

**GROUP** 

# **Traffic and Transport Assessment** Block 5 and Block 6 Clongriffin, Dublin 13







#### TRAFFIC AND TRANSPORT ASSESSMENT

# BLOCK 5 AND BLOCK 6, CLONGRIFFIN, DUBLIN 13

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#### 1.0 INTRODUCTION

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by the Land Development Agency (LDA) to prepare a Traffic and Transport Assessment (TTA) for a proposed standalone Large-scale Residential Development (LRD) at Block 5 and Block 6, Clongriffin, Dublin 13.

The TTA is to be read in conjunction with the engineering drawings and documents submitted by CS Consulting and with all other documentation submitted by other members of the project design team.

# 1.1 Applicable Reference Documents

In preparing this report, CS Consulting has made reference to the following:

- Dublin City Development Plan 2022-2028
- Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities) (2022)
- TII Project Appraisal Guidelines (2011)
- TII Traffic and Transport Assessment Guidelines (2014)
- DoT Traffic Signs Manual (2019-2024)
- Trip Rate Information Computer System (TRICS) database
- CSO 2022 Census data
- Tusla Quality and Regulatory Framework: Full Day Care Service and Part-Time Day Care Service (2018)
- Uisce Éireann Code of Practice for Water Infrastructure (2020)
- Design Manual for Urban Roads and Streets (DMURS) 2019
- IStructE Car Park Design Guide (2023)
- NDA Building for Everyone: A Universal Design Approach External environment and approach (2012)
- Building Regulations 2010 Technical Guidance Document M



- NTA Cycle Design Manual (2023)
- Greater Dublin Area Cycle Network Plan (2022)

### 1.2 Objective

The principal objective of this report is to examine the proposed development's potential effects on the operation of the surrounding transportation infrastructure and nearby transport services. The report also examines the proposed development's vehicular access and servicing arrangements, car and bicycle parking provision, site layout, public transport availability, contribution to public transport demand, and facilities for pedestrians and cyclists.

# 1.3 Study Methodology

The methodology adopted in preparing this report corresponds to industry best practice and follows the guidance set out by Transport Infrastructure Ireland (TII) in its *Project Appraisal Guidelines* and its *Traffic and Transport* Assessment Guidelines. This methodology is summarised as follows:

- <u>Receiving environment</u> A desktop study of the area surrounding the
  development site has been conducted, examining the nature of the
  surrounding existing transport infrastructure, the existing public
  transport services nearby, and proposed future improvements to
  transport infrastructure and services.
- <u>Traffic flow data</u> 14-hour classified vehicular traffic count surveys were undertaken on Thursday the 11<sup>th</sup> of April 2024 by IDASO Ltd on behalf of CS Consulting. These surveys were conducted between 06:00 and 20:00 at 10no. existing road junction sites in Clongriffin and Belmayne.
- <u>Trip generation</u> A multi-modal development trip generation assessment has been carried out using data extracted from the Trip



Rate Information Computer System (TRICS) database of traffic surveys, in conjunction with CSO national census data. This quantifies trips to and from the proposed development site, across several modes of transport.

- Vehicular trip distribution Based upon existing traffic characteristics and the surrounding road network structure, appropriate distributions have been applied to vehicular trips to and from the proposed development.
- <u>Junction operation assessment</u> Baseline year traffic flows and future year traffic forecasts were derived from surveyed traffic movements, using TII growth factors and development trip generation figures. These traffic flows were applied to a PICADY computer model of the existing junction of Park Avenue with Clongriffin Main Street, at which it was determined that the proposed development would result in the greatest proportion increases in total traffic movements. The performance of this junction was assessed for the development's proposed year of opening (2027), 5 years after opening (2032), and 15 years after opening (2042; the Design Year assessment).
- Public transport capacity and demand The approximate capacity
  of existing public transport services close to the development site has
  been established, and the development's projected public transport
  demand at peak times has been calculated and compared to the
  existing capacity.
- <u>Parking</u> Car, motorcycle, and bicycle parking provisions within the proposed development have been assessed with reference to the parking standards set out in the *Dublin City Development Plan 2022*– 2028 and other applicable guidance documents.



#### 1.4 Local Authority Consultation

The applicant and project design team held a pre-planning meeting with Dublin City Council on the 8<sup>th</sup> of May, which was attended by representatives of the DCC Environment and Transportation Department. On the 18<sup>th</sup> of July 2024, following receipt of the DCC Opinion document (see Section **9.0**), CS Consulting held a further consultation meeting with Messrs Seán Callaghan and John Carty of DCC's Transportation Planning Division, in which transportation-related items raised in this Opinion were discussed.

#### 1.5 Structure of Report

The structure of this report corresponds to the various stages outlined above, and the key tasks summarised below:

- Section 2 describes the proposed development location, the existing land use, and the development proposals.
- Section 3 provides an overview of the existing local transportation infrastructure, existing traffic flows, and public transport services, as well as identifying relevant proposed improvements to local infrastructure and services.
- Sections 4 and 5 detail the analysis as described in the study methodology above. The analysis examines trip generation, trip distribution, and resulting junction operational performance with the development in place.
- Section 6 gives an estimate of nearby public transport service capacities and compares these to the development's predicted contribution to public transport demand.



- Section 7 assesses the proposed car and bicycle parking provisions for the development, with reference to Local Authority standards and national policy guidance.
- Section 8 examines the development's vehicular access arrangements, internal layout, pedestrian and cyclist facilities, and servicing arrangements.
- Section 9 summarises the transport-related points raised in the Local Authority's formal Opinion document, issued following Stage 2 of the LRD planning process, and gives responses to these.
- Section 10 presents the conclusions of the report.



# 2.0 SITE LOCATION, CONTEXT, AND PROPOSED DEVELOPMENT

#### 2.1 Site Location

The application site is located within zoned development lands to the north-west of Clongriffin railway station in Dublin 13. It is bounded to the north and west by recently completed residential developments, and to the east and south by undeveloped lands. The site has a total area of approx. 2.2ha and is in the administrative jurisdiction of Dublin City Council (DCC), adjacent to the City Council's boundary with Fingal County Council.

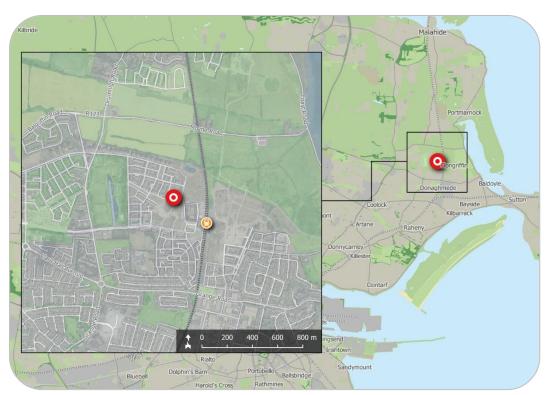


Figure 1 – Development site location (sources: EPA, OSi, OSM Contributors, Google)

The location of the development site is shown in **Figure 1** above; its extents and environs are shown in more detail in **Figure 2**.



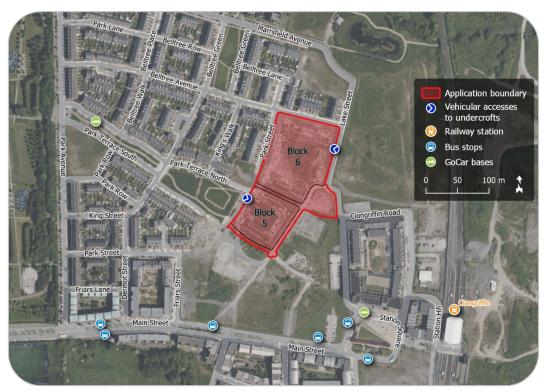


Figure 2 – Development site extents and environs (sources: NTA, GoCar, OSi, OSM Contributors, Microsoft)

# 2.2 Previous Clongriffin Masterplan Development

Development of the wider Clongriffin area has thus far been carried out largely in accordance with a 10-year masterplan planning permission granted to Gannon Homes on the 27<sup>th</sup> of June 2003 under DCC Reg. Ref. 0132/02 (An Bord Pleanála ref. PL29N.131058). This provided for development consisting of a total of 3,576no. dwellings and 80,600m<sup>2</sup> of mixed retail, commercial, leisure, and community uses, associated car parking and engineering works, and provision for a new railway station.

These previously permitted development proposals (referred to hereafter as the 'masterplan parent permission') comprised:

- 838no. houses, 428no. duplex units, and 2,310no. apartments.
- Commercial uses including 73no. retail units, a supermarket, offices (44,036m²) and media-associated uses (8,386m²), 2no. banks, 2no.



restaurants, 3no. public houses, a 70-unit aparthotel, 2no. hot food takeaways, a cinemaplex (5,700m²), a gym-fitness centre, a pharmacy, 2no. off-licences, a betting office, motor showrooms, 3no. motor service units, and 19no. enterprise units (1,542m²).

- Medical facilities including a 25-bed day hospital with 2no. operating theatres, a doctor's/dentist's surgery, and a veterinary surgery.
- 4no. childcare facilities (875m<sup>2</sup> in total).
- A community centre and provision for a Garda Services unit.
- 3no. kerbside recycling centres.



Figure 3 – Approximate Clongriffin masterplan extents (sources: OSi, OSM Contributors)

The masterplan parent permission also provided for the following associated infrastructure works:

• Services infrastructure including water supply, foul drainage, surface water drainage, and internal roads.



- A new access road to the development from the Hole in the Wall Road through Father Collins Park [Main Street] and a new east-west access road parallel to the Mayne River [Marrsfield Avenue].
- A public stairway and lift and escalator enclosure for the proposed over-track railway station.
- An underground town carpark and park and ride carpark (420no. spaces), taxi rank, drop off points, and a bus interchange associated with the railway station.
- Civic town squares and spaces, and a linear park along the south side of the Mayne River with attenuation pond.
- Site development works for reserved sites for future uses.

Much of this development has been constructed in the intervening years, whether under the original masterplan parent permission, amendments thereto, or separate planning permissions for individual sites within the masterplan area. Infrastructure so far completed includes:

- The 2no. access roads from the Hole in the Wall Road (Clongriffin Main Street and Marrsfield Avenue).
- The majority of the masterplan area's internal roads.
- Comprehensive internal foul drainage and surface water drainage networks, including a foul pumping station and a stormwater attenuation pond in the north-east corner of the masterplan area.
- A well-developed internal potable water supply network.

# 2.3 Existing Subject Site Condition

The subject development site itself is generally greenfield, although parts of it have been used for access and storage to facilitate construction on adjacent lands.



# 2.4 Description of Proposed Development

The proposed development will consist of the construction of two Blocks ranging in height between 3- to 7-storeys to provide 408 no. apartments (comprising 180 x 1 bed; 226 x 2 bed and 2 x 3 bed units) together with ancillary car-; bicycle and motorcycle parking provision. Ancillary communal amenity spaces are provided at podium level within the respective courtyards and at 4th floor roof terrace level.

At ground floor level provision is made for 1,209 sq.m Community / Arts and Cultural floorspace and a childcare facility of 413 sq.m (with an ancillary play area of 125 sq.m). Other facilities provided at ground floor level include refuse / bin stores; energy centre, plant rooms and integrated ESB substations and associated switch rooms. On-street loading bays are provided along Lake Street and Dargan Street.

Other works include the provision of road infrastructure and green infrastructure (in the form of a public open space / landscaped pocket park extending to 1,433 sq.m in area) together with street planting and public lighting throughout plus all associated engineering and site works (including an external multi-functional community / arts and cultural events space of 315 sq.m along Market Street and all underground services and utility connections) necessary to serve the proposed development.

## 2.5 Previously Permitted Developments on Subject Site

The present application is for a standalone development, comprising 2no. apartment blocks only, and does not seek to amend or derive from any extant planning permission. It is however relevant to note that 2no. apartment blocks of very similar design (also referred to as Block 5 and Block 6) are currently permitted within the area subject to this application. These permissions have not been commenced, nor will they be. These permissions



expire in March 2025 and the proposed application for development is to replace these permissions.



Figure 4 – Previously permitted developments within application boundary (sources: CCK Architects, OSM Contributors, Microsoft)

These permissions were granted on 13/12/2019 under separate but concurrent Strategic Housing Development (SHD) applications:

- Block 5 (138no. apartments) as part of the 500-unit SHD permitted under ABP ref. 305319, which also included blocks 4 and 14.
- Block 6 (270no. apartments) as part of the 1,030-unit SHD permitted under ABP ref. 305316, which also included blocks 8, 11, 17, 25, 26, 27, 28, and 29.



As permitted under ABP ref. 305319, Block 5 would comprise:

- 52no. 1-bedroom apartments.
- 83no. 2-bedroom apartments.
- 3no. 3-bedroom apartments.
- 4no. retail units with a combined GFA of 393m<sup>2</sup>.
- 42no. on-street car parking spaces on Park Street, Dargan Street, and Lake Street.
- 54no. internal (undercroft) car parking spaces, with vehicular access from Park Street to the west.
- 194no. secure long term bicycle parking spaces.
- 30no. publicly accessible short stay bicycle parking spaces.

As permitted under ABP ref. 305316, Block 6 would comprise:

- 123no. 1-bedroom apartments.
- 147no. 2-bedroom apartments.
- A crèche with internal GFA of 418m<sup>2</sup>, providing 59no. childcare spaces.
- 65no. on-street car parking spaces on Belltree Avenue, Lake Street,
   Dargan Street, and Park Street.
- 119no. internal (undercroft) car parking spaces, with vehicular access from Lake Street to the east.
- 550no. secure long term bicycle parking spaces.
- 22no. publicly accessible short stay bicycle parking spaces.



#### 3.0 RECEIVING ENVIRONMENT

# 3.1 Clongriffin Masterplan Road Network

As previously described (see sub-section **2.2**), development of the wider Clongriffin area to date has been carried out generally in accordance with a masterplan planning permission granted under DCC Reg. Ref. 0132/02 (An Bord Pleanála ref. PL29N.131058). This masterplan parent permission provided for a comprehensive network of internal roads for the masterplan area, with two principal link streets (Main Street and Marrsfield Avenue) that connect this network to the Hole in the Wall Road, to the west.



Figure 5 – Clongriffin masterplan road network (northern section) (sources: CCK Architects, OSM Contributors, Microsoft)



As shown in **Figure 5**, the majority of this Clongriffin road network has already been constructed, including streets on the northern, eastern, and western sides of Block 6 (Belltree Avenue, Lake Street, and Park Street). As part of the proposed development:

- Dargan Street will be constructed, connecting Park Street to Clongriffin Road and running between Block 5 and Block 6.
- Lake Street will be extended southward along the eastern side of Block
   5, as far as its junction with Market Street.
- The initial section of Market Street will be constructed, extending from Park Street along the southern side of Block 5 as far as its junction with Lake Street.

Prior to construction of the proposed development, the remaining section of Park Street will also be completed, running along the western side of Block 5, as permitted under Reg. Ref. 0132/02. These works are to be carried by a third party under a condition of the land transfer by which the applicant acquired the development site.

The existing Clongriffin internal road network comprises local streets with carriageway widths of between 5.0m and 6.0m. The majority of car parking is within dwelling curtilages, with some parallel on-street parking spaces. Extensive on-street parking is however provided along Marrsfield Avenue, Park Avenue, and Park Terrace. Raised footpaths are in place along all completed streets, with a minimum width of 2.0m generally. On-road cycle lanes are in place on Marrsfield Avenue only, terminating where this becomes Lake Street.

#### 3.2 Main Street Extension

Clongriffin Main Street was initially constructed between Station Square and the Hole in the Wall Road, extending only some 200m westward beyond the Hole in the Wall Road. In the context of wider development in the



Balgriffin area, Main Street is currently being extended some 800m further westward, to connect with the Malahide Road. This creates new 4-arm junctions on the Malahide Road and Belmayne Avenue, which have been constructed but are not yet in full operation.



Figure 6 – Clongriffin Main Street extension (sources: OSi, OSM Contributors, Microsoft)

#### 3.3 Existing Local Vehicular Traffic Flows

Full turning movement classified traffic counts were carried out by IDASO Ltd, on behalf of CS Consulting, over a 14-hour period (06:00–20:00) on Thursday the 11<sup>th</sup> of April 2024. This traffic survey encompassed the following 10no. existing junction sites (see **Figure 7**):

- J1. R107 / R139(4-arm signal-controlled junction)
- J2. R107 Malahide Road / Mayne River Avenue(3-arm priority-controlled junction with 4<sup>th</sup> arm under construction)
- J3. R107 Malahide Road / Belmayne



(3-arm signal-controlled junction)

- J4. R139 Clarehall Avenue / Belmayne Avenue / Clare Hall (4-arm roundabout)
- J5. Belmayne Avenue / Main Street

  (3-arm signal-controlled junction with 4<sup>th</sup> arm under construction)
- J6. R139 / R809 / Hole in the Wall Road (4-arm roundabout)
- J7. Hole in the Wall Road / Main Street
  (4-arm signal-controlled junction)
- J8. Hole in the Wall Road / Clongriffin Avenue / Marrsfield Avenue (4-arm signal-controlled junction)
- J9. Main Street / Park Avenue(3-arm priority-controlled junction)
- J10. Marrsfield Avenue / Park Avenue (3-arm priority-controlled junction)



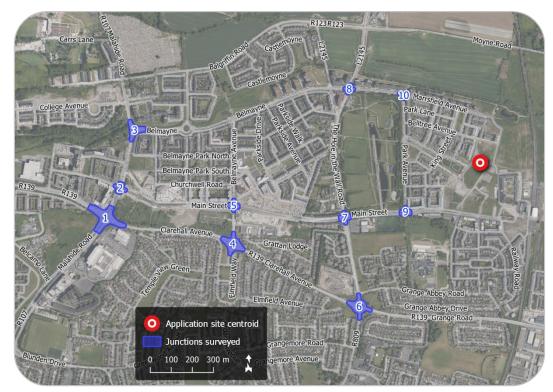


Figure 7 – Traffic survey sites (sources: OSM Contributors, Microsoft)

The peak hour traffic flows across all ten survey sites were found to occur between 08:00 and 09:00 (AM peak hour) and between 17:00 and 18:00 (PM peak hour).

Raw data from this traffic survey are provided in **Appendix A**. The recorded traffic movements at each of the surveyed junctions during the peak hours have been isolated from the count data and converted to Passenger Car Units. TII expansion factors have also been used to derive the Annual Average Daily Traffic (AADT) total traffic movements at each surveyed junction. Both the weekday peak hour totals and the AADT totals are given in **Table 1**.

Table 1 – Total Traffic Movements at Surveyed Junctions

Junction Wee	day Peak Hours	AADT
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Ref.	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	Light Vehicles	Heavy Vehicles	TOTAL
Jl	4,528	4,676	56,404	3,076	59,480
J2	2,079	2,010	23,685	967	24,652
J3	2,200	2,159	24,258	1,006	25,264
J4	2,706	2,637	30,822	1,490	32,312
J5	698	597	5,811	342	6,153
J6	3,299	3,329	38,755	1,555	40,310
J7	1,023	1,287	13,034	412	13,446
J8	1,310	1,155	12,009	193	12,202
J9	516	628	5,797	276	6,073
J10	420	308	3,010	39	3,049

#### 3.4 Pedestrian Accessibility

**Figure 8** shows walking times to and from the development site, based on an average walking speed of 4.5km/h. The street network used for this assessment assumes completion of the street elements to be constructed as part of the proposed development (sections of Park Street, Dargan Street, Lake Street, and Market Street, as described in sub-section **3.1**) but does not include the few remaining elements of the Clongriffin masterplan road network that are outside the scope of this application.

Clongriffin railway station is within a 5-minute walk of the development site, as are bus stops at Station Square and along Clongriffin Main Street. The section of Clongriffin Main Street that is within a 5-minute walk is home to several medical, commercial, and food/beverage premises, including a medical centre, a pharmacy, and a vet. The entirety of Father Collins Park is within a 10-minute walk, and the Donaghmede Shopping Centre is just over 20 minutes' walk away.



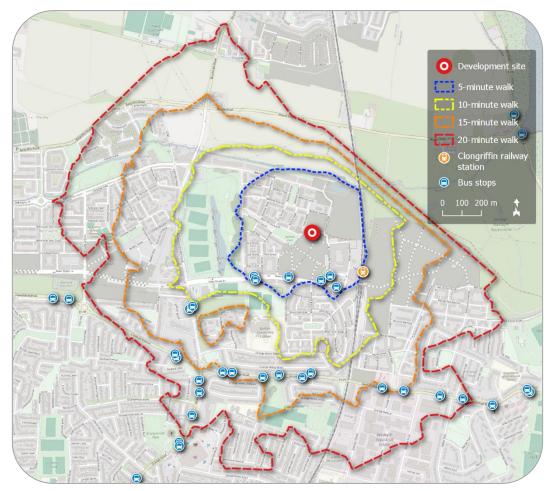


Figure 8 – Walking times to/from development site (sources: NTA, OSi, OSM Contributors)

# 3.5 Bicycle Journey Times

**Figure 8** shows bicycle journey times to and from the development site, based on an average cycling speed of 16km/h.



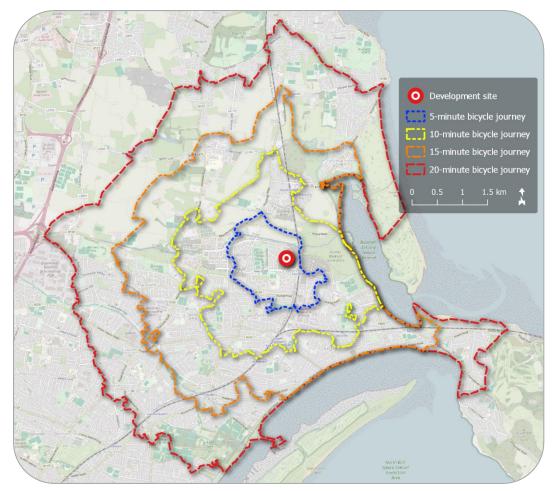


Figure 9 – Bicycle journey times to/from development site (sources: NTA, OSi, OSM Contributors)

# 3.6 Existing Public Transport Services

Bus stops at Station Square and along Clongriffin Main Street, within a 5-minute walk of the development site, are served by Dublin Bus route no. 15. This is a high-frequency bus route that operates between Clongriffin and Ballycullen in south-west Dublin, via Dublin city centre.

Table 2 – Existing Adjacent Bus Service

Route No.	Operator	Destination	Weekday Services	Typical Peak Hour Interval
15	Dublin	Ballycullen Road	120 (approx.)	4 min
	B∪s	Clongriffin	120 (approx.)	10 min



Clongriffin railway station is approximately 300m south-east of the development site, within a 5-minute walk. This station is served principally by Dublin Area Rapid Transit (DART) trains operating between Malahide and Bray or Greystones, via Dublin city centre. Commuter rail services on the Drogheda/Dundalk to Dublin/Bray route also call at this station, though less frequently.

Table 3 – Rail Services at Clongriffin Station

Service Type	Direction (Destinations)	Weekday Services	Typical Peak Hour Interval
Dublin Area	Northbound (Malahide)	47	15 min
Rapid Transit (DART)	Southbound (Bray/Greystones via Dublin)	47	20 min
Communitar Dail	Northbound (Drogheda/Dundalk)	3	n/a
Commuter Rail	Southbound (Dublin/Bray)	2	n/a

**Figure 10** shows the reach of public transport journeys from the development site, by total journey time, based on a weekday departure time of 08:00. These journey times include service interchanges, as well as the time necessary to walk to and between public transport stops.



