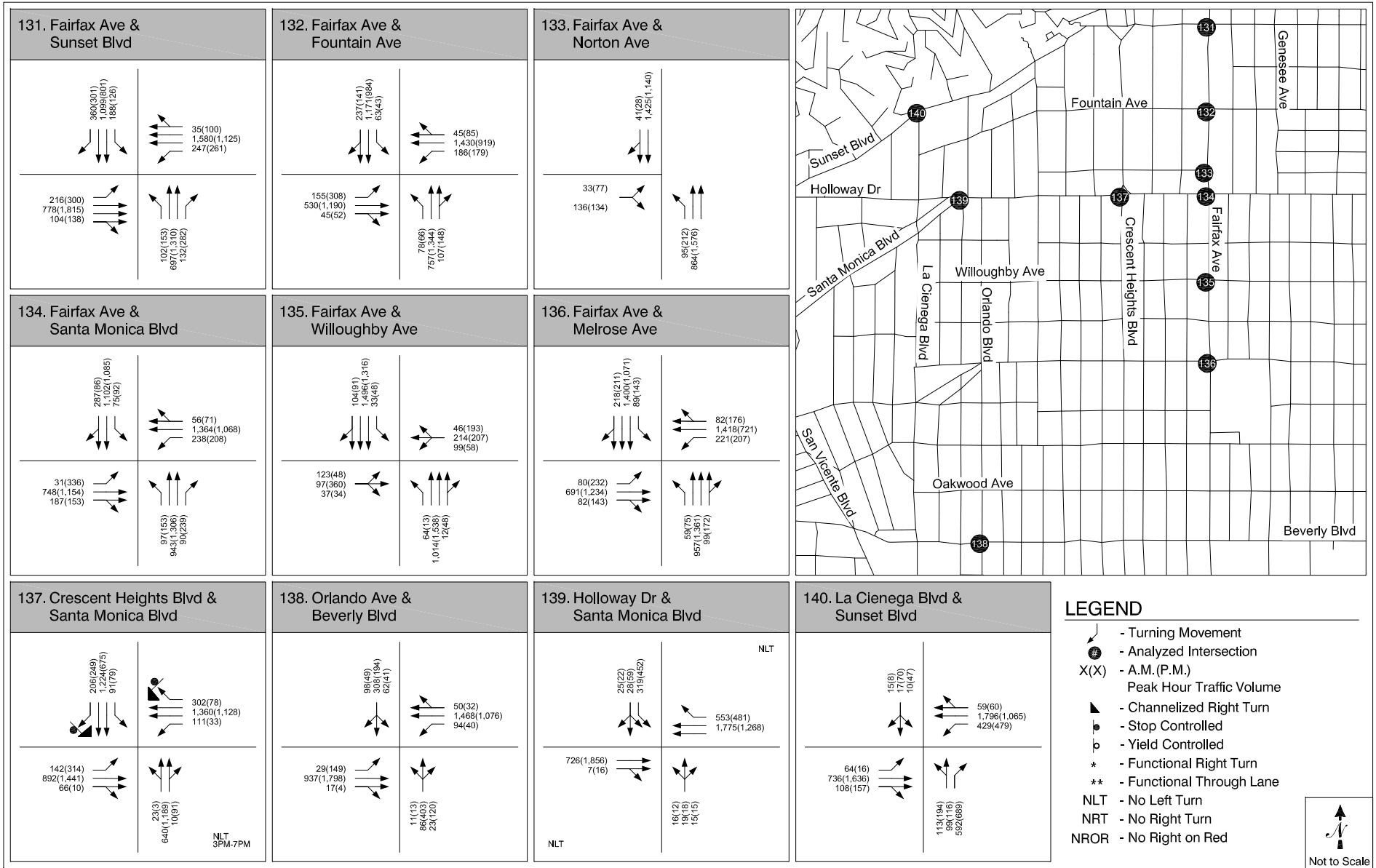
Year 2035 Alternative 5 Peak Hour Traffic Volumes



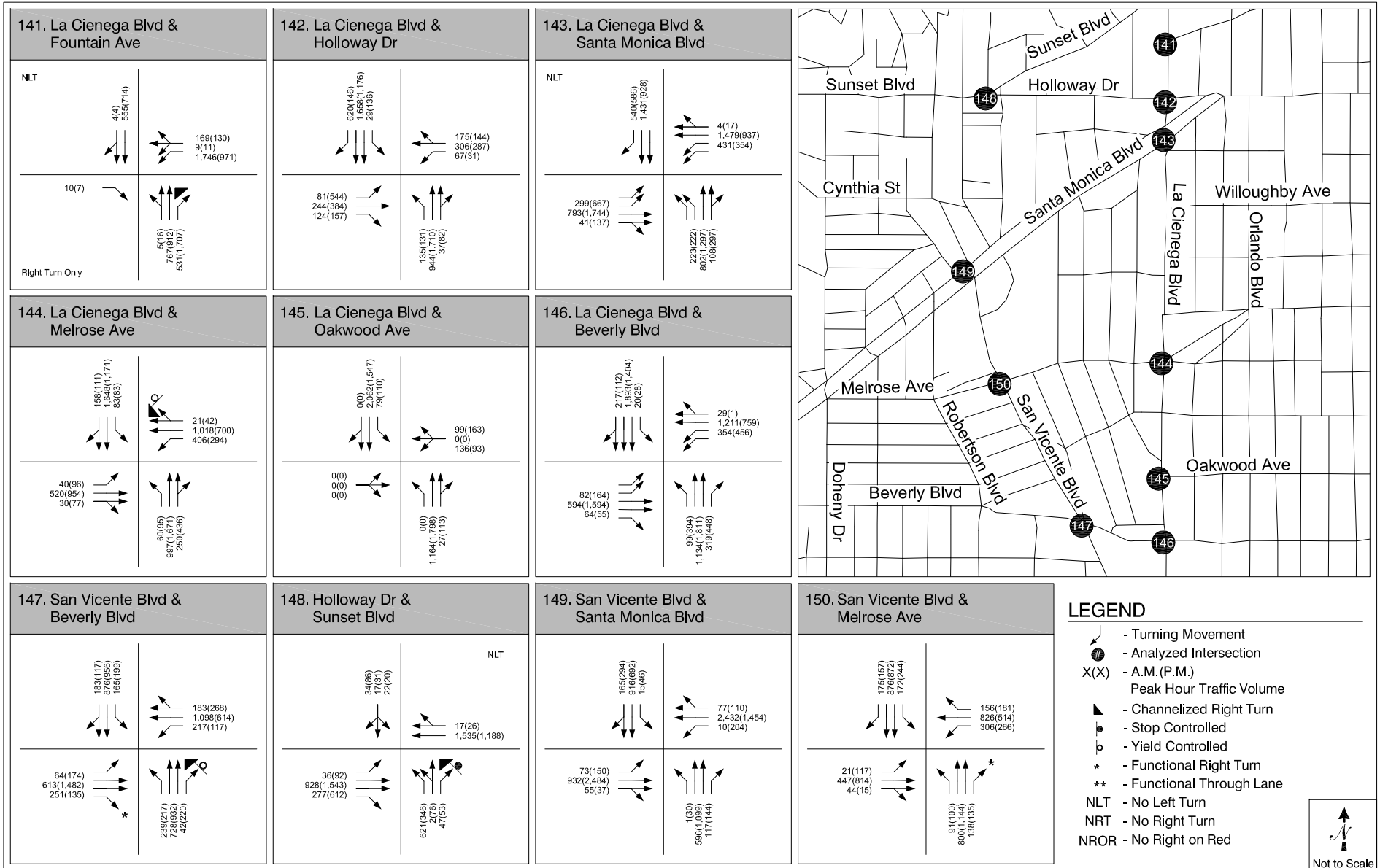