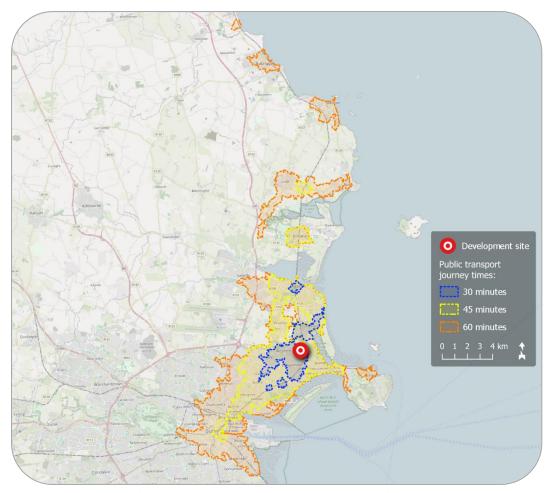


Figure 10 – Public transport journey times (sources: TravelTime platform, OSM Contributors)

# 3.7 Proposed Transport Infrastructure and Service Improvements

#### 3.7.1 BusConnects

The BusConnects Dublin Area Revised Bus Network initiative, which is currently undergoing staged implementation, seeks to improve the overall convenience and efficiency of the city's bus routes. As part of this reorganisation, the existing Dublin Bus route no. 15 – which currently serves stops at Station Square and on Clongriffin Main Street, in close proximity to the development site – is to be discontinued. Four new bus routes are instead to run to and from Clongriffin Station: the D1 and D3 arterial routes, passing through Dublin city centre, and the



N8 and L80 orbital/local routes to Blanchardstown Shopping Centre and Dublin City University.

In addition to these, it is proposed to extend the H1 arterial route, which currently runs between Dublin City Centre and Baldoyle, as far as Clongriffin Station. This is however contingent on the completion of a bus ramp over the railway line to provide a direct road connection between Station Square and Red Arches Road.



Figure 11 – BusConnects network redesign – Clarehall/Donaghmede (background map source: NTA)

The other principal component of the BusConnects project comprises the Core Bus Corridors, one of which is to be implemented between Clongriffin Station and Dublin city centre. This will improve bus infrastructure and reinforce bus priority along this route, with the aim of reducing bus journey times and improving service reliability. In the immediate vicinity of the development site, this Core Bus Corridor (no.



1) is to run along Clongriffin Main Street and will for the most part make use of existing bus lanes.

Table 4 – Adjacent Bus Services Proposed Under BusConnects

Route No.	Route Type	Destination	Weekday Services	Typical Peak Hour Interval
D1	Spine	Grange Castle	72	15 min
D1	(arterial)	Clongriffin	72	15 min
D3	Spine	Clondalkin	72	15 min
D3	(arterial)	Clongriffin	72	15 min
NIO	10 04:14-1	Blanchardstown S.C.	36	30 min
N8	Orbital	Clongriffin	36	30 min
1.00	l o o oil	Dublin City University	32	20 min
L80	Local	Clongriffin	32	20 min
111 *	Spine	City Centre	72	15 min
H1*	(arterial)	Clongriffin	72	15 min

#### 3.7.2 <u>DART+</u>

DART+ is the NTA and larnród Éireann's programme for the expansion and modernisation of Dublin Area Rapid Transit (DART) medium rail services. This will extend the DART network from its current 50km in length to over 150km.

The DART+ programme involves the purchase of a new train fleet, as well as rail infrastructure improvements along the following network sections:

- Maynooth and M3 Parkway to the City Centre (DART+ West)
- Hazelhatch & Celbridge to the City Centre (DART+ South West)
- Drogheda to the City Centre (DART+ Coastal North)
- Greystones to the City Centre (DART+ Coastal South)

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<sup>\*</sup> Subject to extension of existing H1 service via Red Arches Road to Clongriffin Station.



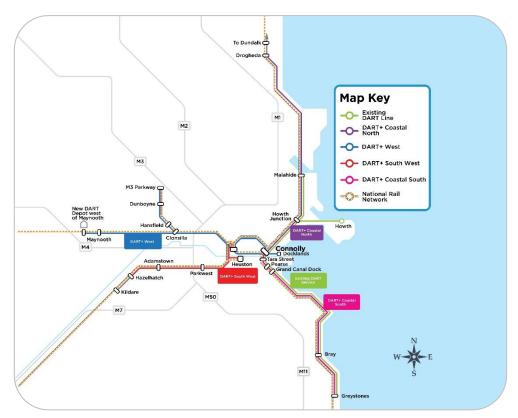


Figure 12 – DART+ proposal extents (source: NTA / larnród Éireann)

The DART+ Coastal North Project will provide an extension of the existing electrified rail network from Malahide to Drogheda MacBride station, and will provide the infrastructure to facilitate increased rail capacity on the Northern Line between Dublin City Centre and Drogheda MacBride Station, including the Howth Branch. DART+ Coastal North will increase peak period train frequency between Drogheda and Dublin City Centre from 3.7 trains per hour to 8 trains per hour, and increase passenger capacity from 4,200 per hour to 8,900 per hour. Project elements also include track modifications at various locations and a new platform at Drogheda MacBride Station.

As additional rolling stock is required to support the planned expansion in rail services, provision is made for the purchase of up to 750 electric and battery/electric vehicles over the next decade.



Delivery of the first order of 95 cars is expected in 2024, with these entering service in 2025.

DART+ Coastal North remains in the later stages of the concept phase; this will be followed by the preliminary design phase and statutory planning approval phases. When the necessary permissions have been granted, the detailed design and procurement phases will be undertaken. Pending further approvals, the contract award for the construction phase is anticipated to be in 2025/26.

#### 3.7.3 Greater Dublin Area Cycle Network Plan

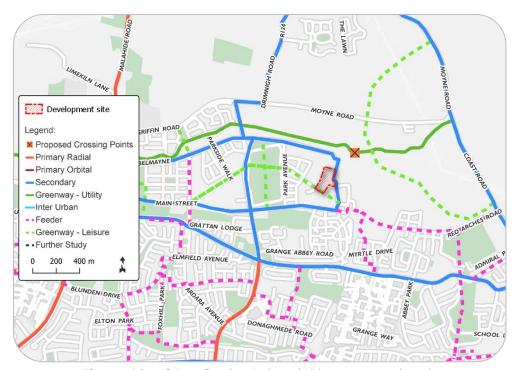


Figure 13 – GDA Cycle Network Plan map extract (background map source: NTA)

As part of the Greater Dublin Area Cycle Network Plan, administered by the National Transport Authority, it is proposed that secondary cycle routes be implemented along the full length of Clongriffin Main Street, as well as along the Hole in the Wall Road, Marrsfield Avenue, Clongriffin Road, and Lake Street. A feeder route is proposed along Red Arches Road, and a utility greenway along the Mayne River. A



leisure greenway is shown traversing the subject lands from west to east.

No information is yet publicly available on the proposed design or delivery timeframe of these cycle infrastructure objectives.

# 3.8 Existing Shared Transport Facilities

The area surrounding the development site is well served by the GoCar, Yukõ, and Driveyou commercial car-share services (see **Figure 14**):

- 2no. GoCar bases, with a total of 5no. vehicles, are located within a 5-minute walk of the development site. A further 4no. GoCar vehicles are located within a 10-minute walk.
- One Yukõ base is located within a 10-minute walk of the site, and another within a 15-minute walk.
- One Driveyou base is located within a 15-minute walk of the site.

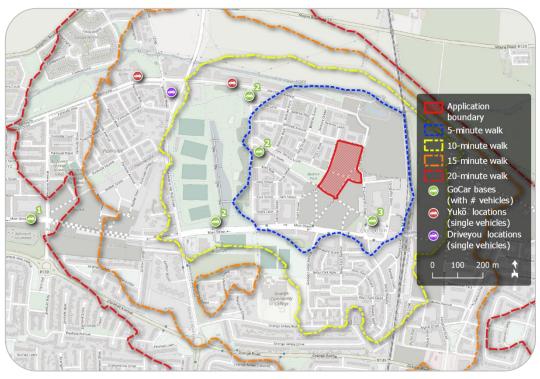


Figure 14 – Existing car-share service locations (sources: GoCar, Toyota, Driveyou, OSM Contributors)



#### Note:

The above car sharing locations represent the most up to date information available on the publicly accessible GoCar, Yukõ, and DriveYou bases at the time of preparing this report. These base locations are subject to periodic alteration by the scheme operators, in response to usage demand and to traffic management considerations.

#### 3.9 Nearby Committed Developments

A review of extant planning permissions has identified no nearby committed developments that are of a nature and scale likely to significantly influence vehicular traffic flows on the local road network in the immediate vicinity of the subject development site.

#### 3.10 Future Year Background Traffic Growth

The operational impact of traffic on the road network within the proposed development's area of influence is to be assessed for the following years:

- 2024 Baseline year (existing conditions)
- 2027 Opening year
- 2032 5 years after opening
- 2042 Design year (15 years after opening)

Unit 5.3 of the TII Project Appraisal Guidelines (PE-PAG-02017 Travel Demand Projections) shall be used to apply growth factors to the 2024 surveyed background traffic flows, to obtain traffic flows for future year assessment scenarios. The applicable TII annual growth rates are given in **Table 5**, and the resultant cumulative growth in background traffic for each assessment year is given in **Table 6**.



# Table 5 – TII Central Growth Rates

NТрМ†	Vehicle	Annual Background Traffic Growth Factor		
Zone No.	Туре	2016-2030	2030-2040	2040-2050
8612	Light / PCU	1.0247	1.0092	1.0038
	Heavy	1.0549	1.0230	1.0197

Table 6 – Calculated Background Traffic Growth ‡

Vehicle Type	2027 Year of opening	2032 Opening year +5	2042 Opening year +15
Light / PCU	+ 7.6%	+ 17.9%	+ 27.8%
Heavy	+ 17.4%	+ 44.2%	+ 79.9%

29

<sup>†</sup> TII/NTA National Transport Model

<sup>&</sup>lt;sup>‡</sup> Cumulative percentage increases over 2024 traffic levels.



#### 4.0 TRIP GENERATION AND DISTRIBUTION

# 4.1 Modal Split

To establish indicative baseline modal splits for residents of (and visitors to) the development, reference has been made to CSO data derived from the 2022 census, in the form of Small Area Population Statistics (SAPS) that give modal splits for residents' trips to places of work or study. For the purposes of the present assessment, these splits are assumed to apply also to visitors. The development site is within Census Small Area (SA) no. 268072013/01 (see Figure 15), which is bordered by 9no. other SAs. The aggregate census modal splits for these 10no. SAs, which have a total combined census population of 2,542 people, are given in Table 7.

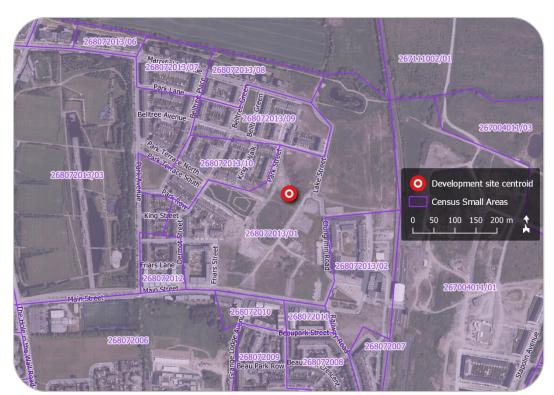


Figure 15 – Census Small Areas (SAs) (sources: CSO, Microsoft)



Table 7 - CSO 2022 Census Data - Existing Modal Splits

Transport Mode	Local Area Census Modal Shares §
Driving a Car or Van	29%
Passenger in a Car	16%
Bicycle	6%
Motorcycle	1%
Bus	14%
Train or Tram	21%
Walking	13%

It should be noted that these modal shares refer to the greatest proportion (by distance) of each journey. A bus journey, for example, is likely to involve walking or cycling at one or both ends of the trip but will not be classified as a walking or cycling journey.

# 4.2 Development Resident and Visitor Person-Trip Generation

The proposed development comprises 408no. apartment units with a total of 638no. bedrooms, distributed as follows:

- 138no. dwellings (with 220no. bedrooms) in Block 5.
- 270no. dwellings (with 418no. bedrooms) in Block 6.

Trip generation factors from the Trip Rate Information Computer System (TRICS) database have been used to predict the total trip generation to and from the proposed development (across all modes) for the weekday AM and PM peak hour periods, as well as for an average full day (AADT). The TRICS survey database is maintained by a consortium of English County Councils but covers the entirety of Great Britain and Ireland. Full details of the TRICS information used are provided in **Appendix B**.

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<sup>§</sup> Excluding 'not stated' responses and those who work mainly from home.



The TRICS sub-category '03 Residential / C - Flats Privately Owned' has been employed, being the most appropriate to the proposed development. This is described in the TRICS land use category definitions as follows:

"Housing developments where at least 75% of households are privately owned. Of the total number of units, 75% must also be flats (sum of flats in blocks and "split" houses), with no more than 25% of the total units being "non-split" houses. The TRICS definition of a privately owned dwelling is a dwelling at which residents have any degree of equity, or a dwelling that is owned by a private landlord and rented at market rates. Trip rates are calculated by Site Area, Dwellings, Housing Density, or Total Bedrooms."

The TRICS trip rates for the proposed development have been selected from the above category, restricted insofar as possible to similar locations, and further refined with reference to 2022 CSO census data on the basis of:

- The population within 1 mile of the development site (26,000 approx.).
- The population within 5 miles of the development site (200,000 approx.).
- The mean car ownership rate within 5 miles of the development site (1.2 cars per household).

The selected TRICS person-trip rates are given in **Table 8**. These account for all trips to and from the proposed development's dwellings, the majority of which shall be made by residents and their visitors.

Table 8 – TRICS Person-Trip Generation Rates for Apartments

Time Period	Arrivals per bedroom	Departures per bedroom
Weekday AM Peak (08:00-09:00)	0.089	0.383
Weekday PM Peak (17:00-18:00)	0.281	0.123
AADT** (24-hour period)	2.110	2.110

<sup>\*\*</sup> Annual Average Daily Traffic

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The total residential person-trip generation figures obtained for the proposed development are given in **Table 9**.

Table 9 – Development Residential Person-Trip Generation from TRICS

Time Period	Arrivals	Departures	Total Trips					
Block 5								
Weekday AM Peak	20	84	104					
Weekday PM Peak	62	27	89					
AADT (24hr)	464	464	928					
	Block	6						
Weekday AM Peak	37	160	197					
Weekday PM Peak	117	51	168					
AADT (24hr)	882	882	1764					
	Overall Devel	opment						
Weekday AM Peak	57	244	301					
Weekday PM Peak	179	78	257					
AADT (24hr)	1346	1346	2692					

# 4.3 Development Resident and Visitor Trips by Mode

The local modal splits given in **Table 7** have been applied to all weekday peak hour and AADT person-trips to be generated by the proposed development, as given in **Table 9**. This produces the distribution of development trips across transport modes that is presented in **Table 10**.



Table 10 – Development Trip Generation by Mode

		Di	rection and	d Time Perio	od					
Transport		Arrivals			Departures					
Mode	Weekday AM Peak	Weekday PM Peak	AADT	Weekday AM Peak	Weekday PM Peak	AADT				
Block 5										
Driving a Car or Van	6	18	135	24	8	135				
Passenger in a Car/Van/Taxi	3	10	74	13	4	74				
Bicycle	1	4	28	5	2	28				
Motorcycle	0	1	5	1	0	5				
Bus	3	9	65	12	4	65				
Train or Tram	4	13	97	18	6	97				
Walking	3	8	60	11	4	60				
TOTAL	20	63	464	84	28	464				
		В	lock 6		-					
Driving a Car or Van	11	34	256	46	15	256				
Passenger in a Car/Van/Taxi	6	19	141	26	8	141				
Bicycle	2	7	53	10	3	53				
Motorcycle	0	1	9	2	1	9				
Bus	5	16	123	22	7	123				
Train or Tram	8	25	185	34	11	185				
Walking	5	15	115	21	7	115				
TOTAL	37	117	882	161	52	882				
		Overall D	)evelopme	nt						
Driving a Car or Van	17	52	391	70	23	391				
Passenger in a Car/Van/Taxi	9	29	215	39	12	215				
Bicycle	3	11	81	15	5	81				
Motorcycle	0	2	14	3	1	14				
Bus	8	25	188	34	11	188				
Train or Tram	12	38	282	52	17	282				
Walking	8	23	175	32	11	175				
TOTAL	57	180	1346	245	80	1346				



## 4.4 Development Residential Servicing Vehicle Trip Generation

In addition to trips made to and from the site by residents and visitors, the proposed development shall also generate vehicular trips by servicing vehicles. These shall be required for operations such as deliveries, maintenance works, and refuse collection, and shall be made by either Ordinary Goods Vehicles (rigid or articulated lorries over 7.5t) or Light Goods Vehicles (vans).

To separate these trips from those made by development residents and visitors, specific OGV and LGV trip generation rates have been sourced from the TRICS database (also from the sub-category '03 Residential / C - Flats Privately Owned'); these are given in **Table 11**.

Table 11 – TRICS Residential Servicing Vehicle Trip Generation Rates

Time	Arri per be	vals droom	Departures per bedroom	
Period	OGVs	LGVs	OGVs	LGVs
Weekday AM Peak (08:00-09:00)	0.000	0.005	0.000	0.008
Weekday PM Peak (17:00-18:00)	0.000	0.003	0.002	0.000
AADT (24-hour period)	0.002	0.069	0.002	0.069

The development's resultant predicted servicing vehicle trip generation is given in **Table 12**.

It must be noted that the total person-trip generation figures already established for the development's residential component (**Table 9**) technically already include residential servicing trips, although these have not been removed from the trip numbers calculated for residents and visitors. It is further noted that some of the LGV trips accounted for by the TRICS rates under this vehicle category will in fact be made by residents or visitors driving their own vans, rather than representing additional servicing trips. As such, the trip generation methodology employed will very slightly overestimate the number of servicing vehicle trips to and from the



proposed development. This effect does however contribute to a more robust traffic assessment of the development and has therefore not been corrected for.

Table 12 - Development Residential Servicing Trips from TRICS

Time	Arri	vals	Depa	Departures		Trips
Period	OGVs	LGVs	OGVs	LGVs	OGVs	LGVs
		Bloc	k 5			
Weekday AM Peak	0	1	0	2	0	3
Weekday PM Peak	0	1	0	0	0	1
AADT (24hr)	0	15	0	15	0	30
		Bloc	k 6			
Weekday AM Peak	0	2	0	3	0	5
Weekday PM Peak	0	1	1	0	1	1
AADT (24hr)	1	29	1	29	2	58
	С	verall Dev	elopment			
Weekday AM Peak	0	3	0	5	0	8
Weekday PM Peak	0	2	1	0	1	2
AADT (24hr)	1	44	1	44	2	88

## 4.5 Crèche Vehicular Trip Generation

In addition to the 408no. residential units, the proposed development also includes a crèche facility with the capacity for 99no. childcare places. This crèche is located in Block 6.

Crèche-specific trip generation factors for cars (including taxis), LGVs, and OGVs have been sourced from the TRICS database under the sub-category '04 Education / D – Nursery'. This is described in the TRICS land use category definitions as follows:

"Pre-school centres. Trip rates are calculated by Gross Floor Area, Pupils, or Employees."



The selected TRICS vehicle trip rates for the crèche are given in **Table 13**. These account for crèche users (i.e. parents), crèche staff, and servicing vehicles.

Table 13 – TRICS Crèche Vehicle Trip Generation Rates

Time	Arrivals per pupil			Departures per pupil		
Period	Cars	LGVs	OGVs	Cars	LGVs	OGVs
Weekday AM Peak (08:00-09:00)	0.176	0.002	0.000	0.109	0.002	0.000
Weekday PM Peak (17:00-18:00)	0.117	0.000	0.000	0.176	0.002	0.000
AADT (24-hour period)	0.835	0.017	0.000	0.835	0.017	0.000

The resultant predicted vehicle trip generation for the crèche is given in **Table 14**.

Table 14 - Crèche Vehicle Trip Generation from TRICS

Time	Arrivals			Departures			
Period	Cars	LGVs	OGVs	Cars	LGVs	OGVs	
Weekday AM Peak (08:00-09:00)	17	0	0	11	0	0	
Weekday PM Peak (17:00-18:00)	12	0	0	17	0	0	
AADT (24-hour period)	83	2	0	83	2	0	

The proposed crèche is intended to serve the proposed development itself, as well as the immediately adjacent existing residential areas. This is a small catchment area, and the majority of crèche users are expected to live within easy walking or cycling distance. The true rates of car trip generation to and from the crèche are therefore likely to be markedly less than those obtained from the TRICS database. As for residential servicing vehicle trips, however, these higher TRICS car trip rates contribute to a more robust traffic assessment and have therefore not been reduced.



## 4.6 Maximum Potential Development Vehicular Trips

**Table 15** gives the total projected maximum vehicular trip generation of the proposed development, obtained by combining the trip generation figures derived in sub-sections **4.3**, **4.4**, and **4.5**. Car passengers (as listed in **Table 10**) are assumed not to represent separate vehicle trips; these are already accounted for by corresponding car driver trips.

Table 15 – Maximum Potential Development Vehicular Trip Generation

Time Period	Arrivals (PCU)	Departures (PCU)	Total Trips (PCU)							
	Block 5									
Weekday AM Peak (08:00-09:00)	7	26	33							
Weekday PM Peak (17:00-18:00)	19	8	27							
AADT (24-hour period)	224	224	448							
	Block 6									
Weekday AM Peak (08:00-09:00)	30	60	90							
Weekday PM Peak (17:00-18:00)	47	34	81							
AADT (24-hour period)	513	513	1026							
Ove	rall Developmer	n†								
Weekday AM Peak (08:00-09:00)	37	86	123							
Weekday PM Peak (17:00-18:00)	66	42	108							
AADT (24-hour period)	737	737	1474							

The above vehicular trip generation figures include all motorised vehicles. For analysis and comparison purposes, all vehicle trips have been converted to Passenger Car Units (PCU) on the following basis:

- 1 car or LGV = 1 PCU
- 1 OGV = 2 PCU



### 4.7 Vehicular Trip Distribution

Vehicular traffic arriving to or departing from the proposed development is expected to leave or enter the local road network via one of the following origin/destination points (see **Figure 16**):

- (A) Grange Road (R139) to/from the east.
- (B) Grange Road (R809) to/from the south.
- (C) Malahide Road (R107) to/from the south.
- (D) R139 to/from the west.
- (E) Malahide Road (R107) to/from the north.
- (F) Hole in the Wall Road (L2145) to/from the north.

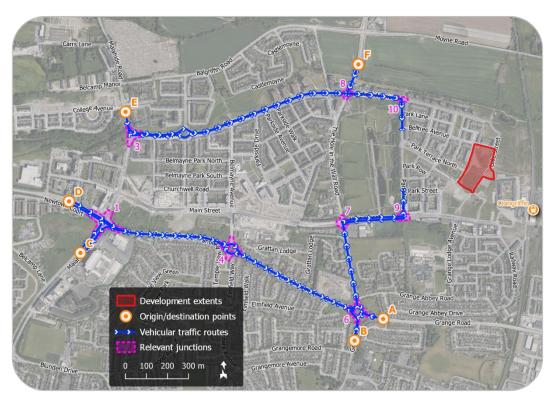


Figure 16 – Vehicular routes to and from development (sources: OSi, OSM Contributors, Microsoft)

The projected distribution of vehicular trips to and from the subject development has been established following the proportions of the



surveyed inbound and outbound mainline traffic flows at these six points on the local road network; these are given in **Table 16** and **Table 17**.

Table 16 - Distribution of Existing Network Traffic - Weekday Peak Hours

O/D Network Point	Road Name and Direction	AM Peak Flow (as PCU)	PM Peak Flow (as PCU)	% of Total AM Flow	% of Total PM Flow
	Inbound Traffic (†	owards dev	elopment s	site)	
Α	R139 Grange Rd (E)	732	821	14.4%	14.4%
В	R809 Grange Rd (S)	841	905	16.6%	15.9%
С	R107 Malahide Rd (S)	1,140	1,642	22.5%	28.8%
D	R139 (W)	1,210	1,334	23.9%	23.4%
Е	R107 Malahide Rd (N)	794	630	15.7%	11.1%
F	L2145 HITW Rd (N)	354	365	7.0%	6.4%
	Outbound Traffic (c	away from c	levelopmer	nt site)	
Α	R139 Grange Rd (E)	875	687	15.2%	12.7%
В	R809 Grange Rd (S)	925	907	16.1%	16.8%
С	R107 Malahide Rd (S)	1,648	1,413	28.7%	26.2%
D	R139 (W)	1,292	1,181	22.5%	21.9%
Е	R107 Malahide Rd (N)	676	924	11.8%	17.1%
F	L2145 HITW Rd (N)	330	284	5.7%	5.3%

Table 17 – Distribution of Existing Network Traffic – AADT Flows

O/D Network Point	Road Name and Direction	Light Vehicles (LV)	Heavy Vehicles (HV)	% of Total LV Flow	% of Total HV Flow
	Inbound Traffic (†	owards dev	velopment s	ite)	
Α	R139 Grange Rd (E)	8,840	415	13.6%	13.5%
В	R809 Grange Rd (S)	10,443	279	16.1%	9.1%
С	R107 Malahide Rd (S)	17,388	813	26.8%	26.4%
D	R139 (W)	15,961	1,064	24.6%	34.5%
Е	R107 Malahide Rd (N)	8,401	442	13.0%	14.3%
F	L2145 HITW Rd (N)	3,749	68	5.8%	2.2%
	Outbound Traffic (c	way from c	levelopmer	nt site)	
Α	R139 Grange Rd (E)	8,799	428	13.6%	14.0%
В	R809 Grange Rd (S)	10,660	277	16.4%	9.0%
С	R107 Malahide Rd (S)	17,056	747	26.3%	24.4%
D	R139 (W)	16,184	1,086	24.9%	35.4%
Е	R107 Malahide Rd (N)	9,143	470	14.1%	15.3%
F	L2145 HITW Rd (N)	3,052	57	4.7%	1.9%



Table 18 – Development Trip Distribution – Weekday Peak Hours

O/D Network Point	Relevant Junctions Passed Through	% of Total AM Trips	% of Total PM Trips	No. of AM Trips	No. of PM Trips
	Vehic	ular ARRIVAL	Trips (as PCU		
Α	6,7,9	14.4%	14.4%	5	10
В	6,7,9	16.6%	15.9%	6	10
С	1,4,6,7,9	22.5%	28.8%	8	19
D	1,4,6,7,9	23.9%	23.4%	9	15
Е	3,8,10	15.7%	11.1%	6	7
F	8,10	7.0%	6.4%	3	4
	Vehicu	lar DEPARTUR	E Trips (as PC	:U)	
Α	9,7,6	15.2%	12.7%	13	5
В	9,7,6	16.1%	16.8%	14	7
С	9,7,6,4,1	28.7%	26.2%	25	11
D	9,7,6,4,1	22.5%	21.9%	19	9
Е	10,8,3	11.8%	17.1%	10	7
F	10,8	5.7%	5.3%	5	2

Table 19 – Development Trip Distribution – AADT

O/D Network Point	Relevant Junctions Passed Through	% of Total LV Trips	% of Total HV Trips	No. of LV Trips	No. of HV Trips
	Vehicular ARRI	VAL Trips (LigI	ht and Heavy	Vehicles)	
Α	6,7,9	13.6%	13.5%	100	0
В	6,7,9	16.1%	9.1%	118	0
С	1,4,6,7,9	26.8%	26.4%	197	0
D	1,4,6,7,9	24.6%	34.5%	181	0
Е	3,8,10	13.0%	14.3%	95	0
F	8,10	5.8%	2.2%	43	0
	Vehicular DEPAF	RTURE Trips (Lig	ght and Heav	vy Vehicles)	
Α	9,7,6	13.6%	14.0%	100	0
В	9,7,6	16.4%	9.0%	121	0
С	9,7,6,4,1	26.3%	24.4%	193	0
D	9,7,6,4,1	24.9%	35.4%	183	0
Е	10,8,3	14.1%	15.3%	104	0
F	10,8	4.7%	1.9%	35	0

**Table 18** and **Table 19** summarise the distribution of development arrival and departure trips according to the network point from which they arrive



or to which they depart, both as weekday peak hour figures (in PCU) and as AADT flows.

## 4.8 Proportional Increases in Vehicular Traffic

**Table 20** and **Table 21** show the absolute and proportional increases in peak hour traffic flows that shall result from the proposed development at each of the 4no. relevant junctions shown in **Figure 16**.

Table 20 – Changes in Junction Traffic Flows – Weekday Peak Hours

Junction Ref.	2024 Base Traffic		Development- Related Trips (PCU)		Proportional Increase	
NGI.	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
J1	4,528	4,676	61	54	1.3%	1.2%
J3	2,200	2,159	16	14	0.7%	0.6%
J4	2,706	2,637	61	54	2.3%	2.0%
J6	3,299	3,329	99	86	3.0%	2.6%
J7	1,023	1,287	99	86	9.7%	6.7%
J8	1,310	1,155	24	20	1.8%	1.7%
J9	516	628	99	86	19.2%	13.7%
J10	420	308	24	20	5.7%	6.5%

Table 21 – Changes in Junction Traffic Flows – AADT

Jnctn. Ref.	2024	Baseline Traffic	Total	Development- Related Trips			Proportional Increase		
Kei.	LV	HV	TOTAL	LV	HV	TOTAL	LV	HV	TOTAL
J1	56,404	3,076	59,480	754	0	754	1.3%	0.0%	1.3%
J3	24,258	1,006	25,264	199	0	199	0.8%	0.0%	0.8%
J4	30,822	1,490	32,312	754	0	754	2.4%	0.0%	2.3%
J6	38,755	1,555	40,310	1,193	0	1,193	3.1%	0.0%	3.0%
J7	13,034	412	13,446	1,193	0	1,193	9.2%	0.0%	8.9%
J8	12,009	193	12,202	277	0	277	2.3%	0.0%	2.3%
J9	5,797	276	6,073	1,193	0	1,193	20.6%	0.0%	19.6%
J10	3,010	39	3,049	277	0	277	9.2%	0.0%	9.1%

The TII Traffic and Transport Assessment Guidelines (PE-PDV-02045) advise that Transport Assessments should generally be applied where traffic to and from a development is projected to exceed 10% of the existing background



traffic on the adjoining road (or 5% at sensitive locations). As shown in **Table 20** and **Table 21**, the subject development shall result in increases of more than 10% in peak hour traffic flows and total AADT traffic flows at only one junction: that of Park Avenue with Clongriffin Main Street (J9). Within the scope of this report, therefore, only this existing Junction 9 requires detailed operational assessment in the form of junction performance modelling. All other junctions are considered at low risk of detrimental effects as a result of the proposed development, given the generally lower proportional increases in traffic flows that it shall give rise to at these locations.

## 4.9 Committed Development Trip Generation and Distribution

A review of extant planning permissions has identified no nearby committed developments that are of a nature and scale likely to significantly influence vehicular traffic flows on the local road network in the immediate vicinity of the subject development site.

### 4.10 Influence of Clongriffin Main Street Extension

As described in sub-section **3.2**, outstanding sections of Main Street between the Hole in the Wall Road and the Malahide Road are currently under construction. Once operational, the completed road will provide a new east-west route that is expected to alter the existing distributions of vehicular traffic at surveyed junctions nos. 1 to 8 (see **Figure 17**). At Junction 9, however, no significant change in background traffic distribution is anticipated, nor will the new road link affect the distribution of traffic to and from the proposed development. As Junction 9 is the only junction for which operational assessment is required within the scope of this report, it has not been necessary to develop any projection of the background traffic redistribution that may result from the Clongriffin Main Street extension.



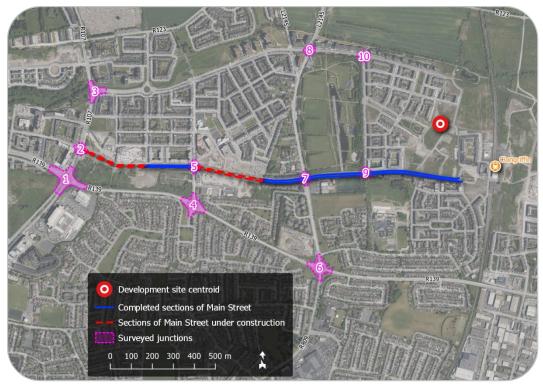


Figure 17 – Clongriffin Main Street extension and surveyed junctions (sources: OSi, OSM Contributors, Microsoft)



### 5.0 OPERATIONAL ASSESSMENT

To quantify the projected traffic impact of the proposed development, operational assessments of the following junction have been undertaken using industry-standard TRL Junctions 8 modelling software, for both the weekday AM peak hour (08:00-09:00) and the weekday PM peak hour (17:00-18:00):

J9. Clongriffin Main Street / Park Avenue (existing 3-arm priority-controlled junction)



Figure 18 – Junction modelled (sources: OSM Contributors, Microsoft)

Junction performance is assessed based upon the four metrics defined in sub-section **5.2**. Full Junctions 8 outputs are provided in **Appendix D**.



#### 5.1 Assessment Scenarios

The performance of this junction has been assessed under the following scenarios, using the existing and predicted traffic flows given in **Appendix** C:

- 2024 current baseline traffic conditions
- 2027 (planned year of completion)
  - o without subject development
  - o with subject development operational-phase traffic
- 2032 (5 years after completion)
  - o without subject development
  - o with subject development operational-phase traffic
- 2042 (design year; 15 years after completion)
  - o without subject development
  - o with subject development operational-phase traffic

#### 5.2 Definitions

### <u>Degree of Saturation (DoS):</u>

The ratio of current traffic flow to ultimate capacity (also known as RFC) on a link or traffic stream. Effective capacity for a junction approach (or a junction as a whole) is reached at a DoS of 90%, beyond which a junction will not operate efficiently. A DoS of 100% represents ultimate capacity, beyond which significant operational problems will be experienced.

### Mean Maximum Queue (MMQ):

The highest estimated mean number of Passenger Car Units (PCU) queued in any lane of a junction approach, averaged over the entire analysis period.



#### Mean Delay per Vehicle:

The average delay incurred by a vehicle on a junction approach as a result of having to wait at a signal or give way at a priority-controlled junction.

#### <u>Junction Residual Capacity:</u>

The percentage by which the arriving traffic flow on any approach stream could increase before the junction as a whole would reach its effective capacity (i.e. 90% saturation on any approach).

#### 5.3 Junction Assessment Results

**Table 22** gives the Junctions 8 modelling results, for each of the assessment scenarios, at the existing 3-arm priority-controlled junction of Park Avenue with Clongriffin Main Street.

• Arm A: Clongriffin Main Street (west)

Arm B: Park Avenue (north)

Arm C: Clongriffin Main Street (east)

The assessment results show that this junction – considered in isolation – currently operates well within effective capacity on all approaches during both peak hour periods, and shall continue to do so past the year 2042. In any future assessment year, the addition of the vehicular traffic generated by the proposed development is projected to have a negligible impact, resulting in a maximum increase of 1 PCU in mean vehicle queue length on any junction approach, in either peak hour period, and a maximum increase of 3 seconds in mean delay per vehicle.



Table 22 – Junction Site J9 Assessment Results – Weekday Peak Hours

Junction Approach	Degr Satur			laximum e (PCU)	Mean D Vehic	elay per cle (s)	Junction Cap	
Arm	AM	PM	AM	PM	AM	PM	AM	PM
	2024 – Baseline Assessment							
Α	n/a	n/a	n/a	n/a	n/a	n/a		237%
В	20%	17%	0	0	9	9	253%	
С	4%	4%	0	0	5	5		
2027 -	- Open	ing Yea	r Assessm	nent – Wi	thout Pro	posed De	evelopme	nt
Α	n/a	n/a	n/a	n/a	n/a	n/a		
В	21%	19%	0	0	9	9	228%	213%
С	4%	5%	0	0	5	5		
2027 – Ope	ening Y	ear Asse	essment -	- With Pro	posed D	evelopm	ent in Op	eration
Α	n/a	n/a	n/a	n/a	n/a	n/a	107%	147%
В	38%	27%	1	0	12	11		
С	4%	5%	0	0	5	5		
	2032	Assessr	nent – W	ithout Pro	posed D	evelopm	ent	
Α	n/a	n/a	n/a	n/a	n/a	n/a		
В	24%	21%	0	0	9	10	199%	185%
С	5%	5%	0	0	5	5		
20	32 Asse	ssment	– With Pr	oposed [	Developn	nent in O	peration	
Α	n/a	n/a	n/a	n/a	n/a	n/a		
В	41%	29%	1	0	12	11	95%	129%
С	5%	5%	0	0	5	5		
2042	– Desig	gn Year	Assessme	ent – With	nout Prop	osed De	velopmer	n†
Α	n/a	n/a	n/a	n/a	n/a	n/a		
В	26%	23%	0	0	10	10	176%	163%
С	5%	6%	0	0	5	5		
2042 – De	sign Ye	ar Asse	ssment –	With Prop	posed De	evelopme	ent in Ope	ration
Α	n/a	n/a	n/a	n/a	n/a	n/a		
В	43%	32%	1	0	13	12	85%	115%
С	5%	6%	0	0	5	5		



#### 6.0 PUBLIC TRANSPORT CAPACITY AND DEMAND

### 6.1 Local Public Transport Capacity

### 6.1.1 AM peak bus capacity

As previously described, bus stops at Station Square and along Clongriffin Main Street are served by Dublin Bus route no. 15, which operates towards Dublin city centre at typical intervals of 4 minutes in the AM peak period, representing an average of 15 buses per hour.

Bus capacity depends upon bus model, which in turn varies according to the operator, the bus route, the time of day, and other operational factors. The most common bus model currently used by Dublin Bus is the Volvo B5TL double-decker, with a capacity of 95no. passengers. Other buses in the Dublin Bus fleet have typical capacities ranging between 78no. passengers and 91no. passengers. For the purposes of estimating overall bus service capacity, an average capacity per bus of 90no. passengers has been assumed.

On this basis, the AM peak period capacity of the existing bus service from Clongriffin is estimated at 1,350no. passengers per hour.

#### 6.1.2 AM peak rail capacity

DART services are operated using 8500-20 Class EMU (Electrical Multiple Unit) 4-car sets, each with a maximum capacity of approx. 400no. passengers (160no. seated and approx. 240no. standing), and 8100/8300 Class EMU 2-car sets, each with a capacity of up to approx. 320no. passengers (128no. seated and approx. 192no. standing). These can be coupled up to form a maximum 8-piece train, with an approximate capacity of either 800no. passengers or 1,280no. passengers. As the higher-capacity 8100/8300-based trains represent 55% of the current DART fleet (car for car), an average DART train capacity of 1,060no. passengers has been assumed, and a peak hour



capacity of 1,280no. passengers. This is consistent with the findings of the NTA National Rail Census report for 2022, which recorded a maximum DART train loading of 877no. passengers on the survey day of 10<sup>th</sup> November 2022.

Commuter rail services in the Greater Dublin Area are most commonly operated using 29000 Class DMU (Diesel Multiple Unit) 4-car sets, which can be coupled together to form a maximum 8-piece train. Each 4-car set has a maximum capacity of approx. 280no. passengers (185no. seated and approx. 95no. standing), giving a typical maximum train capacity of approx. 560no. passengers. However, the NTA National Rail Census report for 2022 recorded a maximum commuter train loading of 635no. passengers on the survey day of 10<sup>th</sup> November 2022. Accordingly, for the purposes of estimating peak hour commuter rail capacity, a maximum capacity per train of 650no. passengers has been assumed.

Clongriffin railway station, which is within a 5-minute walk of the development site, is served by the following southbound trains in the AM peak period of 08:00 to 09:00:

#### • 3no. DART services

On this basis, the AM peak period capacity of the existing southbound rail services from Clongriffin is estimated at 3,840no. passengers per hour. This agrees broadly with the published background information to the DART+ programme (see sub-section 3.7), which gives a general passenger capacity figure on this line of approx. 4,200no. passengers per hour.

#### 6.2 Contribution to Public Transport Service Demand

**Table 23** summarises the total maximum one-way public transport capacities in the vicinity of the development site during the weekday AM peak hour, as set out previously. **Table 24** gives the proposed



development's projected operational-phase demand for public transport services, as previously established in sub-section **4.3**, in the context of the services considered when calculating existing capacities.

Table 23 – Relevant Weekday Peak Hour Public Transport Capacities

Transport Mode	Maximum One-Way AM Peak Capacity (passengers)
Bus	1,350
Rail	3,840
TOTAL	5,190

Table 24 – Development Weekday Peak Public Transport Demand

Transport Mode	Departures in AM Peak	
Bus	34	
Train or Tram	52	
TOTAL	86	

**Table 25** contrasts the development's projected one-way AM peak public transport demand against the corresponding existing service capacities. This shows that the development's projected occupant and visitor use of public transport services during the AM peak represents less than 2% of the total existing service capacity.

Table 25 – Development Public Transport Demand Against Capacity

Transport Mode	Existing Capacity (passengers)	Development Demand (passengers)	Demand as Proportion of Capacity
Bus	1,350	34	2.5%
Train or Tram	3,840	52	1.4%
TOTAL	5,190	86	1.7%

It is therefore concluded that the existing public transport service capacity is sufficient to meet the demands of the proposed development, and that



the proposed development is not expected to contribute significant additional service demand.

It is further noted that, should additional public transport capacity be required on services in proximity to the development site, this can be provided by means of increased frequency on the existing services or by the use of higher-capacity trains or buses. Such a decision would be made on the basis of observed demand, of which regular monitoring is undertaken by the National Transport Authority.



#### 7.0 PARKING PROVISION

The proposed development comprises the following elements:

- 180no. 1-bedroom apartments (58no. in Block 5 and 122no. in Block 6).
- 226no. 2-bedroom apartments (78no. in Block 5 and 148no. in Block 6).
- 2no. 3-bedroom apartments (all in Block 5).
- a crèche facility in Block 6 with a Gross Floor Area (GFA) of 413m<sup>2</sup>, to provide 99no. childcare places.
- 1,209m² of Community/Arts/Cultural space (502m² in Block 5 and 707m² in Block 6).

The development shall provide:

- 260no. car parking spaces, of which
  - o 14no. spaces shall be disabled-accessible.
  - o 130no. spaces shall be equipped with EV charging facilities.
- 13no. motorcycle parking spaces.
- 642no. long term bicycle parking spaces.
- 216no. short stay bicycle parking spaces.

Refer to architectural drawings for the locations and uses of all car, motorcycle, and bicycle parking spaces.

## 7.1 Overall Car Parking Provision

The car parking provision of the proposed development has been assessed with respect to the *Dublin City Development Plan 2022–2028*, which defines the standard <u>maximum</u> car parking provision for new developments by land use type. **Table 26** shows the car parking standards applicable to the proposed development and illustrates that the total car parking provision does not exceed the maximum number permitted by the Local Authority development plan.



Table 26 – Overall Car Parking Provision

Land Use (Zone 2)	Car Parking Maxima	Quantum	Max. Parking Provision	Proposed Provision	
		Block 5			
Apartments	1 space per dwelling	138 dwellings	138 spaces	79 spaces	
Block 6					
Apartments	1 space per dwelling	270 dwellings	270 spaces	181	
Crèche	1 space per 100m² GFA	413m <sup>2</sup> GFA	4 spaces	spaces	
Overall Development					
	TOTALS	412 spaces	260 spaces		

The proposed development shall provide a total of 260no. car parking spaces, located as follows:

- 45no. internal spaces at ground floor (undercroft) level within Block 5.
- 34no. on-street spaces on Dargan Street and Lake Street, adjacent to Block 5.
- 118no. internal spaces at ground floor (undercroft) level within Block 6.
- 63no. on-street spaces on Dargan Street, Lake Street, Belltree Avenue, and Park Street, adjacent to Block 6.

The development's proposed overall car parking provision (excluding crèche spaces) equates to a ratio of 0.63 spaces per residential unit. All onstreet car parking spaces shall however be offered for taking in charge by Dublin City Council, and therefore cannot be restricted to use by development residents. Further excluding these 97no. on-street spaces from the development's proposed residential car parking provision yields a ratio of 0.39 spaces per residential unit.

The policy document Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities), published by the



Department of Housing, Planning and Local Government in December 2022 ('the Apartment Guidelines'), gives the following guidance on the provision of residential car parking:

"In larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances. The policies above would be particularly applicable in highly accessible areas such as in or adjoining city cores or at a confluence of public transport systems such [as] rail and bus stations located in close proximity.

"These locations are most likely to be in cities, especially in or adjacent to (i.e. within 15 minutes walking distance of) city centres or centrally located employment locations. This includes 10 minutes walking distance of DART, commuter rail or Luas stops or within 5 minutes walking distance of high frequency (min 10 minute peak hour frequency) bus services."

As detailed in sub-sections **3.6** and **3.7**, the development site is within a 5-minute walk both of DART rail services and of bus stops served by existing and future high-frequency bus routes. The proposed development is therefore considered a suitable candidate for a reduced car parking provision.

### 7.2 Disabled-Accessible Car Parking

The Dublin City Development Plan 2022–2028 sets out the minimum requirement for the provision of disabled-accessible parking in new developments, as a proportion of the total development car parking provision. **Table 27** applies this requirement to the proposed development.



Table 27 – Accessible Car Parking Provision

Proposed Car Parking Provision	Minimum Required Proportion	Accessible Spaces Required	Accessible Spaces Proposed			
Block 5						
79 spaces	5%	4	5			
Block 6						
181 spaces	5%	9	9			
Overall Development						
260 spaces	5%	13	14			

The proposed development shall provide a total of 14no. disabled-accessible car parking spaces, thereby satisfying the requirements of the Local Authority development plan. These are located as follows:

- 4no. internally at ground floor (undercroft) level within Block 5.
- 1no. externally on Dargan Street, adjacent to Block 5.
- 7no. internally at ground floor (undercroft) level within Block 6.
- 2no. externally on Lake Street, adjacent to Block 6.

### 7.3 Electric Vehicle Charging Facilities

The Dublin City Development Plan 2022–2028 requires that at least 50% of all car parking spaces in new developments be equipped with fully functional charging points for battery electric vehicles (BEVs), and that the remaining spaces be designed to facilitate the future installation of additional BEV charging infrastructure.

BEV charging points shall be provided from the outset at 130no. car parking spaces within the proposed development, all located at ground floor (undercroft) level within Block 5 and Block 6, representing 50% of the development's overall car parking provision. All remaining car parking spaces within the development shall be 'future-proofed' by the inclusion of



ducting and/or cabling to permit the rapid future installation of additional BEV charging points.

Table 28 – BEV Charging Point Provision

Proposed	Required	BEV Charge	BEV Charge
Car Parking Provision	Proportion	Points Required	Points Proposed
260 spaces	50%	130	130

## 7.4 Car Parking Management

All on-street car parking spaces to be provided as part of the development (including 3no. disabled-accessible spaces) are proposed to be taken in charge by Dublin City Council and be available for public use. The development's 2no. loading bays are also intended to be taken in charge. All internal car parking spaces are located within the buildings' undercroft car parking areas and so will remain in the ownership of the LDA.

All internal car parking spaces within the development (including the 11no. internal accessible spaces) shall be controlled by the development's Management Company. Residential parking spaces shall not be assigned to individual apartment units; spaces shall instead be allocated and/or leased to residents on the basis of availability and need, in part by means of a permit/lottery system, in order to optimise the use of parking spaces.

Access to each of the development's undercroft car parking areas shall be regulated by means of gates and/or barrier control systems. Authorised development occupants shall gain access by means of an RFID key fob or similar automated system. The development's Management Company shall implement suitable information and enforcement measures to prevent unauthorised or undisciplined vehicle parking within the undercroft car parking areas. The undercroft car park areas and their access control systems will be maintained as part of the buildings' common area maintenance regime.



# 7.5 Motorcycle Parking

The Dublin City Development Plan 2022–2028 sets out the standard requirement for the provision of motorcycle parking in new developments, as a proportion of the total development car parking provision. **Table 29** applies this requirement to the proposed development.

Table 29 – Motorcycle Parking Provision

Proposed Car Parking Provision	Standard Required Proportion	Motorcycle Spaces Required	Motorcycle Spaces Proposed				
Block 5							
79 spaces	5%	4	4				
	Block 6						
181 spaces	5%	9	9				
Overall Development							
260 spaces	5%	13	13				

The development includes 13no. motorcycle parking spaces, all located in designated, signposted areas at ground floor (undercroft) level within Block 5 and Block 6, thereby satisfying the requirements of the Local Authority development plan. Suitable rails, hoops, or posts shall be provided at their locations, allowing motorcycles to be secured using a chain or similar device. Motorcycle parking areas shall have limited gradients to enable easy manoeuvrability and parking.