LEGEND

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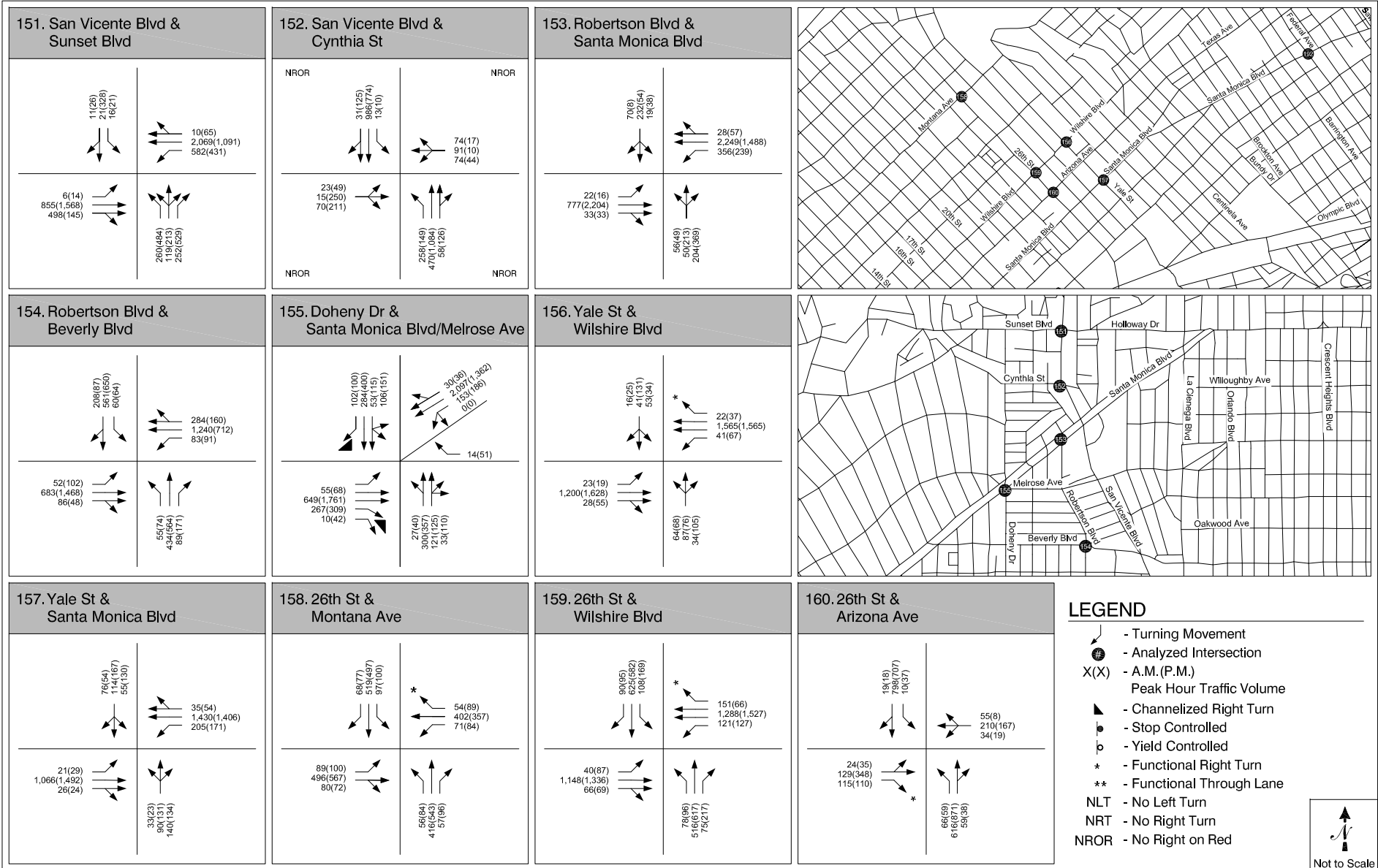