## 7.6 Bicycle Parking

The proposed development's bicycle parking provision has been assessed with respect to the *Dublin City Development Plan 2022–2028*, which defines the <u>minimum</u> standard bicycle parking provision for new developments by land use type. **Table 30** shows the standards applicable to the proposed development, illustrating that the proposed bicycle parking provision for the development meets the requirements of the Local Authority



development plan. These bicycle parking standards are the same as those given in the Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities).

Table 30 – Bicycle Parking Provision

Land Use	Dev. Plan Minima	Quantum	Min. Parking Provision	Proposed Provision			
	Long Term Bicycle Parking						
Residential Apartment	1 space per bedroom	638 bedrooms	638 spaces	638 spaces			
Crèche	1 space per 5 staff	20 staff ††	4 spaces	4 spaces			
	Short Sto	ay Bicycle Parkin	g				
Residential Apartment	1 space per 2 apartments	408 apartments	204 spaces	206 spaces			
Crèche	1 space per 10 children	99 children	10 spaces	10 spaces			
Total Bicycle Parking							
	TOTAL 856						

The proposed development has a total bicycle parking provision of 858no. spaces. These include:

- 218no. standard residents' spaces in secure dedicated bicycle stores at ground floor (undercroft) level within Block 5.
- 2no. residents' oversized cycle spaces in a secure dedicated bicycle store at ground floor (undercroft) level within Block 5.
- 384no. standard residents' spaces in secure dedicated bicycle stores at ground floor (undercroft) level within Block 6.
- 34no. residents' oversized cycle spaces in secure dedicated bicycle stores at ground floor (undercroft) level within Block 6.

-

<sup>††</sup> Provisional figure derived from Tusla Quality and Regulatory Framework standards



- 4no. long term spaces for crèche staff, provided in a dedicated bicycle and bin store at ground floor level within Block 6.
- 70no. standard visitor spaces provided externally within the Block 5 landscaping (in the form of 35no. Sheffield stands).
- 146no. standard visitor spaces provided externally within the Block 6 landscaping (in the form of 73no. Sheffield stands).

Oversized cycle spaces allow for a bicycle footprint of 3.5m long by 2.0m wide, to accommodate cargo bikes, tricycles, and adapted cycles. These spaces account for approximately 6% of the development's long term bicycle parking provision.

The design and layout of the development's long term and short-stay bicycle parking is consistent with the guidance given in the NTA Cycle Design Manual.



#### 8.0 ACCESS, LAYOUT, PEDESTRIAN AND CYCLIST FACILITIES, SERVICING

### 8.1 Vehicular Access and Surrounding Streets

As previously described (see sub-section 3.1), the proposed development includes the construction or extension of surrounding streets to enable access to the development via the existing Clongriffin road network. These street elements to be constructed include Dargan Street (located between Block 5 and Block 5), as well as sections of Lake Street and Market Street. Prior to construction of the proposed development, the remaining section of Park Street will also be completed, running along the western side of Block 5, as permitted under Reg. Ref. 0132/02. These works are to be carried by a third party under a condition of the land transfer by which the applicant acquired the development site. On-street parking to serve the proposed development will be constructed as part of this expansion of the existing Clongriffin road network; 2no. new loading bays will also be provided on the new sections of Lake Street and Dargan Street.

Each of the proposed blocks has an internal (undercroft) car parking area. The Block 5 undercroft shall be accessed from Park Street, at the development's western boundary. That of Block 6 shall be accessed from Lake Street, at the development's eastern boundary. Each access has an effective width of 5.5m, allowing two-way vehicular traffic into and out of the development, and shall be access-controlled by means of a gate or barrier. Kerb radii at these accesses are restricted to 3.0m, which shall discourage high vehicle speeds on entrance to or exit from the development. Unobstructed sight distances in excess of 24m in either direction along Park Street and Lake Street are achieved for vehicles exiting the development, as measured from a set-back of 2.4m from the public road edge, in accordance with the requirements of the Design Manual for Urban Roads and Streets (sections 4.4.4 and 4.4.5).



### 8.2 Internal Layout

The undercroft car parking areas within the proposed Block 5 and Block 6 comprise circulatory aisles 6.0m in width, along which are arranged perpendicular car parking spaces. Marked pedestrian walkways are provided, giving defined routes between parking spaces and internal access doors. The development's internal car parking layout complies with the recommendations of the Design Manual for Urban Roads and Streets and the IStructE Car Park Design Guide (refer to CS Consulting drawings CLN-CSC-XX-XX-DR-C-0121) and CLN-CSC-XX-XX-DR-C-0122).

### 8.3 Swept Path Analysis

Swept path analyses of the proposed development have been carried out for cars accessing the development's undercroft car parks and circulating within them, as well as for a refuse collection vehicle servicing the development on the surrounding streets and a Light Goods Vehicle using the on-street loading bays. These analyses, shown on CS Consulting drawings CLN-CSC-XX-XX-DR-C-0139 and CLN-CSC-XX-XX-DR-C-0140, indicate that the development's access design and layout can accommodate these vehicle movements where required.

### 8.4 Pedestrian and Cyclist Facilities

Pedestrian access to the proposed Block 5 and Block 6 shall be directly from the surrounding streets (including those street elements to be completed as part of the development). Access to internal long term bicycle parking shall be via the main accesses to the undercroft parking areas. Raised pedestrian footpaths with a minimum width of 2.0m shall be provided along all new street sections, in keeping with the design of the existing surrounding Clongriffin road network.



The development shall include a total of 858no. bicycle parking spaces, meeting the requirements of the *Dublin City Development Plan 2022–2028*.

### 8.5 Development Servicing and Waste Collection

Vehicular servicing of the proposed development – including deliveries and waste collection – shall be conducted on the existing and proposed streets surrounding Block 5 and Block 6, in common with other existing residential developments in the vicinity. To facilitate vehicular servicing of the development's residential units and non-residential spaces, 2no. new loading bays will be provided on the new sections of Lake Street and Dargan Street.

Domestic refuse collection shall be conducted kerbside; the development's Management Company shall be responsible for engaging the services of an authorised waste disposal contractor, for moving refuse bins to a suitable kerbside location for collection, and for returning bins promptly to internal waste storage areas after collection.

As noted in **sub-section 4.4**, it is projected that the proposed development will require a maximum of 44no. servicing vehicle visits on average in any given weekday. This figure includes deliveries, waste collection, and all other servicing requirements.

### 8.6 Independent Quality Audit

A full independent Quality Audit of the proposed development's layout and access arrangements has been conducted by PMCE Consulting Engineers on behalf of the design team. This incorporates the following components:

- Access Audit
- Walking Audit



- Cycle Audit
- Stage 1/2 Road Safety Audit

All observations made within the Stage 1/2 Road Safety Audit have been acknowledged by the design team and design changes made in response. Where these design response measures differ from those suggested by the audit, the alternative measures have been communicated to and accepted by the audit team. Refer to CS Consulting drawings nos. CLN-CSC-XX-XX-DR-C-0141 and CLN-CSC-XX-XX-DR-C-0142 for details. The independent Quality Audit report is attached as Appendix E.



#### 9.0 FEEDBACK RECEIVED FROM PLANNING AUTHORITY

Dublin City Council has reviewed the planning documentation submitted in respect of the current development proposals during the pre-application consultation phase of the LRD process (including a previous version of the present Traffic and Transport Assessment). An LRD pre-application consultation meeting of the Council and the applicant's design team was held on the 8<sup>th</sup> of May 2024. An LRD Opinion document was issued by Dublin City Council on the 5<sup>th</sup> of July 2024. This concluded that:

"the documentation submitted in accordance with Section 32B of the [Planning and Development (Amendment) (Large-scale Residential Development) Act 2021] requires further consideration and amendment to constitute a reasonable basis for an application for Large-scale Residential Development."

The DCC Opinion document further notes that:

"In the event that the applicant proceeds to submit a planning application, the applicant is advised that the LRD application should be accompanied in the first instance by:

- "Statement of response to the issues set out in the LRD opinion.
- "Statement that in the applicant's opinion the proposal is consistent with the relevant objectives of the development plan for the area."

A Statement of Response has been prepared by Declan Brassil & Company Planning Consultants and is submitted under separate cover as part of this planning application. This document addresses all issues raised in the July 2024 DCC Opinion document. A response to each of the transportation-related items of the DCC Opinion is also given below.



# 9.1 Opinion Item 4.1 – BusConnects Proposed D3 Route

### 9.1.1 DCC Opinion Item

- "The applicant is requested to provide revised plans and detailed information that ensures compliance with the requirement of the NTA Bus Connects D3 Bus Route on the adjoining road network from Marrsfield Avenue to Lake Street and Clongriffin Road. It is a requirement that this route be protected and the realignment of the road shall be identified within the planning application.
- "Further dialogue and consultation with the Transportation Planning Division to ensure compliance with the requirements of the NTA is required on this matter."

## 9.1.2 Response

• A meeting was held with the NTA on the 17th of July 2024, in which the NTA's current proposals for future BusConnects routes serving Clongriffin were presented and discussed. This meeting was attended by representatives of the LDA, CCK Architects, and CS Consulting. The meeting did not establish whether Lake Street remains the NTA's preferred alignment option for bus route D3 between Station Square and Marrsfield Avenue, and it is noted that the NTA has previously tabled an alternative alignment via Station Road and Marrsfield Crescent. The NTA's representative indicated that further internal consultation would be required before the current alignment preference could be confirmed.

In light of this uncertainty over the intended route D3 alignment, it is submitted that it is not possible within the scope of this planning application to provide a revised road design that meets NTA requirements. However, as illustrated on drawing no. CLN-CSC-XX-XX-DR-C-0143 that accompanies this submission, the road realignment that may be required at the north-east corner of Grant



Park to facilitate bus movements along Lake Street and Clongriffin Road would not take place within the boundary of the present application but would instead take some land to the east of the existing road. These lands are also in the applicant's ownership, and will be the subject of separate forthcoming planning applications. Once the NTA's requirements for BusConnects routing are clarified, these will be considered as a priority in design preparation for development of these lands.

The submitted roads design for the present Block 5 & Block 6 development application therefore does not compromise any future road alignment changes that may be required to facilitate the D3 BusConnects route.

On the 18th of July 2024, CS Consulting held a consultation meeting with Messrs Seán Callaghan and John Carty of DCC's Transportation Planning Division, in which the above NTA BusConnects route requirements were discussed, as well as all other transportation-related items raised in the DCC Opinion document.

## 9.2 Opinion Item 4.2 – Taking in Charge

#### 9.2.1 DCC Opinion Item

• "A Taking in Charge drawing should be submitted outlining proposed areas to be taken in charge. This plan should outline the public and private areas demarcated and provide footpath widths at 5m intervals on proposed footpath areas to be taken in charge in this regard. It is a requirement that the roads taking in charge proposal extends from back of footpath to back of footpath. Piecemeal taking in charge is not support by the Roads Authority.



 "The applicant shall be aware that all on-street parking spaces identified on the proposed layout will be taken into charge. Onstreet car parking spaces cannot be assigned to the development and will be for general public use."

## 9.2.2 Response

- A Taking in Charge Plan (drawing no. CLN-CCK-LRD-SI-00-DR-A-000010) has been prepared by CCK Architects and accompanies this submission.
- It is noted and accepted that all on-street parking spaces to be provided as part of the proposed development shall ultimately be taken in charge by Dublin City Council. As shown on the accompanying Parking Layout drawing (no. CLN-CCK-LRD-SI-00-DR-A-000011) prepared by CCK Architects, none of these spaces shall be assigned to specific residential units or allocated to individual residents.

## 9.3 Opinion Item 4.3 – Internal Access and Works on Roadway

### 9.3.1 DCC Opinion Item

- "A Stage 1 Road Safety Audit should be provided which examines the proposed access roads within the development, and any impact with the existing road network.
- "All internal road proposals should demonstrate compliance with DMURS.
- "All access proposals require to be fully auto tracked. Auto tracking of access proposals e.g. cars, refuse, emergency, substation, deliveries etc. is required including junctions, turning areas, parking spaces and laybys and turning circles proposed. Swept path analysis should ensure that there is no overhanging onto footpath areas to ensure no impediment to pedestrians.



"Pedestrian priority should be provided across the site. Measures
including contrasting materials, signing, and road marking, etc.
should be incorporated to ensure that vehicles entering/leaving
the development are aware that pedestrians/cyclists have priority
across the site and that vehicles must yield right-of-way."

## 9.3.2 Response

- A full independent Quality Audit of the proposed development (incorporating a Stage 1/2 Road Safety Audit) has been conducted by PMCE Consulting Engineers on behalf of the design team. Design changes have been made in response to the findings of this audit, and these have been accepted by the audit team. The Quality Audit report issued by PMCE is provided as Appendix E to this report. Quality Audit Response drawings (nos. CLN-CSC-XX-XX-DR-C-0141 and CLN-CSC-XX-XX-DR-C-0142) are also provided as part of the planning application documentation.
- The proposed development's internal layout and access arrangements follow the guidance given in the Design Manual for Urban Roads and Streets (DMURS), as described in the accompanying DMURS Statement of Consistency.
- Consulting drawings CLN-CSC-XX-XX-DR-C-0139 and CLN-CSC-XX-XX-DR-C-0140, which form part of the planning application documentation. These analyses encompass cars accessing and circulating within the development's undercroft car parks, delivery vehicles making use of the proposed loading bays, and a refuse collection vehicle servicing the development. They illustrate that the development's proposed layout can accommodate these vehicle movements, and that servicing vehicles (including refuse collection vehicles) do not intrude into pedestrian areas in their manoeuvres.



• The design of the development's vehicular accesses on Lake Street and Park Street incorporates contrasting materials to emphasise the interruption of the vehicular carriageway and the priority of pedestrian movement across these accesses. Both accesses are Stop-controlled on exit from the development, and kerb radii are restricted to 3.0m, both of which shall reduce vehicle speeds. Within the development's undercroft parking areas, marked pedestrian walkways are provided to guide pedestrian movement and to alert drivers to the presence of pedestrians.

# 9.4 Opinion Item 4.4 – Car Parking

# 9.4.1 DCC Opinion Item

- "Submit a Car Parking Management Plan, in particular with details on how car parking will be managed on the site and how the set down/drop off areas and time constraints will be managed.
- "Details on the potential for car share spaces such as Go Car or similar should be examined. These shall be located on-street.
- "All car parking spaces should be provided on a site layout plan
  where the various uses are colour coded/numbered to
  differentiate between the areas for drop off/set down, uses as well
  as the accessible parking and EV parking spaces. All on-street
  spaces to be taken in charge shall be identified in line with the
  Taking in Charge drawing."

## 9.4.2 Response

 Sub-section 7.4 of this report describes the intended management strategy for car parking within the proposed development, including access control, parking allocation, and enforcement measures. A Parking Layout drawing (no. CLN-CCK-LRD-SI-00-DR-A-000011) prepared by CCK Architects is also provided as part of



the planning application documentation. As on-street car parking spaces are to be taken in charge by Dublin City Council, these shall not fall within the scope of this management strategy.

- As described in sub-section 3.8, the wider Clongriffin area is currently well served by commercial car-share schemes that include GoCar and Yukõ. The development's provision of on-street parking offers potential for further expansion of these services into the interior of Clongriffin; this would be subject to the agreement of Dublin City Council, which shall ultimately control these spaces. At the request of DCC's Transportation Planning Division, indicative suggested locations for future car-share spaces are nevertheless shown on the accompanying Parking Layout drawing (no. CLN-CCK-LRD-SI-00-DR-A-000011) prepared by CCK Architects.
- A Parking Layout drawing (no. CLN-CCK-LRD-SI-00-DR-A-000011) has been prepared by CCK Architects and is provided as part of the planning application documentation. This identifies car parking spaces that are to be taken in charge, and gives the intended uses or allocation of all other car parking spaces. Accessible parking spaces and EV charging facilities are also indicated on this drawing. The drawing gives indicative suggested locations for crèche drop-off spaces among the on-street car parking spaces; restricting these spaces to this use would however be subject to implementation and enforcement by Dublin City Council, which shall ultimately control these spaces.

# 9.5 Opinion Item 4.5 – Cycle Parking

## 9.5.1 DCC Opinion Item

 "Detailed drawings of the bicycle stores to be provided outlining type and quantum per store/area, ensuring functionality and ease of access, including the type of bicycle stands proposed and



distance between each stand. Ensure bicycle stores are located at the most convenient areas close to stairs/lifts in the undercroft area. Ensure the access doors to these stores are appropriately located.

- "Revised site layout clearly delineating the location of all visitor bicycle parking, distances between each stand and shelter for bicycle parking.
- "Areas for Cargo bikes, and electric bicycle charging stations and quantum of spaces per area should be outlined in submitted drawings.
- "Details on how bicycle stores are to be managed should be provided i.e. with access to certain areas for residents."

# 9.5.2 Response

Please refer to the Statement of Response to DCC Opinion, prepared by Declan Brassil & Co. Ltd., which forms part of this planning submission.

# 9.6 Opinion Item 4.6 – Servicing and Operations

## 9.6.1 DCC Opinion Item

- "Demarcated loading and servicing areas should be provided. This
  is to ensure that servicing can be carried out without impact on
  other road users.
- "Details on how waste will be transferred from storage areas to collection areas to be outlined.
- "A Servicing and Operations management plan should be submitted with any forthcoming LRD application and should include details of all anticipated servicing and operational requirements e.g. times for deliveries (weekly/daily or similar) for the



residential components of the development, including set down location for servicing and delivery vehicles.

• "Swept path analysis should be examined to ensure that servicing vehicles do no overhang the footpath/pedestrian areas in their manoeuvres."

# 9.6.2 Response

- A Servicing and Operations Management Plan has been prepared by CCK Architects and forms part of this planning submission.
- The swept path analyses shown on CS Consulting drawings CLN-CSC-XX-XX-DR-C-0139 and CLN-CSC-XX-XX-DR-C-0140, which form part of the planning application documentation, illustrate that servicing vehicles (including refuse collection vehicles) do not intrude into pedestrian areas in their manoeuvres.



## 10.0 SUMMARY OF CONCLUSIONS

This report provides an assessment of a proposed standalone Large-scale Residential Development (LRD) at Block 5 and Block 6, Clongriffin, Dublin 13, with respect to its potential effects on the surrounding road network and transport facilities. The report also assesses the proposed development's internal layout, parking provisions, cyclist and pedestrian facilities, servicing arrangements, access to public transport services, and contribution to public transport demand.

The main observations and conclusions of this study are as follows:

- The proposed development shall not generate excessive vehicular traffic flows in its operational phase. Total vehicle trips (arrivals and departures combined) of 123 PCU are predicted during the weekday AM peak hour, and total vehicle trips of 108 PCU in the PM peak hour.
- The proposed development shall result in negligible increases in total peak hour traffic flows at the majority of existing junctions on the surrounding street network.
- The proposed development shall result in increases of more than 10% in peak hour traffic flows and total AADT traffic flows at only one junction: that of Park Avenue with Clongriffin Main Street.
- The existing 3-arm priority-controlled junction of Park Avenue with Clongriffin Main Street currently operates well within effective capacity during weekday AM and PM peak hour periods, and shall continue to do so past the year 2042. In each of the future assessment years, the proposed development is shown to have a negligible influence on the performance of this junction.
- The development shall not place an undue burden on existing local public transport services. The development's projected demand for



these public transport services represents less than 2% of their existing capacity at peak times.

- The proposed development includes car and motorcycle parking provisions in compliance with Local Authority development plan standards and with the Apartment Guidelines recommendations. The provisions of disabled-accessible car parking spaces and EV charging facilities comply with Local Authority development plan standards.
- The development's proposed bicycle parking provision complies with Local Authority development plan standards and with the Apartment Guidelines recommendations.
- Swept path analyses of the proposed development have been carried out for cars accessing the development's undercroft car parks and circulating within them, as well as for a refuse collection vehicle servicing the development on the surrounding streets and a Light Goods Vehicle using the on-street loading bays. These analyses indicate that the development's access design and layout can accommodate these vehicle movements where required.
- An independent Quality Audit has been conducted by PMCE Consulting Engineers; design changes have been made in response to the recommendations made in this Audit and these have been accepted by the Audit Team.

In summary, this assessment indicates that the proposed development can be supported by the existing road infrastructure, that existing public transport service capacity can cater for development demand, that the development includes appropriate car, motorcycle, and bicycle parking provisions, and that the development access design and internal layout are fit for purpose.



# Appendix A

# Traffic Survey Data





24260 - Belmayne and Clongriffin Site 1 R107/R139

Arm A - R107 Malahide Road Arm B - R139 Arm C - R107 Malahide Road Arm D - R139

Date:	Thu 11-Apr-2024			Arm
AM Peak:	08:00 - 09:00	Total:	4395	
PM Peak:	17:15 — 18:15	Total:	4754	

Cough 1005 gl	<u> </u>	, tes	A => A																																																							
	D/C N			evi nev	V2 PSV	/ тот	PCII	P/C	M/C		=> B	svi os	V2 PSV	и тот	r PCII	P/C	M/C C	A =		1 06V2	psv	тот	PCII	D/C M	/C CAS	A => 1	D nevi	nev2	psv	тот РСИ	P/C	M/C C	B =>		nev2	psv T	OT PCI	II P/C	M/C		=> B	V1 06V2	PSV	TOT PCI	P/C	M/C C	B =		1 06V2	psv 1	TOT PC	I P/C	M/C	CAP IO	> D	1 0672	psv	тот рси
06:00	0	0 0	0	0 0	0		0	0	0	3	0 (	0 1	. 0	4	5.3	1	1	33 4	0	0	0		37.6	0	1 33	5	1	0	_	40 39.9		0	5 0	0	0	0	5 5	0	0	0	0 (	0 0	0	0 0	2	2	25 2	2 0	0	3	34 34.		0	68 2	2 2	0	0	92 93
06:15	0	0 0	0	0 0	0	0	0	0	0	4	1	0 0	0	5	5	2	0	50 1	0 0	0	1		62.4	0 (	0 35	9	4	1	0	49 52.3	0	0	5 1	0	0	1	7 8	0	0	0	0 0	0	0	0 0	2	0	39	7 0	0	3	51 52.	4 0	1	106 2	2 2	1	0	132 133.7
06:30 06:45	0	0 0	0	0 0	0	0	0	0	0	0	4 1	0 1	. 0	5	6.3	5	3	36 1 20 1	4 0	0	0		102.2 95.8	0	1 51	15	5	0		72 73.9 58 57.4		0 4	4 1	1	0	0	6 6.5 6 5.7		0	0	0 0	0	0	0 0	2	0	52 1	4 1	0		72 73. 61 61.		1	120 3	4 3	0	0	158 158.9 208 215.4
н/тот	0	0 0	0	0 0	0	0	0	0	0	12	7	0 2	2 0	21	23.6	10	5 2	48 4	0 0	0	3	306	298	0	3 164	4 41	10	1	_	219 223.5	1	0 1	18 2	2	0	1 :	24 25.	_	0	0	0 0	0 0	0	1 0.2	8	3 1	162 3	2 2	0		218 221		2	454 1	6 14	4	0	590 601
07:00	0	0 0	0	0 0	0	0	0	0	0	6	2	0 1	. 0	9	10.3	4	1	99 1	6 0	0	2	122	120.2	0	1 52	12	3	1	0	69 71.2	0	0	3 2	0	0	0	5 5	0	0	0	0 0	0	0	0 0	4	0	45 9	0	0	5	63 64.	B 0	2	141 2	4 4	1	0	172 174.1
07:15	0	0 0	0	0 0	0	0	0	1	0	9	2	0 0	0	12	11.2	2	3 1	05 9	1	1	2	123	123.4	0 (	0 46	6	1	0	0	53 53.5	1	0	7 1	1	0	1			0	0	0 0	0	0	0 0	3	0	47 1	6 1	0	3	70 71.	1 0	0	119 3	5 4	2	0	160 164.6
07:30 07:45	0	0 0	0	0 0	) 0	0	0	2	0	7	1	0 0	) 0	16	14.9	10	3 1	17 1 47 9	1 3	0	2	173	166.2	0 (	0 70 0 51	5	1	1	0	81 83.8 58 59.8	1	0 1	7 3 11 5	0	0	0	-		0	0	0 0	0 0	0	0 0	3	2	92 1 82 1	7 1	0	5 1	117 117	4 1	2	123 2 109 1	8 3 6 6	6	0	160 165.3 140 148.8
н/тот	0	0 0	0	0 0	0	0	0	3	0	34	7	1 1	1 0	46	45.4	22	7 4	68 4	5 6	2	10	560	553.8	0	1 219	9 30	8	3	0	261 268.3	2	0 2	28 11	. 1	0	1 .	3 42.5	.9 0	0	0	0 0	0	0	0 0	13	3 2	266 5	9 2	0	16	359 363	8 2	5	492 10	3 17	13	0	632 652.8
08:00	0	0 0	0	0 0	0	0	0	1	0	18	0 (	0 0	0	19	18.2	11	5 1	86 9	2	0	2	215	206.2	0 (	0 60	3	2	0	0	65 66	1	0 -	4 0	0	0	0	5 4.2	2 0	0	0	0 0	0	0	0 0	7	2 1	109 !	5 0	0	6	129 128	2 0	0	146 1	6 4	3	1	170 176.9
08:15 08:30	0	0 0	0	0 0	0	0	0	3	0	13	2 (	0 0	0	18	15.6	13	1 1	67	7 4	0	1	193	185	0 (	0 41	. 3	1	2	0	47 50.1 83 83	0	0 1	13 0	1	1	0	16.1	8 0	0	0	0 0	0	0	0 0	4	1 1	107 6	5 0	0		120 118 113 115	2 0	1	129 1	5 5	5	0	155 163.4 121 129.2
08:45	0	0 0	0	0 0	) 0	0	0	1	0	12	1 (	0 0	) 0	14	13.2	9	4	27 9	9 3	0	1	153	145.9	0	1 54	4	2	0	0	61 61.4	0	1 2	20 2	1	0	0	4 23.5	9 0	0	0	0 0	0	0	0 0	3	0	89 9	9 3	0	2 1	106 107	1 0	0	79 2	2 10	5	2	118 131.5
н/тот	0	0 0	0	0 0	0	0	0	6	0	62	3 (	0 0	0	71	66.2	43	14 6	46 3	5 10	0	6	754	722.2	0	1 232	2 16	5	2	0	256 260.5	2	1 4	47 4	2	2	0	8 59.4	.4 0	0	0	0 0	0	0	0 0	16	4 4	407 2	3 4	0	14 4	468 468	8 0	3	442 7	3 24	16	6	564 601
09:00	0	0 0	0	0 0	0	0	0	0	0	13	2	0 1	. 0	16	17.3	1	3 1	24 1	3 4	0	2	147	148.4	0 (	0 64	7	3	2	0	76 80.1	1	0	7 1	1	0	0	.0 9.7	7 0	0	0	0 0	0 0	0	0 0	1	0	97	7 2	0	3 1	110 113	2 0	1	112 1	5 5	3	2	138 145.8
09:15 09:30	0	0 0	0	0 0	0	0	0	1	0	10	0	2 0	0	13	13.2	2	2 1	06 1	3 0	1	2	126	126.5	0	1 50	6	4	4	1	66 73.6	0	0 1	14 1	0	0	0	5 15	0	0	0	0 0	0	0	0 0	0	0	85 6	5 2	0	3	96 100	0	0	100 1	8 9	5	2	134 147
09:30	0	0 0	0	0 0	. 0	0	0	0	0	12	3	1 0	. 0	16	16.5	2	0	37	. 3	0	2	101	103.4	0 (	0 31	2	3	3	0	39 44.4	0	0 1	. 2 14 0	0	0	0	4 14	0	0	0	0 (	0	0	0 0	1	2	74 1	2 3	0	4	96 99.	5 1	1	105 2	1 6	2	0	136 140.2
н/тот	0	0 0	0	0 0	0	0	0	2	0	48	8	3 1	. 0	62	63.2	8	7 4	13 4	1 11	2	7	489	493.5	0	1 181	1 20	14	11	1	228 249.7	1	0 4	11 4	1	0	0	7 46.	.7 0	0	0	0 0	0 0	0	0 0	4	3 3	329 3	7 13	0	15 4	401 417	5 1	2	432 6	9 30	14	5	553 589.2
10:00	0	0 0	0	0 0	0	0	0	0	0	9	2	0 0	) 1	12	13	0	1 1	08 1	4 1	1	2	127	130.2	0 (	0 31	7	1	3	0	42 46.4	0	0 1	11 1	0	0	0	2 12	2 0	0	0	0 0	0	0	0 0	1	0	74 1	1 1	0	3	90 92.	7 0	0	102 1	8 6	2	4	132 141.6
10:15 10:30	0	0 0	0	0 0	0	0	0	2	0	10	0	1 1	0	13	11 9	1 2	2	59 1 98 1	2 2	0	0	116	115.7	0 (	D 40	5	4	7	0	57 69.1 46 51.4	0	0 1	13 0 6 3	1	0	0	0 10	5 0	0	0	0 0	0	0	0 0	1	2	68 3	3 a n	0	5	82 86. 80 80	5 0	0	104 1 75 1	19 18	4 2	0	128 137.7 96 101.8
10:45	0	0 0	0	0 0	0	0	0	1	0	10	0	0 0	) 0	11	10.2	2	1 1	10	3 3	0	0	119	118.3	0 (	0 28	10	3	3	0	44 49.4	1	1 1	17 1	0	0	0	20 18.6	6 0	0	0	0 0	0	0	0 0	0	0	67 1	0 2	0	3	82 86	0	0	82 1	7 8	3	1	111 119.9
н/тот	0	0 0	0	0 0	0	0	0	4	0	39	2	2 1	1 1	49	49.1	5	6 3	85 3	9 9	1	3	448	449.2	0 (	0 130	31	11	16	1	189 216.3	1	1 4	47 5	2	0	0 !	6 55.6	.6 0	0	0	0 0	0 0	0	0 0	3	3 2	276 3	3 6	0	13	334 345	8 1	0	363 5	6 31	11	5	467 501
11:00 11:15	0	0 0	0	0 0	0	0	0	1	0	6	1	1 0	0	9	8.7	0	1	94 9	2	1	1	108	110.7	0 (	0 28	7	3	6	0	44 53.3	2	0 :	8 1	0	0	0	1 9.4	4 0	0	0	0 0	0	0	0 0	0	0	74 1	0 2	0	3	89 93	0	2	92 3	0 8	3	2	137 145.7 115 123.8
11:15	0	0 0	0	0 0	) 0	0	0	0	0	8	1	1 0	) 0	10	10.5	1	1	02 1 96 1	1 1	0	1	111	111.1	0 (	1 44 0 35	7	5	3	0	50 56.4	0	0 1	9 3	0	1	0	3 14.3	3 0	0	0	0 0	0	0	0 0	1	0	79 9	9 5	0	3	97 101	7 0	4	69 2	4 9 5 6	3	0	107 111.5
11:45	0	0 0	0	0 0	0	0	0	0	0	7	1 (	0 0	0	8	8	1	1	75 9	1	0	1	88	88.1	0 (	0 39	8	3	2	0	52 56.1	0	0 1	16 0	0	0	0	6 16	0	0	0	0 0	0	0	0 0	1	1	68 !	5 2	0	3	80 82.	5 1	2	81 1	9 7	1	1	112 115.8
н/тот	0	0 1	0	0 0	0	1	1	2	0	33	7	2 1	. 0	45	45.7	2	3 3	67 3	7 5	3	4	421	428	0	1 146	5 29	16	11	0	203 224.7	3	0 4	13 7	0	1	0 !	54 52.5	.9 0	0	0	0 0	0	0	0 0	2	1 2	298 3	0 11	0	12	354 369	3 1	9	319 9	8 30	10	4	471 496.8
12:00 12:15	0	0 0	0	0 0	0	0	0	1	0	9	1 1	0 0	0	12	11.2	1	0 1	94 : ns 1	7 0 n 4	0	0	103	101.6	0 (	0 30 n 38	11	1	5	0	47 54 55 64 3	1	0 1	12 2	0	1	0	6 16.	5 0	0	0	0 0	0	0	0 0	1	0	77 !	1 2	0	4	89 93.	2 0	1	99 2	8 6 8 8	4	0	138 145.6 130 137.9
12:30	0	0 0	0	0 0	0	0	0	0	0	11	3	1 0	0	15	15.5	1	1	79 1	1 1	0	1	94	94.1	0	1 37	9	5	3	0	55 60.8	0	0	9 1	0	0	0	0 10	0	0	0	0 0	0	0	0 0	2	0	70 1	2 4	0	3	91 94.	4 0	0	96 2	6 9	1	0	132 137.8
12:45	0	0 0	0	0 0	0	0	0	0	0	14	0 (	0 0	0	14	14	2	2 1	04 1	0 2	0	1	121	120.2	0 (	0 41	5	2	3	1	52 57.9	0	0 9	9 0	0	0	0	9 9	0	0	0	0 0	0 0	0	0 0	0	1	94 1	0 2	0	3 1	110 113	4 1	0	98 2	0 7	5	0	131 140.2
H/TOT 13:00	0	0 0	0	0 0	0	0	0	1	0	43	6	1 0	0	51	50.7	4	4 3	85 3	8 7	1	3	442	444.2	0	1 146	5 33	11	17	1	209 237	1	1 4	11 6	0	1	0 !	0 49.5	.9 0	0	0	0 0	0	0	0 0	4	1 3	311 3	8 10	1	13 3	378 393	5 1	1	384 10	2 30	13	0	531 561.5 126 142.1
13:00	0	0 0	0	0 0	) 0	0	0	0	0	9	2 (	0 0	) 0	11	15.4	2	0 1	02	5 2	0	1	118	113.7	0 (	1 43 0 38	4	3	2	2	49 55.1	0	0 1	10 2 6 1	0	0	0	7 7	2 0	0	0	0 0	0	0	0 0	1	0	76 8	3 4	0	3	93 95. 92 96.	2 0	0	90 1	1 6	2	1	126 142.1
13:30	0	0 0	0	0 0	0	0	0	0	0	4	1	0 0	0	5	5	1	0 1	08 1	0 3	0	1	123	124.7	0 (	0 38	10	1	4	2	55 62.7	0	0 1	10 0	1	0	0	1 11.5	5 0	0	0	0 0	0 0	0	0 0	1	1	83 4	1	0	3	93 95.	1 0	0	87 3	0 9	2	1	129 137.1
13:45	0	0 0	0	0 0	0	0	0	0	0	10	2	0 1	. 0	13	14.3	3	1 1	10 9	0	0	1	124	122	0 (	0 28	10	1	5	1	45 53	0	0	8 1	0	0	0	9 9	0	0	0	0 0	0	0	0 0	1	2	74 1	2 3	1	3	96 99.	8 0	0	92 2	2 6	3	3	126 135.9
H/TOT 14:00	0	0 0	0	0 0	0	0	0	0	0	54	9 (	1 0	1 0	10	10.5	11	2 1	24 2	9 6	2	4 n	141	143.1	0 1	1 147 n 45	7 28	7	12	0	200 223.5	1	0 3	7 2	1	0	0 4	0 39.	.7 0	0	0	0 0	0	0	0 0	3	6 3	310 3 58 I	2 10	1	12 3	70 73	3 0	0	100 2	B 35	14	1	504 544.7 141 150.7
14:15	0	0 0	0	0 0	0	0	0	0	0	10	2	0 1	. 0	13	14.3	0	2	38	1	0	2	97	98.3	0 (	0 33	14	3	6	0	56 65.3	1	0 1	10 1	1	0	1	4 14.	7 0	0	0	0 0	0	0	0 0	1	0	71 8	3 3	0	2	85 87.	7 1	0	84 3	0 6	4	1	126 134.4
14:30	0	0 0	0	0 0	0	0	0	0	0	10	0 (	0 0	0	10	10	0	0 1	14 1	3 2	0	0	129	130	0 (	0 47	13	2	3	0	65 69.9	0	0 1	10 0	0	0	0	.0 10	0	0	0	0 0	0	0	0 0	1	0	90 4	0	0	4	99 102	2 1	0	107 2	5 6	2	2	143 149.8
14:45 H/TOT	0	0 0	0	0 0	0	0	0	0	0	7	0 (	0 0	1	8	9	1	0 1	16 1	6 0	1 2	1 2	135	136.5	0 (	0 36	8	12	12	0	46 47	0	1 1	8 2	0	0	0	1 10.4	4 0	0	0	0 0	0	0	0 0	2	1 1	220 2	0 0	0	2 1	116 115	8 0	2	94 2	9 6	10	0	131 132.8 541 567.7
15:00	0	0 0	0	0 0	0	0	0	0	0	8	1 (	0 0	0 0	9	9	4	1 1	08 1	0 1	1	0	125	123	0 (	0 44	7	4	2	0	57 61.6	0	0 9	9 1	0	0	0	0 10	0 0	0	0	0 0	0 0	0	0 0	2	0	55 1	0 2	0	4	73 76.	4 1	1	118 4	3 4	2	0	169 172.2
15:15	0	0 0	0	0 0	0	0	0	0	0	9	1	0 0	0	10	10	1	0 1	00 1	2 2	0	2	117	119.2	1 (	0 32	16	2	6	0	57 65	0	0 1	12 2	0	0	0	4 14	0	0	0	0 0	0 0	0	0 0	0	1	84 1	4 0	0	2	101 102	4 0	0	115 2	6 6	3	0	150 156.9
15:30	0	0 0	0	0 0	0	0	0	2	0	10	3 (	0 0	0	15	13.4	2	1	39 1	4 1	0	1	108	107.3	0 (	0 24	13	5	2	0	44 49.1	0	0 1	11 2	0	0	0	3 13	0	0	0	0 0	0	0	0 0	3	2	87 9	9 0	0	7 1	108 111	4 0	0	105 3	7 9	3	0	154 162.4
15:45 H/TOT	0	0 0	0	0 0	) 0	0	0	3	0	29	8 1	0 1	. 0	41	39.9	8	5 1	» 1 81 4	z 0 8 4	1	6	453	452.9	1 1	u 31 0 131	13	11	13	0	205 226.6	0	0 4	10 1 18 6	0	0	0	4 54	0	0	0	0 0	0 0	0	0 0	7	3 3	317 4	0 3	0	16	386 396	1 1	2	438 1	ı 1 37 20	9	0	134 135.2 607 626.7
16:00	0	0 0	0	0 0	0	0	0	0	0	7	2	0 0	) 0	9	9	4	1 1	15 1	9 0	0	0	139	135.2	1 (	0 37	10	8	1	0	57 61.5	2	0 1	15 1	1	0	0	9 17.9	9 0	0	0	0 0	0 0	0	0 0	4	0	85 1	1 1	0	4	105 106	3 1	0	137 3	1 6	1	0	176 179.5
16:15	0	0 0	0	0 0	0	0	0	0	0	17	2	2 0	0	21	22	3	1	78 1	4 1	0	2	99	98.5	0 (	0 18	10	1	1	0	30 31.8	2	1 1	14 2	0	1	0	19.	1 0	0	0	0 0	0	0	0 0	4	0	74 1	0 1	0	2	91 90.	3 0	1	79 2	9 1	4	0	114 119.1
16:30 16:45	0	0 0	0	0 0	0	0	0	0	0	11	1 (	0 0	0	12	12	3	2	95 1 70 1	7 0	0	3	120	119.4	0 (	0 39 n 28	5	1	2	1	48 52.1 37 38.5	2	0 !	9 2	0	0	0	3 11.4	4 0	0	0	0 0	0	0	0 0	1 2	1	91 4	7 1	1	4 1	103 107	4 0	0	120 3	1 2	3	0	156 160.9 103 104.8
н/тот	0	0 0	0	0 0	0	0	0	0	0	40	5	3 0	) 0	48	49.5	10	4 3	67 6	2 1	0	7	451	448.1	1 (	0 122	2 31	13	4	1	172 183.9	8	1 5	53 6	1	1	0	0 64.1	8 0	0	0	0 0	0 0	0	0 0	11	2 3	338 3	4 3	1	12 4	401 405	8 1	1	415 1	3 10	9	0	549 564.3
17:00	0	0 0	0	0 0	0	0	0	0	0	8	1	0 0	0	9	9	2	0	92 1	0 1	0	1	106	105.9	0 (	0 28	5	3	3	0	39 44.4	0	0 1	16 0	0	0	0	6 16	0	0	0	0 0	0	0	0 0	1	1	89 4	1 2	0	4	101 104	6 0	0	113 1	6 1	3	0	133 137.4
17:15 17:30	0	0 0	0	0 0	0	0	0	1	0	4	2	0 0	0	7	6.2	2	1 1	10	7 0	0	0	120	117.8	0 (	0 17	4	1	1	0	23 24.8	1	1 1	10 0	0	0	0	2 10.0	6 0	0	0	0 0	0	0	0 0	0	0	86 3	7 1	0	2	96 98.	5 0	2	130 2	4 0	0	0	156 154.8 163 163.6
17:45	0	0 0	0	0 0	0	0	0	1	0	6	0 1	0 0	) 0	7	6.2	5	3	25 :		0	2	108	104.2	0 (	0 15	4	0	0	0	19 19	0	0 1	16 1	0	1	0	8 19.3	3 0	0	0	0 0	0	0	0 0	1	2 1	101	7 1	0	2	114 114	5 0	1	110 1	7 0	1	0	129 129.7
н/тот	0	0 0	0	0 0	0	0	0	3	0	30	3	0 0	0	36	33.6	11	6 4	21 2	6 2	0	5	471	464.6	0 :	2 87	26	4	4	1	124 131	2	1 5	52 2	0	1	0	8 57.	.1 0	0	0	0 0	0 0	0	0 0	4	3 3	366 2	9 4	0	12 4	418 42	1	5	480 8	8 1	6	0	581 585.5
18:00	0	0 1	0	0 0	0	1	1	0	0	14	0 (	0 0	0	14	14	1	1 1	14	7 0	0	2	125	125.6	0 (	0 34	3	0	0	0	37 37	1	0 1	13 0	0	0	0	4 13.	2 0	0	0	0 0	0	0	0 0	3	1	99 !	5 1	0	3 1	112 112	5 0	0	130 2	0 1	0	0	151 151.5
18:15 18:30	0	0 0	0	0 0	0	0	0.2	1	0	9	0 1	0 0	0	10	9.2	1 2	1 1	01	1 1	0	0	100	99.7	0 (	ນ 33 ນ	2	2	0	0	38 40 37 37 5	1 0	0 1	14 1	0	0	0	3 13	2 0	0	0	0 0	0	0	0 0	0	1 1	90 ! 103 :	o 1	0	3 1	116 118	6 0	1	97 2 106 1	3 0 4 n	0	0	122 120.8 122 122.4
18:45	0	0 0	0	0 0	0	0	0	0	0	13	1 (	0 0	0	14	14	1	4 1	00	7 0	0	1	113	110.8	0 (	0 40	2	1	0	0	43 43.5	0	0 1	11 2	0	0	0	3 13	0	0	0	0 0	0	0	0 0	1	0	94 !	5 0	0	3 1	103 105	2 0	0	90 1	7 0	0	0	107 107
н/тот	1	0 1	0	0 0	0	2	1.2	2	0	51	1	0 0	0	54	52.4	5	6 4	12 1	9 2	0	5	449	447.4	0 (	0 140	10	4	0	1	155 158	2	0 5	50 4	0	0	0	6 54.4	.4 0	0	0	0 0	0 0	0	0 0	5	4 3	386 2	2 2	0	13 4	432 439	6 0	3	423 7	4 1	0	1	502 501.7
19:00	0	0 0	0	0 0	0 0	0	0	0	0	13	1	0 0	0 0	14	14	2	0	30	, ,	0	1	89	88.4 90.8	0	1 23	3	2	0	0	29 29.4 45 46	0	0 2	0 ^	0	0	0	23	0	0	0	0 0	0	0	0 0	0	1	88 8	0 0	0	4	101 104	4 0	0	96 1	5 0	0	0	111 111 137 138.5
19:15 19:30	0	0 0	0	0 0	0	0	0	0	0	19	2	0 0	) 0	21	21	2	2	99 1	3 0	0	1	94 112	90.8	0 (	u 42 0 29	1	0	0	-	45 46 30 30	0	0	9 0 7 1	0	0	0	8 8	0	0	0	0 0	. 0	0	0 0	0	0	75 I	3 0	0	2 2	89 90. 80 82	0	0	85 8	, 1	0	1	137 138.5 94 95
19:45	0	0 0	0	0 0	0	0	0	0	0	17	0	0 0	0	17	17	3	0	34	2 0	0	2		90.6	1 (	0 35	3	2	0		41 41.2	0	0	8 0	0	0	0	8 8	0	0	0	0 0	0	0	0 0	1	1	82	3 2	0	3	92 94.	_	0	65 1	0 1	0	1	77 78.5
н/тот	0	0 0	0	0 0	0	0	0	0	0	65	4 (	0 0	0	69		10		43 2	3 0	0	5	386	380	1	1 129		6	0	-	145 146.6	_	0 4	16 2	0	0	-	8 48	0	0	0	0 0	0	0	0 0	1		321 2	4 2	0		362 371		0	364 5	0 2	0		419 423
14 TOT	1	0 2	0	0 0	0	3	2.2	26	1	553	/5 1	13 9	2	679	677.8	151	80 5	ru2 5:	4 69	13	71	6610	6563.6	3 1	213	5 396	133	106	11	2796   3001.7	25	6 5	83 68	11	6	3 7	02 694.	./ 1	0	0	0 (	0	0	1 0.2	85	41 4	407 46	ou 78	3	181 5	255 5386	.3 11	35	5/62 12	/1 270	129	33	7511 7816.9



			Arm B - K139
39			Arm C - R107 Malahide R
pr-2024			Arm D - R139
09:00	Total:	4395	