Year 2035 Alternative 5 Peak Hour Traffic Volumes

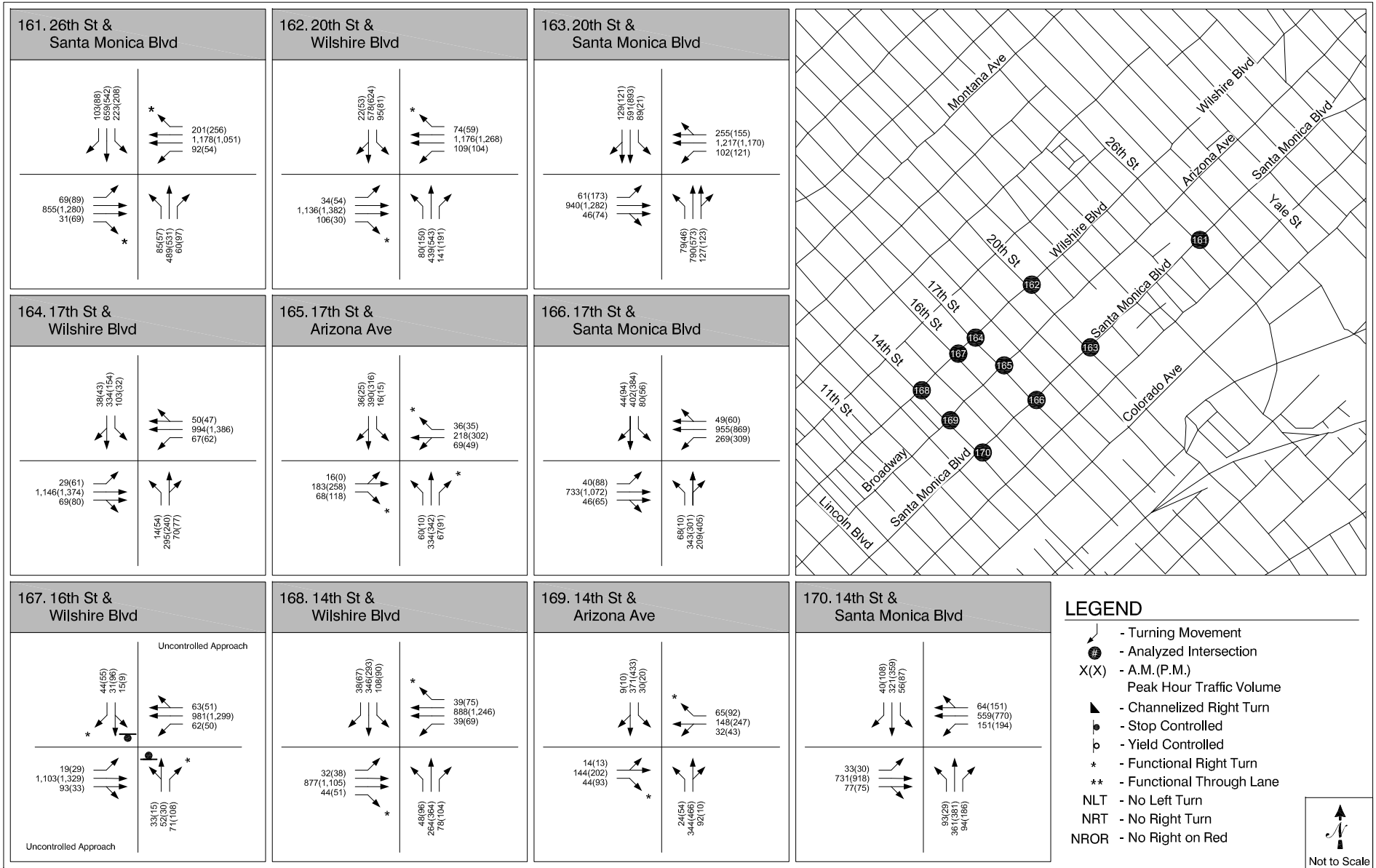