Coops See 4		C => A																_																												
		C => A CAR LGV		n new	TOT BOU	D/6 .	w/c c*	C => B	0011 0011	12 201	TOT DC:	n D/C	W/G GA	C => C	0011 0011		TOT DC1	D/C	w/c c	C => D	00111 0	cua peu	TOT DC:			D => A	cus ocus	DCV T	DCII	D/C W/C	D =>		nua peu	TOT DOLL	D/G M/		D => C			TOT   D/		(C CAD	D => D	cva ocv	a new	TOT DOLL
06:00	2 n	Q 2	OGV1 OGV2		13 11.4		0 12	K LGV	1 0	1 PSV	14 15		n/C CAI	K LGV	OGV1 OGV2	PSV	0 0	0	M/C CA	K LGV	0GV1 0	1 0	47 49.3		0 18	LGV O	2 1	1 2		D D	66 13	7 OGV1 O	1 1	84 87.8		20 20	4 1	1 1		29 32		C CAR	LGV OC	0 0GV2	. PSV	0 0
06:15	0 0	7 2	1 0	0	10 10.5		0 18	2	2 0	1	23 25	. 0	0 0	0	0 0	0	0 0	0	0 5	13	5	0 0	75 77.5	5 0	0 23	8	2 1	0 3	4 36.3	0 0	92 30	3	5 2	132 142	0 0	21	5 2	2 7	0	35 45.		) 0	0	0 0	0	0 0
06:30	0 0	22 5	0 0	3	30 33		0 19	5	2 1	3	31 35.		0 0	0	0 0	0	0 0	0	2 7	21	4	1 1	101 104.		2 31	18	4 1		6 58.1	0 1	118 40	4	2 0	165 169	0 0	35	13 0	0 1		49 50.		0	0	0 0	0	0 0
06:45	2 1	37 5	2 0	1	48 47.8		0 17	3	0 1	0	23 22.	7 0	0 0	0	0 0	0	0 0	0	0 66	17	5	0 0	88 90.5	5 0	0 40	13	2 3		8 62.9	1 1	123 52	9	1 1	188 193.4		46	23 1	1 3	-	73 77.		0	0	0 0	0	0 0
H/TOT 07:00	4 1	75 14	3 0	4	101 102.7 55 54.8		0 66	10	5 2	5	91 98.	7 0	0 0	0	0 0	0	0 0	0	2 22	8 62	16	2 1	311 321.	4 0	2 112	45	10 6	1 17	76 188.6 0 77.6	1 2	399 135	19	9 4	569 592.2	1 0	122	45 4	4 12	2	186 204 78 79.		0		0 0	0	0 0
07:15	1 0	36 6	2 0	1	46 47.2		0 32	. 0	0 0	3	43 43.	6 0	0 0	0	0 0	0	1 1	0	0 66	5 25	1	1 0	89 90.8	8 0	0 46	20	5 1	1 7		0 0	110 54	6	4 1	175 184.2	0 0	64	29 3	3 1	0	97 99	8 0	) 0	0	0 0	0	0 0
07:30	3 0	66 9	0 0	2	80 79.6	0	0 26	7	0 1	0	34 35.	3 0	0 0	0	0 0	0	0 0	0	0 86	23	3	1 0	113 115.	8 0	0 39	12	2 3	1 5	7 62.9	0 4	96 48	7	8 1	164 176.5	0 0	60	11 9	9 3	1	84 93	4 0 1	) 0	0	0 0	0	0 0
07:45	1 0	79 17	0 1	1	99 100.5	0	1 56	13	2 0	4	76 80.	4 0	0 0	0	0 0	0	0 0	0	0 9:	18	4	3 0	116 121.	.9 0	0 20	5	0 2	0 2	7 29.6	0 0	107 35	9	4 2	157 168.7	1 0	67	16 2	2 3	0	89 93	1 0 (	0	0	0 0	0	0 0
н/тот	7 1	225 38	2 1	6	280 282.1	4	1 141	1 35	3 1	10	195 204	4 0	0 1	0	0 0	0	1 1	0	0 33	1 87	9	11 0	438 456.	8 0	1 142	60	11 10	3 22	27 247.9	0 4	391 174	27	20 6	622 665.1	1 0	236	87 1	.5 8	1	348 36€	.1 0 (	0	0	0 0	0	0 0
08:00	2 1	105 13	0 1	1	123 123.1	1	0 58	7	1 0	2	69 70.	7 0	0 0	0	0 0	0	0 0	0	0 78	10	2	3 0	93 97.9	9 0	0 4	9	1 2	0 1	6 19.1	0 0	106 25	6	4 1	142 151.2	0 0	70	17 4	4 2	0	93 97.	6 0 0	0	0	0 0	0	0 0
08:15 08:30	5 0	79 7	2 0	2	95 94 91 91.6	3	0 58	7	2 0	4	74 76.	6 0	0 0	0	0 0	0	0 0	0	0 74	16	2	1 0	101 103.	3 1	0 23	14	1 2	0 4	1 43.3	1 0	90 18	7	8 0	124 137.1	0 1	79	15 4	4 8	0	107 118	8 0 0	) 0	0	0 0	0	0 0
08:45	2 0	96 13	4 0	1	116 117.4	1	1 52	, ,	2 0	1	60 60.	6 0	0 0	0	0 0	0	0 0	0	0 78	12	6	4 0	100 108.	2 0	0 36	20	7 3	0 6		0 1	86 36	9	8 1	141 156.3	1 0	91	19 9	9 2	0	122 129	3.3 0	) 0	0	0 0	0	0 0
н/тот	12 1	355 41	10 1		425 426.1	5	1 224	4 24	7 0	12	273 283	.9 0	0 0	0	0 0	0	0 0	0	2 31	6 62	16	12 0	408 430.	4 1	0 84	52	14 10	0 16	61 180.2	1 1	371 97	35	21 2	528 573.4	1 1	322	66 2	7 12	0	429 456	.7 0 /	0	0	0 0	0	0 0
09:00	2 0	94 7	1 1	1	106 107.2	1	0 57	4	2 0	4	68 72.	2 0	0 0	0	0 0	0	0 0	0	1 10	4 14	8	3 0	130 137.	3 0	0 60	17	3 4	0 8	4 90.7	0 0	87 31	10	3 0	131 139.9	0 1	77	23 4	4 2	0	107 11	1 0 r	0	0	0 0	0	0 0
09:15	0 1	96 11	3 0	-	113 115.9	0	0 43	14	3 0	4	64 69.	5 0	0 0	0	0 0	0	0 0	0	1 10	5 16	7	3 0	132 138.	8 0	0 42	11	2 6	0 6	1 69.8	0 0	91 22	9	3 1	126 135.4	2 0	88	18 4	4 2	2	116 12	1 0 0	0	0	0 0	0	0 0
09:30 09:45	4 0	80 13	1 1	1	100 99.6	2	0 43	10	0 0	4	59 61.	4 0	0 0	0	0 0	0	0 0	1	0 95	15	7	3 0	121 127.	6 0	0 31	13	5 2	2 5		0 0	73 43	7	0 0	123 126.5	0 0	65	12 2	2 1	0	80 82	3 0 0	0	0	0 0	0	0 0
H/TOT	7 2	350 42	6 3	6	416 422.1	3	1 100	n 31	3 U	16	249 266	5 0	0 0	0	0 0	0	0 0	1	3 38	0 60	27	8 U	488 521	3 0	0 4/	53	1 3		51 288	0 0	96 34 347 130	9	3 U	522 552.2	2 1	207	71 1	6 10	2	399 419	38 0	) 0		0 0	0	0 0
10:00	0 0	91 8	3 0	0	102 103.5	0	1 54	7	4 0	4	70 75.	4 0	0 0	0	0 0	0	0 0	0	0 90	23	9	3 0	125 133.	4 0	0 45	10	2 0	0 5	7 58	0 1	69 24	9	4 1	108 118.1	0 0	45	18 4	4 4	0	71 78	2 0 /	) 0	0	0 0	0	0 0
10:15	0 0	69 8	2 0	0	79 80	0	0 44	5	0 0	6	55 61	. 0	0 1	0	0 0	0	1 1	0	0 7	13	9	5 0	104 115	0	0 48	7	1 3	3 6	2 69.4	0 0	89 34	5	4 1	133 141.7	0 0	55	13 9	9 2	0	79 86	.1 0 r	0	0	0 0	0	0 0
10:30	1 1	112 16	2 1	2	135 137.9	0	0 50	6	4 0	3	63 68	0	0 0	0	0 0	0	0 0	0	0 60	14	1	1 1	77 79.8	В 0	1 53	9	2 3	2 7	76.3	0 1	80 27	10	1 1	120 126.7	0 0	53	12 6	6 5	0	76 85	.5 0 C	0	0	0 0	0	0 0
10:45	0 0	84 7	3 0	1	95 97.5	1	0 55	10	2 0	3	71 74.	2 0	0 0	0	0 0	0	0 0	0	0 68	10	7	4 0	89 97.3	7 0	1 43	14	5 2	0 6	5 69.5	0 0	79 15	8	5 0	107 117.5	0 0	44	14 4	4 4	0	66 73.	2 0 0	0	0	0 0	0	0 0
H/TOT 11:00	1 1	356 39 72 10	10 1	3	411 418.9	1	1 203	3 28	10 0	16	259 278	.6 0	0 1	0	0 0	0	1 1	0	0 29	5 60	26	13 1	395 425.	9 0	2 189	40	10 8	5 25	54 273.2	0 2	317 100	32	14 3	468 504	0 0	197	57 2	23 15	0	292 32	3 0 0	0		0 0	0	0 0
11:15	1 1	75 9	2 0	1	89 89.6	0	0 56	12	1 0	4	73 77.	5 0	0 0	0	0 0	0	0 0	0	0 8	15	8	1 0	106 111.	3 0	0 55	11	1 7	0 7	4 83.6	0 1	94 29	3	2 1	130 134.5	0 0	66	14 3	3 3	0	86 91	4 0	) 0	0	0 0	0	0 0
11:30	4 1	100 13	5 0	1	124 123.7	0	0 67	9	3 0	0	79 80.	5 0	0 0	0	0 0	0	0 0	0	2 7	21	4	0 0	100 100.	8 0	0 48	9	2 5	0 6	4 71.5	0 0	79 21	13	4 0	117 128.7	0 0	60	16 9	9 1	0	86 91	.8 0 r	0	0	0 0	0	0 0
11:45	0 4	114 15	2 0	0	135 133.6	2	0 68	10	3 0	6	89 94.	9 0	0 1	0	0 0	0	1 1	0	6 76	23	9	4 0	118 124.	1 0	0 53	6	3 2	0 6	4 68.1	0 0	82 13	9	2 0	106 113.1	0 0	59	16 1	0 1	0	86 92	.3 0 C	0	0	0 0	0	0 0
н/тот	5 7	362 47	10 0	2	433 431.8	2	0 240	0 38	10 0	13	303 319	.4 0	0 1	0	0 0	0	1 1	0	8 30	1 78	28	6 0	421 438	8 0	0 193	38	10 16	0 25	57 282.8	1 1	319 98	30	10 3	462 491.6	0 0	240	62 2	24 7	0	333 354	.1 0 0	) 1	0	0 0	0	1 1
12:00 12:15	1 0	94 5	5 1	3	109 115	0	0 66	8	1 0	4	79 83.	5 0	0 0	0	0 0	0	0 0	0	0 74	20	7	2 0	103 109.	1 0	1 52	13	4 6	0 7	6 85.2	0 0	103 26	12	6 0	147 160.8	0 0	70	21 3	3 0	0	94 95.	5 0 0	0	0	0 0	0	0 0
12:15	1 1	100 7	3 0	1	113 114.1	0	0 55		1 0	5	70 75	5 0	0 0	0	0 0	0	0 0	0	1 70	21	4	3 0	111 116	3 0	0 50	7	3 4	1 6	5 77 7	0 0	0.0 34	4	8 0	120 134.9	0 0	75	20 3	2 2	1	100 100	46 0		0	0 0	0	0 0
12:45	2 1	145 9	5 0	1	163 164.3	0	0 70	7	3 0	1	81 83.	5 0	0 1	0	0 0	0	1 1	0	0 94	29	6	2 0	131 136.	.6 0	0 47	6	2 2	1 5	8 62.6	1 0	110 20	8	0 1	140 144.2	0 0	76	15 2	2 1	0	94 96	3 0 /	0	0	0 0	0	0 0
н/тот	5 2	444 32	16 1	6	506 516.1	2	0 256	6 37	8 0	11	314 327	.4 0	0 1	0	0 0	0	1 1	0	1 34	0 94	20	8 0	463 482.	8 0	1 193	34	11 13	2 2	54 277.8	1 0	392 101	30	17 1	542 579.3	1 0	286	72 1	2 5	1	377 389	.7 0 C	0	0	0 0	0	0 0
13:00	1 2	113 12	3 0	1	132 132.5	0	2 76	6	1 0	5	90 94.	3 0	0 0	0	0 0	0	0 0	0	0 7	24	3	6 0	106 115.	3 0	0 49	10	4 0	1 6	4 67	0 0	101 12	7	2 0	122 128.1	0 0	80	12 6	6 1	0	99 102	.3 0 0	0	0	0 0	0	0 0
13:15	1 1	106 5	1 0	0	114 113.1	1	0 65	6	2 0	1	75 76.	2 0	0 0	0	0 0	0	0 0	0	1 8	20	3	1 0	106 108.	2 0	0 45	5	2 5	0 5	7 64.5	0 2	106 26	4	1 0	139 141.1	0 0	82	15 3	3 5	0	105 11	3 0 0	0	0	0 0	0	0 0
13:30 13:45	1 0	119 9	1 0	1	131 131.7	3	2 76	3	3 0	6	93 96.	9 0	0 0	0	0 0	0	0 0	0	0 90	23	5	2 0	120 125.	1 0	0 37	8	7 0	1 5	3 57.5	0 2	125 25	4	4 3	108 117	0 1	107	9 2	2 1	0	127 146	7 0 0	) 0	0	0 0	0	0 0
н/тот	5 3	449 35	7 0	2	501 500.7	4	4 303	3 22	6 1	15	355 368	.7 0	0 1	0	0 0	0	1 1	0	1 33	8 87	18	14 1	459 486.	6 0	1 177	31	19 7	3 2	38 259	0 4	413 77	22	9 3	528 551.3	0 1	343	62 1	13 9	0	428 445	i.6 0 /	) 0	0	0 0	0	0 0
14:00	3 4	103 11	2 0	2	125 123.2	1	0 64	9	4 0	3	81 85.	2 0	0 0	0	0 0	0	0 0	0	0 10	3 15	1	3 0	122 126.	4 0	0 54	7	5 3	0 6	9 75.4	1 3	97 23	6	2 1	133 137	0 0	79	10 4	4 1	0	94 97	.3 0 r	0	0	0 0	0	0 0
14:15	1 1	125 12	0 2	0	141 142.2	0	0 79	7	2 0	2	90 93	0	0 0	0	0 0	0	0 0	0	1 98	17	6	4 0	126 133.	.6 0	0 57	7	0 7	0 7	1 80.1	0 1	123 16	4	1 2	147 151.7	0 0	110	15 3	3 0	0	128 129	.5 0 C	0	0	0 0	0	0 0
14:30	2 1	109 7	5 1	1	126 128.6	2	0 64	12	0 0	2	80 80.	4 0	0 0	0	0 0	0	0 0	0	1 10	2 24	4	2 0	133 137	0	0 52	8	3 3	1 6	7 73.4	0 0	90 15	7	2 1	115 122.1	0 0	73	14 8	8 3	0	98 105	.9 0 0	0	0	0 0	0	0 0
14:45 H/TOT	6 7	468 38	2 0	7	538 544 4	3	2 280	9 31	7 0	11	92 95.	9 0	0 1	0	0 0	0	1 1	0	2 41	8 2b 1 87	14	11 0	520 540	1 0	0 48	30	3 b	1 2	72 303 2	1 4	422 70	22	8 8	544 570 2	0 0	366	51 1	3 1	0	440 45	5 0	) 0		0 0	0	0 0
15:00	1 0	119 8	2 0	2	132 134.2	0	2 79	9	2 0	2	94 95.	8 0	0 0	0	0 0	0	0 0	0	1 13	1 33	8	1 0	174 178.	7 1	0 44	13	3 1	0 6	2 64	0 0	102 18	4	2 0	126 130.6	0 1	82	15 5	5 0	1	104 106	j.9 0 /	) 0	0	0 0	0	0 0
15:15	0 7	146 12	4 1	0	170 169.1	2	0 83	11	1 1	4	102 106	.2 0	0 0	0	0 0	0	0 0	0	0 12	6 29	6	4 0	165 173.	2 0	1 43	6	4 4	1 5	9 66.6	0 0	127 18	1	4 0	150 155.7	0 0	83	18 1	1 0	1	103 104	.5 0 r	0	0	0 0	0	0 0
15:30	1 0	121 15	0 0	2	139 140.2	0	0 86	11	3 0	2	102 105	.5 0	0 0	0	0 0	0	0 0	0	0 10	8 44	6	1 2	161 167.	3 0	0 47	6	1 0	1 5	5 56.5	0 1	94 23	4	2 1	125 130	0 2	105	12 5	5 2	0	126 129	.9 0 0	0	0	0 0	0	0 0
15:45	2 0	127 11	3 0	1	144 144.9	1	0 79	15	0 1	5	101 106	.5 0	0 0	0	0 0	0	0 0	1	0 11	6 32	9	1 1	160 166	0	0 42	6	0 0	0 4	8 48	0 0	104 26	1	0 0	131 131.5	0 1	97	14 6	6 0	0	118 120	.4 0 0	0	0	0 0	0	0 0
H/TOT 16:00	3 4	132 17	0 0	2	158 155 2	0	0 80	/ 46	1 0	2	399 414 80 01	5 0	0 0	0	0 0	0	0 0	0	2 10	1 138 n 32	4	7 3 3 N	141 145	7 0	1 1/6	10	3 1	0 6	1 63.2	0 1	114 16	3	1 0	134 136.8	0 4	367	59 I	3 0	0	99 100	35 0	) 0		0 0	0	0 0
16:15	2 2	163 25	0 1	2	195 195.5	2	0 86	, ,	0 0	2	99 99.	4 0	0 0	0	0 0	0	0 0	0	0 10	1 29	3	1 1	135 138.	8 0	0 38	3	1 0	0 4	2 42.5	0 0	113 21	2	0 2	138 141	0 1	113	19 3	3 3	1	140 145	3.8 0	) 0	0	0 0	0	0 0
16:30	3 1	158 12	0 0	0	174 171	2	0 78	10	0 0	3	93 94.	4 0	0 0	0	0 0	0	0 0	0	0 83	3 22	2	2 0	109 112.	6 1	0 25	0	0 2	0 2	8 29.8	1 1	81 21	5	0 0	109 110.1	1 0	99	17 2	2 1	0	120 12	.5 0 /	0	0	0 0	0	0 0
16:45	3 2	175 14	2 0	2	198 197.4	1	3 100	0 11	0 0	3	118 118	.4 0	0 0	0	0 0	0	0 0	1	0 84	15	0	1 0	101 101.	5 1	0 28	5	1 0	0 3	5 34.7	0 0	129 13	0	0 0	142 142	0 0	133	23 1	1 0	0	157 157	.5 0 C	0	0	0 0	0	0 0
н/тот	11 9	628 68	2 1	6	725 719.1	5	3 344	4 36	1 0	10	399 403	.7 0	0 0	0	0 0	0	0 0	1	2 36	8 98	9	7 1	486 498.	6 2	1 137	18	5 3	0 16	66 170.2	1 1	437 71	10	1 2	523 529.9	1 1	430	70 9	9 4	1	516 525	.3 0 0	0	0	0 0	0	0 0
17:00 17:15	1 2	172 11	0 0	2	188 188	5	0 79	8	1 0	4	97 97.	5 0	0 0	0	0 0	0	0 0	0	0 10	9 19	3	0 0	131 132.	5 0	0 46	4	1 0	0 5	1 51.5	0 0	124 14	2	0 0	140 141	0 0	117	10 1	1 1	0	129 130	.8 0 0	0	0	0 0	0	0 0
17:13	9 3	167 9	0 0	3	191 185	6	1 84	10	0 0	3	104 101	.6 0	0 0	0	0 0	0	0 0	0	0 98	8	0	0 0	106 106	5 2	1 64	5	3 0	0 7	5 74.3	0 0	120 20	0	0 0	137 137	1 0	88	14 2	2 0	0	105 10	3.2 0	) 0	0	0 0	0	0 0
17:45	6 4	179 8	1 0	1	199 193.3	6	1 92	12	0 0	3	114 111	.6 0	0 0	0	0 0	0	0 0	0	0 9:	12	2	4 0	109 115.	2 1	0 47	4	2 0	0 5	4 54.2	0 1	154 15	1	0 0	171 170.9	1 0	116	13 3	3 0	0	133 133	1.7 0 f	0	0	0 0	0	0 0
н/тот	23 9	692 38	4 0	7	773 758.2	17	3 349	9 39	1 0	13	422 420	.1 0	0 0	0	0 0	0	0 0	0	0 39	2 49	6	6 0	453 463.	8 3	1 192	18	7 0	0 2	21 221.5	1 2	518 66	4	0 0	591 591	2 1	448	56 8	8 2	0	517 521	.4 0 r	0	0	0 0	0	0 0
18:00	8 3	176 9	0 0	1	197 189.8	3	4 97	9	0 0	3	116 114	.2 0	0 0	0	0 0	0	0 0	0	1 97	16	1	2 0	117 119.	5 0	1 76	5	2 1	0 8	5 86.7	0 1	146 9	0	0 0	156 155.4	0 1	95	6 2	2 0	0	104 104	.4 0 0	0	0	0 0	0	0 0
18:15 18:30	6 3	167 10	0 0	2	188 183.4	2	0 111	1 6	0 0	3	122 123	.4 0	0 0	0	0 0	0	0 0	1	0 82	9	0	1 0	93 93.5	5 0	0 48	4	1 0	0 5	3 53.5	0 3	166 20	0	0 0	189 187.2	1 0	105	10 0	0 0	0	116 115	.2 0 0	0	0	0 0	0	0 0
18:30 18:45	5 6	129 7	0 0	1	135 127.4	4	0 04	, ,	1 0	1	107 105	3 0	0 0	0	0 0	0	1 1	0	1 9	) 10	1	0 0	90 80 6	9 0	U 59	6	0 1	0 6	3 83.7	0 1	118 14	3	0 1	136 135.0	0 2	95	6 1	0 0	1	78 77	8 0	, 0	0	0 0	0	0 0
H/TOT	25 13	586 36	0 0	4	664 640.2	12	5 399	9 26	1 0	13	456 456	.9 0	0 1	0	0 0	0	1 1	1	2 33	7 41	4	3 0	388 391.	9 1	2 258	22	4 3	0 29	90 293.9	1 6	575 56	4	0 1	643 641.6	1 3	364	29 2	2 0	2	401 40	.4 0	) 0	0	0 0	0	0 0
19:00	3 6	139 9	1 0	2	160 156.5	1	1 92	7	1 0	5	107 111	.1 0	0 0	0	0 0	0	0 0	0	0 76	5	2	1 0	84 86.3	3 0	0 65	4	1 0	0 7	0 70.5	0 0	123 15	2	1 0	141 143.3	0 0	85	9 1	1 1	1	97 99	.8 0 /	0	0	0 0	0	0 0
19:15	9 3	133 10	0 0	1	156 148	0	0 100	0 6	0 0	2	108 110	0 0	0 0	0	0 0	0	0 0		0 76	i 10	0	0 0	86 86	0	0 65	2	1 0	0 6	8 68.5	0 0	104 9	2	0 0	115 116	0 0	68	12 2	2 0	0	82 83	3 0 C	0	0	0 0	0	0 0
19:30	2 2	150 6	1 0		162 160.7		0 79	3	1 0	2	87 87.	9 0	0 0	0	0 0	0	0 0	0	0 79	8 -	0	1 0	88 89.3		0 67	5	1 0	0 7	3 73.5	0 1	121 4	0	0 0	126 125.4	0 0	84	2 (	0 0	0	86 8f	0 0	0	0	0 0	0	0 0
19:45 H/TOT	1 4	138 9	0 0		153 150.8 631 616		0 69	0 20	0 0	4	77 81	0	0 0	0	0 0	0	0 0	0	0 60	1 20	2	0 0	66 66.5 324 328		2 57	5	1 0	0 6	5 64.3 76 276.8	0 1	94 4	1	0 0	100 99.9 482 484.6	0 1	55 292	10 1	1 0	0	67 66. 332 335		0		0 0	0	0 0
14 TOT	130 78	6063 548	90 12	68	6989 6966.8	67	24 367	1 423	75 6	171	4437 4585	5.3 0	0 7	0	0 0	0	7 7	4	24 480	9 1026	225	119 7	6214 6470	.6 8	14 2498	488 1	135 115	19 32	77 3498.2	8 30	5770 130	1 285 1	27 35	7556 7874.5	2 10 13	4310	820 19	92 92	12 5	5449 566	0.8 0	) 1	0	0 0		1 1
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Arm A - R107 Malahide Road Arm B - Main Street Arm C - R107 Malahide Road Arm D - Mayne River Avenue

Survey Name: Site: Location: Date: AM Peak: PM Peak: 15 Min Peak:

24260 - Belmayne and Clongriffin
Site 2
R107 Malahide Road / Main Street / Mayne River Avenue
Thu 11-Apr-2024
08:00 — 09:00 Total: 2084
17:30 — 18:30 Total: 2064
08:15 — 08:30 Total: 553

			A =>											=> B										A =>										A =									B =>									B =:									B =>									B => D			
P/C	С М/С	CAR	LGV	v og	V1 00	V2 F	sv	тот	PCU	P/C	. M/	c c	CAR I	LGV	OGV1	OGV2	2 PS	v to	OT F	PCU	P/C	M/C	CAR	LGV	/ OG	V1 00	V2	PSV	TOT	PCU	P/C	M/	C CA	R LG	v og	V1 00	V2 PS	V TO	T PCU	P/C	M/C	CAR	LGV	v og	V1 OG	V2 P5	V T	OT PO	CU P/	/C M	/C CA	IR LG	V OG	/1 OGV	2 PSV	тот	PCU	P/C	M/C	CAR	LGV	ogv	1 OGV	/2 PS	V TO	T PO	U P/	C M/C	CAR	R LGV	OGV1	OGV2	PSV
0	0	0	0	0	)		0		0	0	0		0	0	0	0	0	'   '	0	0	1	2	66	8	1	L	1	0		78.8		0	6	1	. (	)	0 (	7	7	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	0	0	0	0
0	0	3	0	0	)			3	3	0	0	1	0	0	0	0	0	'   '	0	0	2	0	98	21	5	5	1	1		131.2		0	15	5 1	. (	)	0 (	16	16	0	0	0	0	0	) (		)	0 (	0 0	0 0	0 0		0	0	0	0	0	0	0	1	0	0	0	0	) 1		L C	0	0	0	0	0	0
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0	0	7	0	0	)	0	_	7		_		) (	0	0	0	0	0	1	0	0	3	3	131	25	0	)	0	2		161.8	_	0	38	3 6	. (	)	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	0	10	0	0	)	)	0	10	10	0	0	) (	0	0	0	0	0	1	0	0	10	9	417	84	10	0	3	3		534.5	_	0	82	1	0 (	)	0 (	92		0	0	0	0	0	) (	) (	)	0 (	0 0	0 (	0 0	) (	0	0	0	0	0	0	0	1	0	0	0	0	) 1		L C	0	0	0	0	0	0
0	0	1	0				0	1	1	0	0	'	0	0	0	0	0	'   '	0	0	3	1	152	26	3		2	2	189	192.1	0	0	34	4				38	38	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	1				0	1	1	0	0	'	0	0	0	0	0	'   '	0	0	3	2	163	19	3		2	2	194	196.5	0	0	31	. 4		)		35	35	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	1	0	0		)	0	1	1	0	0		0	0	0	0	0	'   '	0	0	5	1	173	18	5			4	207	210.2	0	1	55			1		61	60.9	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	4	1		)		0	5	5	0	0	'	0	0	0	0	0	' '	0	0	12	2	221	16	4		1	2	258	252.5	0	3	42			2		48	47.2	. 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
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"	0	6	0				0	6	6	0	U		0	0	0	0	0		0	0	12	3	219	6	4			2	246	238.6		0	4/					50	50.5	, ,	0	0	0	U					0 0					U	0	0	0	0	0	0	0	0	0	U				, ,	0	0	0	0	0
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0	0	21	0		)		0	21	21	0	0	'	0	0	0	0	0	' '	0	0	45	14	871	45	16		3	6	1000	973.5	0	0	20	7 1	2 2	2		22	1 222	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	3	0				0	3	3	0	0	'	0	0	0	0	0	'   '	0	0	2	2	174	18	5		2	2	205	209.3	0	0	38					40	40.5	. 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
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Arm A - R107 Malahide Road Arm B - Main Street Arm C - R107 Malahide Road Arm D - Mayne River Avenue

Coogle			New date (CC)																																											
TIME	D/C M		C => A	v1 nev2	PSV TO	T PCII	D/C N		C => B	nevi ne	vo psv	TOT E	PCII P/	C M/C	C =>		GV2 PSV	TOT P	CII P/C	M/C C	C => D	nevi ne	V2 PSV	TOT PC	II P/C		D=>A	1 06V2 PS	SV TOT	PCII I	P/C M/C	D => E	OGV1 OGV2 I	PSV TOT	PCII	P/C M/C	D =>		ngva psy	v TOT	PCII D	P/C M/C	D => D		W2 PSV	TOT PCII
06:00	1	1 29	8 2		0 42			0 0	0	0 0	0 0		0 0	0	0 0	0	0 0		0 0	0	3 0	0 0	0 0	3 3	0	0 1	0 0	0 (	0 1	1	0 0	0 0	0 0	0 0	0	0 0	2 1	0	0 0		3	0 0	0 0	0	0	0 0
06:15	1 (	0 31	11 3		1 48			0 1	0	0 0	0 0	1	1 0	0	1 0	0	0 0	1	1 0	0	5 0	0 0	1	6 7	0	0 1	0 0	0 0	0 1	1	0 0	0 0	0 0	0 0	0	0 0	3 1	0	0 0	4	4	0 0	0 0	0 /	J 0	0 0
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06:45	3 :	1 78	17 5	3		8 112.4	0	0 0	0	0 0	0 0	0	0 0	0	0 1	0	0 0	1	1 0	0	3 0	0 0	0	3 3	0	0 6	3 0	0 0	0 9	9	0 0	0 0	0 0	0 0	0	0 0	6 1	0	0 0	7	7	0 0	0 0	0 0	. 0	0 0
H/TOT 07:00	5 4	4 190	60 15	6	5 28 3 11		0	0 1	0	0 0	0 0	1	1 0	0	1 1	0	0 0	2	2 0	0 1	5 0	0 0	1	16 17	0	0 11	3 0	0 0	0 14	14	0 0	0 0	0 0	0 0	0	1 0	13 4	0	0 0	18	17.2	0 0	0 0	0 0	0	0 0
07:15	2 (	0 90	29 6	1	3 13		0	0 0	0	0 0	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	7 0	0 0	0	7 7	0	0 13	4 0	0 0	0 17	17	0 0	0 0	0 0	0 0	0	1 1	8 0	0	0 0	10	8.6	0 0	0 0	0	0	0 0
07:30	2 (	0 86	23 4	3	3 12	1 128.3	0	0 0	0	0 0	0 0	0	0 0	0	4 0	0	0 0	4	4 1	0 1	2 1	0 0	0	14 13.	2 0	0 12	7 0	0 0	0 19	19	0 0	0 0	0 0	0 0	0	0 0	3 0	0	0 0	3	3	0 0	0 0	0 (	0 0	0 0
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08:00	3 :	1 89	21 1	3	1 11		0	0 0	0	0 0	0 0	0	0 0	0	2 1	0	0 0	3	3 0	0 1	6 0	0 0	0	16 16	0	0 36	5 0	0 0	0 41	41	0 0	0 0	0 0	0 0	0	1 2	14 2	0	0 0	19	17	0 0	0 0	0 0	0	0 0
08:15 08:30	3 (	0 95 n 94	10 0	3	1 13	0 138.7	0	0 0	0	0 0	0 0	0	0 0	0	1 0	0	0 0	1	1 2	0 2	1 0	0 0		10 9.7	4 0	0 30	4 U	0 (	0 34	29.2	0 0	0 0	0 0	0 0	0	1 0	15 3	0	0 0	19	15.2	0 0	0 0	0 0		0 0
08:45	1 (	0 133	33 12	2 3	1 18	3 193.1	0	0 0	0	0 0	0 0	0	0 0	0	1 0	0	0 0	1	1 1	1 2	0 1	0 0	0	23 21.	6 1	0 21	8 1	2 (	0 33	35.3	0 0	0 0	0 0	0 0	0	0 0	10 1	0	0 0	11	11	0 0	0 0	0	, 0	0 0
н/тот	11	1 411	94 26	5 13	5 56	1 586.5	0	0 0	0	0 0	0 0	0	0 0	0	5 1	0	0 0	6	6 4	1 6	6 1	0 0	0	72 68.	2 2	0 110	23 1	2 (	0 138	139.5	0 0	0 0	0 0	0 0	0	3 2	52 8	0	0 0	65	61.4	0 0	0 0	0 /	0	0 0
09:00	2 (	0 139	24 5	5	1 17	6 184.4	0	0 0	0	0 0	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0 1	6 1	0 0	0	17 17	0	0 12	3 0	0 0	0 15	15	0 0	0 0	0 0	0 0	0	0 0	9 1	1	0 0	11	11.5	0 0	0 0	0 1	, 0	0 0
09:15	1 :	1 139	21 5	6	2 17		0	0 0	0	0 0	0 0	0	0 0	0	1 0	0	0 0	1	1 0	0 1	7 3	0 0	0	20 20	0	0 10	1 0	0 0	0 11	11	0 0	0 0	0 0	0 0	0	1 0	5 0	0	0 0	6	5.2	0 0	0 0	0 0	0	0 0
09:30 09:45	3 (	99	24 7	2	3 13		0	0 0	0	0 0	0 0	0	0 0	0	4 0	0	0 0	4	4 0	0 1	2 2	0 0		8 8	0	0 15	1 0	0 0	0 16	16	0 0	0 0	0 0	0 0	0	1 0	7 1	1	0 0	10	9.7	0 0	0 0	0 0	. 0	0 0
H/TOT	8 2	2 515	91 19	9 18	8 66	1 694.3	0	0 0	0	0 0	0 0	0	0 0	0	6 0	0	0 0	6	6 0	0 5	1 9	0 0	0	60 60	0	0 46	8 0	0 0	0 54	54	0 0	0 0	0 0	0 0	0	2 0	35 3	2	0 0	42	41.4	0 0	0 0	0	0	0 0
10:00	0 (	0 123	15 5	0	0 14	3 145.5	0	0 0	0	0 0	0 0	0	0 0	0	6 0	0	0 0	6	6 0	0 1	5 1	0 0	0	16 16	0	0 7	0 0	1 (	0 8	9.3	0 0	0 0	0 0	0 0	0	0 0	9 1	0	0 0	10	10	0 0	0 0	0 (	. 0	0 0
10:15	0 (	118	18 4	3	3 14	6 154.9	0	0 0	0	0 0	0 0	0	0 0	0	3 0	0	0 0	3	3 0	0	3 0	0 0	0	8 8	0	0 12	1 0	0 0	0 13	13	0 0	0 0	0 0	0 0	0	1 0	5 1	0	0 0	7	6.2	0 0	0 0	0 (	, 0	0 0
10:30	1 2	2 161	26 5	4	4 20	3 212.7	0	0 0	0	0 0	0 0	0	0 0	0	2 0	0	0 0	2	2 0	0	9 2	0 0	0	11 11	. 0	0 8	1 0	0 0	0 9	9	0 0	0 0	0 0	0 0	0	1 0	8 0	0	0 0	9	8.2	0 0	0 0	0 0	. 0	0 0
10:45 H/TOT	0 2	2 120	21 7	2	1 15	3 158.9	0	0 0	0	0 0	0 0	0	0 0	0	2 0	0	0 0	2	2 1	0 1	3 1	0 0	0	10 9.2	2 0	0 9	1 0	0 0	0 10	10	0 0	0 0	0 0	0 0	0	0 0	8 0	0	0 0	8	8	0 0	0 0	0 0	0	0 0
11:00	2	1 120	20 6	2	0 15	1 154.4	0	0 0	0	0 0	0 0	0	0 0	0	4 0	0	0 0	4	4 0	0 4	5 3	0 0	) 0	9 9	0	0 10	2 1	0 0	0 40	13.5	0 0	0 0	0 0	0 0	0	1 0	8 1	0	0 0	10	9.2	0 0	0 0	0	0	0 0
11:15	2 :	1 127	21 3	7	1 16	2 171.4	0	0 0	0	0 0	0 0	0	0 0	0	1 0	0	0 0	1	1 0	0 1	1 1	0 0	0	12 12	0	0 11	4 0	0 0	0 15	15	0 0	0 0	0 0	0 0	0	0 0	6 1	0	0 0	7	7	0 0	0 0	0	. 0	0 0
11:30	2 :	1 146	21 6	5	1 18	2 190.3	0	0 0	0	0 0	0 0	0	0 0	0	2 0	0	0 0	2	2 2	0 1	0 5	1 0	0	18 16.	9 0	0 8	0 0	0 0	0 8	8	0 0	0 0	0 0	0 0	0	0 0	5 1	0	0 0	6	6	0 0	0 0	0 /	, 0	0 0
11:45	0 4	4 168	20 5	3	0 20	0 204	0	0 0	0	0 0	0 0	0	0 0	0	3 0	0	0 0	3	3 0	0 1	5 0	0 0	0	15 15	1	0 10	0 0	0 0	0 11	10.2	0 0	0 0	0 0	0 0	0	1 0	1 1	0	0 0	3	2.2	0 0	0 0	0 0	. 0	0 0
H/TOT 12:00	6	7 561	82 20	0 17	2 69	5 720.1	0	0 0	0	0 0	0 0	0	0 0	0	0 0	0	0 0	10 1	0 0	0 4	2 9	1 0	0	54 52.	9 1	0 39	6 1	0 0	0 47	46.7	0 0	0 0	0 0	0 0	0	2 0	20 4	0	0 0	26	24.4	0 0	0 0	0 0	0	0 0
12:15	1 (	0 149	21 5	1	1 17	8 182	0	0 0	0	0 0	0 0	0	0 0	0	0 0	0	0 0	0	0 0	1 1	3 1	0 0	0	15 14.	4 0	0 6	1 0	0 0	0 7	7	0 0	0 0	0 0	0 0	0	0 0	5 1	0	0 0	6	6	0 0	0 0	0		0 0
12:30	0	1 149	13 6	4	2 17	5 184.6	0	0 0	0	0 0	0 0	0	0 0	0	3 0	0	0 0	3	3 1	0	9 1	0 0	0	11 10.	2 0	0 16	4 0	0 0	0 20	20	0 0	0 0	0 0	0 0	0	0 0	12 2	0	0 0	14	14	0 0	0 0	0	, 0	0 0
12:45	1 (	0 187	16 7	2	1 21	4 220.3	0	0 0	0	0 0	0 0	0	0 0	0	3 0	0	0 0	3	3 1	1 1	2 0	0 0	0	14 12.	6 0	0 6	2 0	0 0	0 8	8	0 0	0 0	0 0	0 0	0	0 0	10 1	0	0 0	11	11	0 0	0 0	0 /	) 0	0 0
н/тот	4 :	2 632	71 26	5 15	7 75	7 792.1	0	0 0	0	0 0	0 0	0	0 0	0	6 0	0	0 0	6	6 2	2 4	3 2	1 0	0	50 47.	7 0	0 35	11 0	0 0	0 46	46	0 0	0 0	0 0	0 0	0	0 0	39 4	0	0 0	43	43	0 0	0 0	0 0	. 0	0 0
13:00 13:15	1 1	2 154	24 6	0	2 18	9 192	0	0 0	0	0 0	0 0	0	0 0	0	3 0	0	0 0	3	3 1	0 1	7 0	1 0	0	9 8.7	0	0 10	0 0	0 0	0 10	10	0 0	0 0	0 0	0 0	0	0 1	12 1	0	0 0	14	13.4	0 0	0 0	0 0	0	0 0
13:30	1 0	0 149	17 9	0	2 17	8 183.7	0	0 0	0	0 0	0 0	0	0 0	0	1 0	0	0 0	1	1 0	0 1	6 0	0 0	0	16 16	0	0 28	2 0	0 0	0 30	30	0 0	0 0	0 0	0 0	0	0 0	9 1	0	0 0	10	10	0 0	0 0	0		0 0
13:45	2 :	1 148	18 8	2	1 18	0 185.4	0	0 0	0	0 0	0 0	0	0 0	0	1 0	0	0 0	1	1 0	0 1	7 1	0 0	0	18 18	0	0 17	2 2	0 0	0 21	22	0 0	0 0	0 0	0 0	0	0 0	5 1	0	0 0	6	6	0 0	0 0	0	. 0	0 0
н/тот	5 3	3 603	68 26	7	5 71	7 738.3	0	0 0	0	0 0	0 0	0	0 0	0	5 0	0	0 0	5	5 1	1 5	2 2	1 0	) 1	58 58.	1 0	0 68	4 2	0 0	0 74	75	0 0	0 0	0 0	0 0	0	0 1	32 3	0	0 0	36	35.4	0 0	0 0	0 /	, 0	0 0
14:00	3 4	4 148	17 7	3	2 18	4 188.6	0	0 0	0	0 0	0 0	0	0 0	0	1 0	0	0 0	1	1 0	0 1	0 3	0 0	0	13 13	0	0 8	4 0	0 0	0 12	12	0 0	0 0	0 0	0 0	0	0 0	7 0	0	0 0	7	7	0 0	0 0	0 0	. 0	0 0
14:15 14:30	0	1 150	20 I 14 R	9	1 18	7 196.6	0	0 0	0	0 0	0 0	0	0 0	0	2 0	0	0 0	3	2 0	0 1	2 0	0 0		10 10	0	0 16	0 0	0 (	0 14	15.4	0 0	0 0	0 0	0 0	0	0 0	10 0	0	0 0	10	10	0 0	0 0	0 0		0 0
14:45	1 1	2 174	15 4	6	4 20	6 217.8	0	0 0	0	0 0	0 0	0	0 0	0	2 1	0	0 0	3	3 1	0 1	2 1	0 0	1	15 15.	2 0	0 11	3 0	0 0	0 14	14	0 0	0 0	0 0	0 0	0	0 0	5 1	0	0 0	6	6	0 0	0 0	0	ه د	0 0
н/тот	6 8	8 661	66 20	) 22	8 79	1 828	0	0 0	0	0 0	0 0	0	0 0	0	8 1	0	0 0	9	9 1	0 4	4 4	0 0	) 1	50 50.	2 0	1 48	7 0	0 0	0 56	55.4	0 0	0 0	0 0	0 0	0	0 0	30 1	0	0 0	31	31	0 0	0 0	0 /	0	0 0
15:00	2 (	0 153	22 5	1	2 18	5 189.2	0	0 0	0	0 0	0 0	0	0 0	0	4 0	0	0 0	4	4 0	0 1	2 2	0 0	0	14 14	0	0 10	1 1	0 0	0 12	12.5	0 0	0 0	0 0	0 0	0	0 0	6 1	0	0 0	7	7	0 0	0 0	0 (	. 0	0 0
15:15 15:30	0 8	8 190	17 7	5	1 22 2 18	8 234.2	0	0 0	0	0 0	0 0	0	0 0	0	3 1	0	0 0	4	4 0	0 1	1 2	1 0	0	14 14.	5 0	0 15	0 0	0 0	0 15	15	0 0	0 0	0 0	0 0	0	1 0	10 2	0	0 0	13	12.2	0 0	0 0	0 0	0	0 0
15:45	2 (	0 166	16 1	0	1 18	6 185.9	0	0 0	0	0 0	0 0	0	0 0	0	2 1	0	0 0	3	3 0	0 1	7 1	1 0		19 19.	5 0	0 27	1 0	0 0	0 26	16	0 0	0 0	0 0	0 0	0	0 0	10 0	0	0 0	10	10	0 0	0 0	0	. 0	0 0
н/тот	5 8	8 665	77 15	5 6	6 78	2 794.5	0	0 0	0	0 0	0 0	0	0 0	0	9 2	0	0 0	11 1	1 0	0 5	8 6	2 0	) 1	67 69	0	0 67	2 2	0 0	0 71	72	0 0	0 0	0 0	0 0	0	1 0	34 4	0	0 0	39	38.2	0 0	0 0	0	0	0 0
16:00	4 !	5 177	25 5	1	2 21		0	0 0	0	0 0	0 0	0	0 0	0	2 1	0	0 0	3	3 1	0 1	1 2	0 0	0	14 13.	2 0	0 27	7 0	0 0	0 34	34	0 0	0 0	0 0	0 0	0	0 0	9 2	0	0 0	11	11	0 0	0 0	0 /	. 0	0 0
16:15	2 :	3 197	28 1	2	2 23		0	0 0	0	0 0	0 0	0	0 0	0	2 0	0	0 0	2	2 2	0 1	6 2	0 0	0	20 18.	4 0	0 35	9 0	0 0	0 44	44	0 0	0 0	0 0	0 0	0	0 1	14 3	0	0 0	18	17.4	0 0	0 0	0 (	. 0	0 0
16:30 16:45	5 :	1 177	14 0	2	0 19		0	0 0	0	0 0	0 0	0	0 0	0	3 0	0	0 0	3	3 1	0 1	3 0	0 0	0	14 13.	2 0	0 48	6 0	0 0	0 54	54	0 0	0 0	0 0	0 0	0	0 0	13 3	0	0 0	16	16	0 0	0 0	0 0	0	0 0
H/TOT	17 1	1 749	86 9	5	6 88	3 879.8	0	0 0	0	0 0	0 0	0	0 0	0	9 1	0	0 0	10 1	0 4	0 5	7 5	0 0	0	66 62	8 0	0 46	25 0	0 0	0 49	181	0 0	0 0	0 0	0 0	0	0 0	46 9	0	0 0	56	55.4	0 0	0 0	0	0	0 0
17:00	1 2	2 204	11 1	0	2 22	1 221.5	0	0 0	0	0 0	0 0	0	0 0	0	1 2	0	0 0	3	3 0	0 2	4 1	0 0	0	25 25	0	0 53	3 1	0 0	0 57	57.5	0 0	0 0	0 0	0 0	0	0 0	13 1	0	0 0	14	14	0 0	0 0	0	0	0 0
17:15	7 :	1 203	16 3	0	1 23	227.3	0	0 0	0	0 0	0 0	0	0 0	0	2 0	0	0 0	2	2 0	0 2	1 0	1 0	0	22 22.	5 0	1 20	5 0	0 0	0 26	25.4	0 0	0 0	0 0	0 0	0	0 0	18 1	0	0 0	19	19	0 0	0 0	0 /	, 0	0 0
17:30	11 4	4 219	14 3	0	3 25		0	0 0	0	0 0	0 0	0	0 0	0	5 0	0	0 0	5	5 2	0	5 0	0 0	0	8 6.4	0	0 30	2 0	0 0	0 32	32	0 0	0 0	0 0	0 0	0	0 0	11 0	0	0 0	11	11	0 0	0 0	0 0	. 0	0 0
17:45 H/TOT	5 1	o 855	12 3	1	7 96		0	0 0	0	0 0	0 0	0	0 0	1 1	10 2	0	0 0	3 2	2.4 1	0 2	2 2	0 0	0	25 24. 80 78.	1 0	1 130	10 0	0 0	0 27	141 0	0 0	0 0	0 0	0 0	0	0 0	7 0	0	0 0	7 51	7	0 0	0 0	0 0	0	0 0
18:00	7 -	3 240	12 2	1	1 26		0	0 0	0	0 0	0 0	0	0 0	0	3 n	0	0 0	3	3 2	0 1	2 2	0 0	0	16 14	4 0	0 43	3 n	0 (	0 46	46	0 0	0 0	0 0	0 0	0	0 0	10 0	0	0 0	10	10	0 0	0 0	0	0	0 0
18:15	6 4	4 218	14 1	0	2 24		0	0 0	0	0 0	0 0	0	0 0	0	0 0	0	0 0	0	0 2	0 2	0 1	0 0	0	23 21.	4 1	0 37	2 0	0 0	0 40	39.2	0 0	0 0	0 0	0 0	0	2 1	9 0	0	0 0	12	9.8	0 0	0 0	0	, 0	0 0
18:30	7	1 177	14 1	1	1 20		0	0 0	0	0 0	0 0	0	0 0	0	2 0	0	0 0	2	2 0	0 1	4 1	0 0	0	15 15	0	0 27	4 0	0 0	0 31	31	0 0	0 0	0 0	0 0	0	0 0	12 0	0	0 0	12	12	0 0	0 0	0 /	, 0	0 0
18:45	4	7 190	18 0	1	0 22	0 213.9	0	0 0	0	0 0	0 0	0	0 0	0	0 0	0	0 0	0	0 1	0 1	7 0	0 0	0	18 17.	2 1	0 6	1 1	0 0	0 9	8.7	0 0	0 0	0 0	0 0	0	0 1	15 1	0	0 0	17	16.4	0 0	0 0	0 (	0	0 0
H/TOT 19:00	24 1	5 825	12 2	3	93	3 914.7	0	0 0	0	0 0	0 0	0	0 0	0	5 0	0	0 0	5	5 5	1 .	7 1	0 0	0	72 68	2	0 113	10 1	0 0	0 126 0 0	124.9	0 0	0 0	0 0	0 0	0	2 2	46 1	0	0 0	51	48.2	0 0	0 0	0 0	0	0 0
19:00	9	1 191	9 1	0	1 21	2 205.7	0	0 0	0	0 0	0 0	0	0 0	0	6 1	0	0 0	7	7 0	0	9 1	0 0	0	10 10	0	0 14	3 n	0 (	0 17	17	0 0	0 0	0 0	0 0	0	0 0	6 1	0	0 0	7	7	0 0	0 0	0	, ,	0 0
19:30	1	4 210	10 2	0	1 22		0	0 0	0	0 0	0 0	0	0 0	0	3 1	0	0 0	4	4 1	0 1	4 3	0 0	0	18 17.	2 0	0 5	1 0	0 0	0 6	6	0 0	0 0	0 0	0 0	0	0 0	16 2	0	0 0	18	18	0 0	0 0	0 /	, 0	0 0
19:45	1 6	5 173	13 1	0		5 192.1	0	0 0	0	0 0	0 0	0	0 0	0	4 0	0	0 0	_	4 0	0 1	1 0	0 0	0	11 11		0 9	0 1	0 0		10.5	0 0	0 0	0 0	0 0	0	0 0	3 1	0	0 0	4	4	0 0	0 0	0 (		0 0
н/тот			44 6		5 86			0 0	0	0 0	0 0	0	0 0	0	14 2	0	0 0		16 1	1 5	1 5	0 0	0	58 56.	6 0	0 37	4 1	0 0	_	1210	0 0	0 0	0 0	0 0	0	0 0	36 4	0	0 0		40	0 0	0 0	0 (		0 0
14 TOT	138 9	3 8319	1033 23	1 133	86 100	33 10241	0	0 1	0	0 0	0	1	1 0	1	107 10	0	0 0	118 11	7.4 26	5 7	JZ 60	6 0	4	803 786	.2 5	3 957	135 9	3 (	0 1112	1114.6	0 0	0 0	0 0	0 0	0	15 7	490 54	2	0 0	568	552.8	0 0	0 0	0 0	0	0 0