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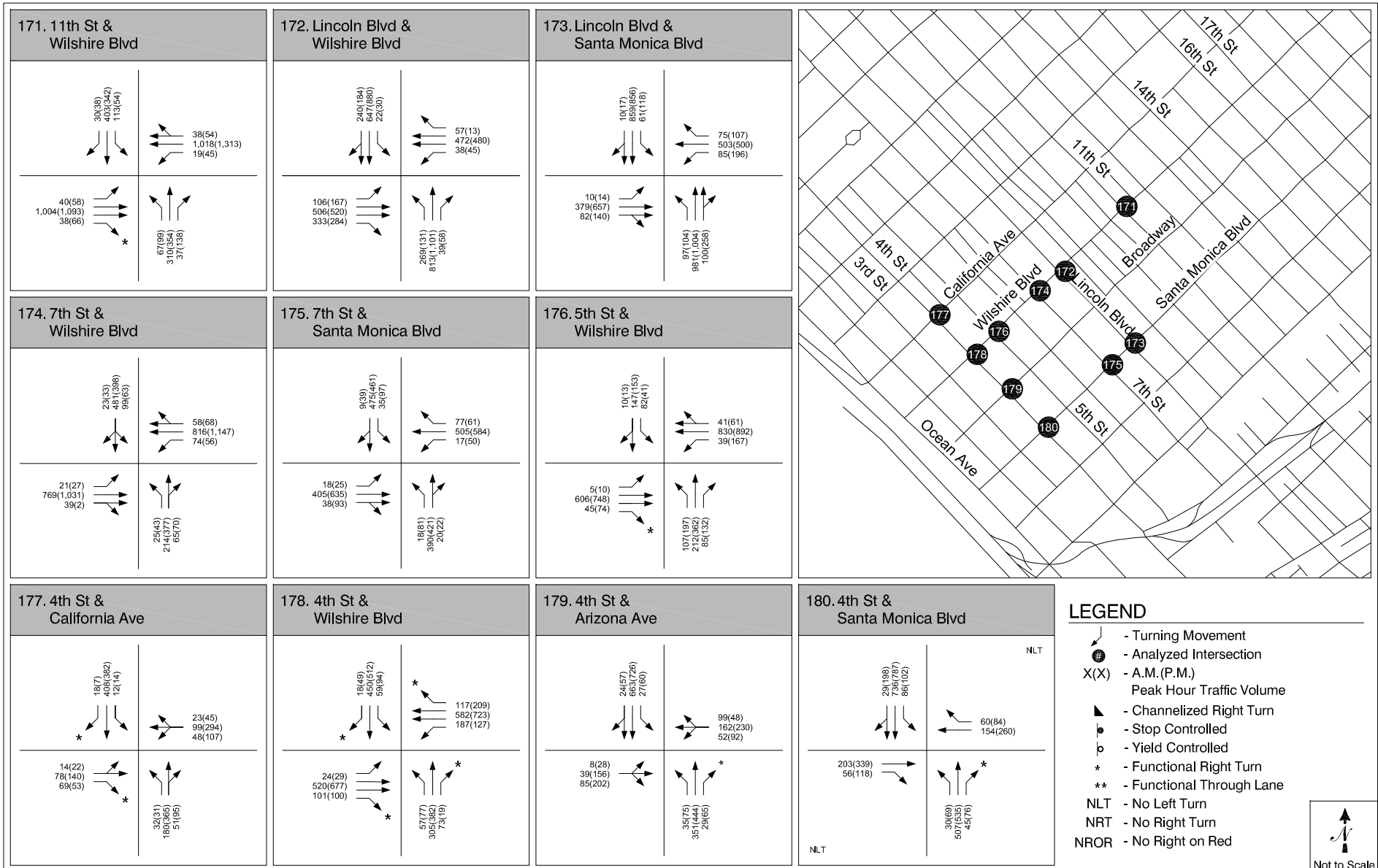
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Year 2035 Alternative 5 Peak Hour Traffic Volumes



LEGEND

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