AM Peak:	08:00 - 09:00	Total:	2192
PM Peak:	17:00 — 18:00	Total:	2168
15 Min Peak:	08:45 - 09:00	Total:	578

		A => C	B => A	В	=> B	B => C	C =	• A	C => B	C => C
TIME P/C M/C CAR LGV OGV1 OGV2 PSV TOT PCU P/C M/C CAR LGV C	GV1 OGV2 PSV TOT PCU P/	P/C M/C CAR LGV OGV1 OGV2 PSV TOT PCU	P/C M/C CAR LGV OGV1 OGV2 PSV	TOT PCU P/C M/C CAR I	LGV OGV1 OGV2 PSV TOT PCU	P/C M/C CAR LGV OGV1 OGV2 PSV	TOT PCU P/C M/C CAR LG	V OGV1 OGV2 PSV TOT P	PCU P/C M/C CAR LGV OGV1 OGV2 PSV	TOT PCU P/C M/C CAR LGV OGV1 OGV2 PSV TOT PCU
06:00 0 0 0 0 0 0 0 0 0 1 33 2	0 0 0 36 35.4 0	0 0 4 1 0 0 0 5 5	1 1 6 0 1 0 0	9 8.1 0 0 0	0 0 0 0 0	0 0 23 5 1 0 0	29 29.5 0 0 2 1	1 0 0 4	4.5 0 1 37 6 1 1 0	46 47.2 0 0 0 0 0 0 0 0
06:15 0 0 0 0 0 0 0 0 0 1 0 49 12	2 0 0 64 64.2 0	0 0 2 1 0 0 0 3 3	0 0 4 4 0 0 0	8 8 0 0 0	0 0 0 0 0	1 0 26 4 2 2 1	36 39.8 0 0 3 0	0 0 0 3	3 2 0 69 11 3 1 1	87 89.2 0 0 0 0 0 0 0 0 0
06:30 0 0 0 0 0 0 0 0 0 3 49 10	0 0 0 62 60.2 0	0 0 2 0 0 0 0 2 2	0 1 15 3 0 0 0	19 18.4 0 0 0	0 0 0 0 0 0	0 1 36 16 5 1 3	62 68.2 0 0 4 0	0 0 0 4	4 3 2 108 18 4 1 1	137   137.7   0   0   0   0   0   0   0   0
06:45 0 0 0 0 0 0 0 0 0 0 0 1 54 17 <b>H/TOT</b> 0 0 0 0 0 0 0 0 0 1 5 185 41	0 0 0 72 71.4 0	0 0 2 1 0 0 0 3 3	0 1 14 4 0 1 0	20 20.7 0 0 0	0 0 0 0 0	0 0 60 16 4 2 1	83 88.6 0 0 4 2	0 0 0 6	6 3 2 121 17 0 0 1	144 141.4 0 0 0 0 0 0 0 0 0
07:00 0 0 0 0 0 0 0 0 0 0 0 0 63 15	0 1 0 79 803 0	0 0 10 3 0 0 0 13 13	0 1 19 4 0 0	34 23.4 0 0 0	0 0 0 0 0	0 1 58 23 4 4 2	97 100.6 0 0 6 0	0 0 0 6	6 1 1 132 16 3 1 2	156 1594 0 0 0 0 0 0 0 0
07:15 0 0 0 0 0 0 0 0 0 2 0 81 14	0 0 0 97 95.4 0	0 0 9 2 0 0 0 11 11	0 0 27 7 0 0 0	34 34 0 0 0	0 0 0 0 0	2 0 75 27 5 1 3	113 118.2 0 0 7 5	0 0 0 12	12 1 2 130 14 3 2 2	154 158.1 0 0 0 0 0 0 0 0
07:30 0 0 0 0 0 0 0 0 0 2 3 89 11	1 0 0 106 103.1 0	0 0 19 3 0 0 1 23 24	0 0 37 8 3 0 0	48 49.5 0 0 0	0 0 0 0 0	3 1 68 25 3 3 4	107 113.4 1 0 10 1	0 0 0 12 1	1.2 3 0 142 15 6 1 4	171 176.9 0 0 0 0 0 0 0 0
07:45 0 0 0 0 0 0 0 0 0 4 1 93 7	0 0 0 105 101.2 0	0 1 39 1 0 0 0 41 40.4	0 0 34 8 0 0 0	42 42 0 0 0	0 0 0 0 0	2 0 115 26 0 3 1	147 150.3 0 0 10 3	0 0 0 13	13 6 3 177 12 5 1 2	206 205.2 0 0 0 0 0 0 0 0 0
H/TOT 0 0 0 0 0 0 0 0 0 8 4 326 47	1 1 0 387 380 0	0 1 74 7 1 0 1 84 84.9	0 1 117 27 3 0 0	148 148.9 0 0 0	0 0 0 0 0	7 2 316 101 12 11 10	459 482.5 1 0 33 9	0 0 0 43 4	2.2 11 6 581 57 17 5 10	687 699.6 0 0 0 0 0 0 0 0
08:00 0 0 0 0 0 0 0 0 6 1 116 6	0 0 0 129 123.6 2	2 0 34 0 0 0 0 36 34.4	0 0 37 5 0 0 0	42 42 0 0 0	0 0 0 0 0	3 0 110 21 1 3 1	139 142 1 0 20 0	0 0 0 21 2	10.2 7 2 154 5 5 0 2	175 172.7 0 0 0 0 0 0 0 0 0
08:15 0 0 0 0 0 0 0 0 0 0 4 0 141 4 08:30 0 0 0 0 0 0 0 0 0 4 2 127 4	1 0 0 150 147.3 0	0 0 18 0 1 0 0 19 19.5	2 0 57 5 0 1 0	65 64.7 0 0 0	0 0 0 0 0	1 0 79 18 4 2 2	106 111.8 0 0 21 2	0 0 0 23	23 5 1 168 11 4 2 2	193 195 0 0 0 0 0 0 0 0 0
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Arm A - Belmayne Avenue Arm B - R139 Arm C - Clare Hall Arm D - R139

Survey Name:
Site:
Location:
Date:
AM Peak:
PM Peak:
15 Min Peak:

A => A	A => B	A => C	A => D	B => A	B => B	B => C B => D
	PCU P/C M/C CAR LGV OGV1 OGV2 PSV TOT	PCU P/C M/C CAR LGV OGV1 OGV2 PSV TOT PC	U P/C M/C CAR LGV OGV1 OGV2 PSV TOT PCU	P/C M/C CAR LGV OGV1 OGV2 PSV TOT PCU	P/C M/C CAR LGV OGV1 OGV2 PSV TOT PCU	P/C M/C CAR LGV OGV1 OGV2 PSV TOT PCU P/C M/C CAR LGV OGV1 OGV2 PSV TOT F
06:00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 3 0 0 0 0 3	3 0 0 0 0 0 0 0 0	0 1 11 4 0 0 0 16 15.4	1 0 1 0 0 0 2 2		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 1 1
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	0 0 0 7 0 0 0 7	7 0 0 1 0 0 0 0 1	3 0 19 1 1 0 0 24 22.1	1 0 5 2 0 0 0 8 7.2	0 0 1 0 0 0 0 1 1	0 0 1 0 0 0 0 1 1 1 1 130 36 4 2 4 178 1
	0 0 0 23 1 0 0 0 24	24 0 0 3 0 0 0 0 3	4 2 72 14 2 0 0 94 90.6	2 0 11 3 0 0 0 16 14.4 2 0 5 0 0 0 0 7 5.4	0 0 2 0 0 0 0 2 2	0 0 2 2 0 0 0 4 4 6 2 455 106 15 4 12 600 6
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08:45 0 0 0 0 0 0 0 0	0 1 0 28 1 0 0 0 30	29.2 0 0 10 0 0 0 0 10 1	0 3 0 37 3 0 0 0 43 40.6	0 0 21 2 0 0 0 23 23	0 0 0 0 0 0 0 0	0 0 23 1 0 0 0 24 24 3 1 128 30 10 6 3 181 1
H/TOT 0 0 4 0 0 0 0 4	4 1 1 191 6 0 0 1 200	199.6 0 0 35 1 0 0 0 36 3	5 7 1 168 8 3 1 0 188 184.6	5 1 118 4 1 0 0 129 124.9	0 0 2 0 0 0 1 3 4	0 0 62 5 0 0 1 68 69 16 6 533 82 25 15 12 689 7
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09:45 0 0 0 0 0 0 0 0	0 1 0 14 3 0 0 0 18	17.2 0 0 4 0 0 0 0 4	1 1 8 0 0 0 0 10 8.6	0 0 8 1 0 1 0 10 11.3	0 0 0 0 0 0 0 0	0 0 7 1 1 0 0 9 9.5 1 2 139 28 5 2 3 180 1
H/TOT 0 0 0 0 0 0 0 0	0 2 0 53 7 1 0 0 63	61.9 0 0 16 1 0 0 0 17 1	7 3 1 67 6 5 3 0 85 88.4	0 0 52 2 1 1 0 56 57.8	0 0 2 0 0 0 0 2 2	0 0 74 7 3 0 0 84 85.5 4 3 604 90 36 10 13 760
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H/TOT 0 0 1 0 1 0 0 2	2.5 0 1 46 6 1 0 0 54	53.9 0 0 10 2 0 0 0 12 1	2 4 1 69 6 3 3 0 86 87.6	0 1 28 6 2 0 0 37 37.4	0 0 0 0 0 0 0 0	0 0 53 8 0 0 0 61 61 4 3 533 82 38 8 13 681 7
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11:15 0 0 1 1 0 1 0 3 11:30 0 0 0 0 0 0 0 0	4.3 0 0 7 3 0 0 0 10	10 0 0 2 0 0 0 0 2	0 0 16 4 0 1 0 21 22.3	0 0 8 0 0 0 0 8 8		0 0 12 1 0 0 0 13 13 1 2 129 26 12 3 3 176 1 0 0 14 1 0 0 0 15 15 2 3 120 28 7 3 1 164 :
11:45 0 0 0 0 0 0 0 0	0 0 0 13 1 2 0 0 16	17 0 0 4 1 0 0 0 5	0 1 12 1 1 0 0 15 14.9	0 0 10 3 0 0 0 11 11	0 0 0 0 0 0 0 0	0 0 11 1 1 0 0 13 13.5 2 2 135 28 9 2 3 181 1
H/TOT 0 0 1 1 0 1 0 3	4.3 0 1 42 7 2 0 0 52	52.4 1 0 13 1 0 0 0 15 14	.2 0 1 65 17 1 1 0 85 86.2	0 0 37 4 0 0 0 41 41	0 0 0 0 0 0 0 0	0 0 44 4 2 0 0 50 51 6 9 510 118 36 10 10 699 7
12:00 0 0 0 0 0 0 0	0 0 1 13 4 0 0 0 18	17.4 0 0 6 1 0 0 0 7	0 0 20 1 0 1 0 22 23.3	0 0 12 1 0 0 0 13 13	0 0 1 0 0 0 0 1 1	0 0 27 1 0 0 0 28 28 1 1 152 21 8 3 3 189 1
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12:45 0 0 0 0 0 0 0 0	0 0 0 13 2 0 0 0 15	15 0 0 2 0 0 0 0 2	0 1 28 2 1 2 0 34 36.5	0 0 13 0 0 0 0 12 12 12		0 0 10 1 1 0 0 12 12.5 1 0 136 30 9 6 1 183 1
H/TOT 0 0 0 0 0 0 0 0	0 0 1 37 7 0 0 0 45	44.4 0 0 14 1 0 0 0 15 1	5 1 1 88 12 3 4 0 109 114.3	0 0 48 3 0 0 0 51 51	0 0 1 0 0 0 0 1 1	0 0 60 2 3 0 0 65 66.5 2 1 547 118 37 13 8 726 7
13:00 0 0 0 0 0 0 0	0 0 0 13 0 2 0 0 15	16 0 0 1 1 0 0 0 2	0 1 12 1 0 0 0 14 13.4	0 0 17 2 0 0 0 19 19	0 0 0 0 0 0 0 0	1 0 14 0 0 0 0 15 14.2 2 2 144 18 14 4 1 185 1
13:15 0 0 0 0 0 0 0 0 0 1 13:30 0 0 1 0 0 0 0 1	0 0 0 25 1 0 0 0 26	26 0 0 2 0 0 0 0 2	1 0 19 6 0 0 0 26 25.2	0 0 13 2 0 0 0 15 15	0 0 1 0 0 0 0 1 1	0 0 21 0 0 0 0 21 21 1 0 134 23 10 2 3 173 11 0 1 22 0 0 0 0 0 23 22.4 2 1 128 30 10 4 2 177 1
13:45 0 0 0 0 0 0 0 0	0 1 0 24 1 1 0 0 27	26.7 0 0 6 0 0 0 0 6	0 1 24 4 2 0 0 31 31.4	0 0 18 0 0 0 0 18 18		0 0 20 2 0 0 0 22 22 1 1 137 25 7 3 6 180 :
H/TOT 0 0 1 0 0 0 0 1	1 2 0 76 4 3 0 0 85	84.9 0 0 16 1 0 0 0 17 1	7 2 2 77 14 2 0 0 97 95.2	0 0 68 6 0 0 0 74 74	0 0 1 0 0 0 0 1 1	1 1 77 2 0 0 0 81 79.6 6 4 543 96 41 13 12 715 7
14:00 0 0 0 0 0 0 0	0 1 0 16 2 0 0 19	18.2 0 0 3 1 0 0 0 4	0 0 15 2 1 1 0 19 20.8	0 0 22 2 0 0 0 24 24	0 0 1 0 0 0 0 1 1	0 0 24 1 1 0 0 26 26.5 0 1 125 23 7 3 1 160 1
14:15 0 0 0 0 0 0 0 0 0 1 14:30 0 0 0 0 0 0 0 0	0 6 0 17 0 0 0 0 23	18.2 0 1 11 0 0 0 0 12 13 26.6 2 0 11 0 0 0 0 13 11		0 0 17 3 0 0 0 20 20 0 0 0 23 23 0 0 0 0 23 23		0 0 17 1 0 0 0 18 18 2 0 127 31 8 4 5 177 11 0 0 0 26 1 0 0 0 27 27 3 0 155 25 6 1 3 193 1
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H/TOT 0 0 0 0 0 0 0	0 11 0 82 7 0 0 0 100	91.2 3 1 33 1 0 0 0 38 3	5 1 1 106 16 1 1 0 126 126.4	0 0 77 6 0 0 0 83 83	0 0 1 0 0 0 1 2 3	0 0 104 3 1 0 0 108 108.5 8 3 564 115 26 9 10 735 7
15:00 0 0 0 0 0 0 0	0 2 0 14 3 1 0 0 20	18.9 1 0 3 1 0 0 0 5 4	2 1 0 26 5 0 1 0 33 33.5	0 0 19 3 0 0 0 22 22	0 0 0 0 0 0 0 0	1 0 24 1 0 0 0 26 25.2 1 1 148 48 8 0 2 208 2
15:15 0 0 1 1 0 0 0 2 1 15:30 0 0 0 1 0 0 0 1	2 0 0 19 1 0 0 0 20	20 0 0 4 2 0 0 0 6	0 0 28 7 0 0 0 35 35	0 0 9 0 1 0 0 10 10.5	0 0 0 0 0 0 0 0 0	0 0 23 5 0 0 0 28 28 0 1 165 35 7 4 1 213 2 0 0 24 5 0 0 0 29 29 2 1 163 30 5 3 4 208 2
15:45 0 0 0 0 0 0 0 0	0 1 0 26 1 0 0 0 28	27.2 0 0 6 1 0 0 0 7	0 0 32 6 1 0 0 39 39.5	0 0 30 1 0 0 0 31 31		0 0 28 0 1 0 0 29 29 2 1 103 30 5 3 4 208 2 0 0 0 28 0 1 0 0 29 29.5 1 1 157 27 5 1 2 194 1
H/TOT 0 0 1 2 0 0 0 3	3 3 0 77 5 1 0 0 86	84.1 2 0 18 4 0 0 0 24 22	.4 2 0 111 30 1 1 0 145 145.2	1 0 74 6 1 0 0 82 81.7	0 0 0 0 0 0 0 0	1 0 99 11 1 0 0 112 111.7 4 4 633 140 25 8 9 823 8
16:00 0 0 0 0 0 0 0	0 0 0 22 2 0 0 0 24	24 0 0 4 0 0 0 0 4	2 0 34 7 0 0 0 43 41.4	0 0 23 4 0 0 1 28 29	0 0 0 0 0 0 0	0 0 34 5 0 0 1 40 41 3 0 157 33 3 0 1 197 1
16:15 0 0 0 0 0 0 0 0 0 1 16:30 0 0 0 0 0 0 0 0	0 0 0 20 1 0 0 0 21	21 0 1 6 0 0 0 7 6	4 2 0 33 6 0 0 0 41 39.4	0 0 20 0 0 0 0 20 20		0 0 31 3 0 0 0 34 34 2 2 132 34 4 7 2 183 1 0 1 26 1 0 0 0 28 27.4 1 0 142 32 1 2 1 179 1
16:45 0 0 0 0 0 0 0 0	0 0 0 22 1 0 0 0 23	23 0 0 7 1 0 0 0 8	1 0 23 3 0 0 0 27 26.2	0 0 18 1 0 0 0 19 19		0 0 27 5 0 0 0 32 32 1 0 148 23 1 3 2 178 1
H/TOT 0 0 0 0 0 0 0 0	0 0 0 88 6 1 0 0 95	95.5 0 1 26 2 0 0 0 29 28	.4 5 0 124 23 0 0 0 152 148	0 0 78 5 0 0 1 84 85	0 0 1 0 0 0 0 1 1	0 1 118 14 0 0 1 134 134.4 7 2 579 122 9 12 6 737 7
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17:15 0 0 1 0 0 0 0 1	1 0 0 24 0 0 0 0 24	24 0 0 8 0 0 0 0 8 1	0 0 33 1 1 1 0 36 37.8	0 0 16 0 0 0 0 16 16	0 0 2 0 0 0 0 2 2	0 0 32 2 0 0 0 34 34 0 4 154 31 0 1 2 192 1 0 0 31 3 0 0 0 34 34 2 1 160 28 0 0 1 192 1
17:30 0 0 0 0 0 0 0 0 0 17:45 0 0 0 0 0 0 0 0 0	0 1 0 22 0 0 0 0 23	22.2 0 1 7 1 0 0 0 9 8	4 0 1 59 3 1 1 0 65 66.2	1 0 17 1 0 0 0 19 18.2	0 0 0 0 0 0 0 0 0	0 0 31 3 0 0 0 34 34 2 1 160 28 0 0 1 192 1
H/TOT 0 0 1 0 0 0 0 1	1 2 0 86 3 0 0 0 91	89.4 0 2 33 1 0 0 0 36 34	8 0 1 178 12 3 2 0 196 199.5	1 1 77 7 0 0 0 86 84.6	0 0 4 0 0 0 0 4 4	0 0 128 9 0 0 0 137 137 4 7 627 100 2 3 8 751 7
18:00 0 0 0 0 0 0 0	0 2 0 22 1 0 0 0 25	23.4 0 0 6 0 0 0 0 6	1 0 21 5 0 0 0 27 26.2	0 0 16 3 1 0 0 20 20.5	0 0 0 0 0 0 0 0	0 0 29 2 0 0 0 31 31 3 1 174 12 1 0 1 192 1
18:15 0 0 0 0 0 0 0 0 0 1 18:30 0 0 2 0 0 0 0 2	0 0 0 21 0 1 0 0 22	22.5 0 0 10 1 0 0 0 11 1	1 0 0 29 3 0 0 0 32 32	0 0 19 1 0 0 0 20 20	0 0 1 0 0 0 0 1 1	0 0 26 0 0 0 0 26 26 3 4 150 25 1 0 2 185 1 0 0 31 0 0 0 0 31 31 0 1 144 16 0 0 2 163 1
18:30 0 0 2 0 0 0 2 2 18:45 0 0 2 0 0 0 0 2	2 1 0 25 1 0 0 0 27	29 0 0 11 1 0 0 0 12	2 0 0 25 5 0 0 0 20 20	0 0 23 2 0 0 0 25 25 0 0 0 15 15		0 0 31 0 0 0 0 31 31 0 1 144 16 0 0 2 163 1 1 0 30 1 0 0 0 32 31.2 2 0 132 14 0 0 3 151 1
H/TOT 0 0 4 0 0 0 0 4	4 3 0 94 5 1 0 0 103	101.1 0 0 40 2 0 0 0 42 4	2 2 0 98 14 0 0 0 114 112.4	0 0 73 6 1 0 0 80 80.5	0 0 2 0 0 0 0 2 2	1 0 116 3 0 0 0 120 119.2 8 6 600 67 2 0 8 691
19:00 0 0 2 0 0 0 2	2 0 0 12 1 0 0 0 13	13 0 0 7 0 0 0 0 7	0 1 19 4 0 0 0 24 23.4	0 1 12 0 0 0 0 13 12.4	0 0 0 0 0 0 0 0	0 0 28 2 0 0 0 30 30 0 0 164 21 0 0 1 186 :
19:15 0 0 1 0 0 0 0 1	1 0 0 15 0 1 0 0 16	16.5 0 0 4 1 0 0 0 5	0 0 27 2 0 0 0 29 29	1 0 15 1 0 0 0 17 16.2	0 0 0 0 0 0 0 0	0 0 35 3 0 0 0 38 38 0 1 131 17 0 0 2 151 1
19:30 0 0 0 0 0 0 0 0 0 19:45 0 0 1 0 0 0 0 1	0 0 0 18 0 0 0 0 18	18 1 0 12 1 0 0 0 14 13	2 0 0 22 3 0 0 0 25 25	1 1 19 0 0 0 0 21 19.6		0 0 19 2 0 0 0 21 21 0 0 114 10 0 0 3 127 1 0 0 16 1 0 0 0 17 17 1 1 103 9 2 0 1 117 1
H/TOT 0 0 4 0 0 0 0 4	4 0 0 64 2 1 0 0 67	67.5 1 0 30 3 1 0 0 35 34	.7 0 1 86 10 0 0 0 97 96.4	2 2 68 1 0 0 0 73 70.2	0 0 1 0 0 0 0 1 1	0 0 16 1 0 0 0 17 17 1 1 103 9 2 0 1 117 1 0 0 0 98 8 0 0 0 106 106 1 2 512 57 2 0 7 581
14 TOT 0 0 17 3 1 1 0 22	23.8 24 4 1024 73 12 0 1 1138	1123.4 7 4 294 20 1 0 0 326 31	3.5 37 14 1396 195 24 20 0 1686 1686	13 6 844 61 6 2 1 933 925.6	0 0 18 1 0 0 2 21 23	3 2 1056 82 12 0 2 1157 1161.4 82 55 7813 1424 313 116 143 9946 10



Arm A - Belmayne Avenue Arm B - R139 Arm C - Clare Hall Arm D - R139

	2	•		20																																												
	Google			C => A						С	:=> B					C =	> C					C :	:> D					D =>	- A					) => B					D => C					D	) => D			
	TIME	P/C M/	/C CAR	LGV O	GV1 OGV2	PSV	тот	PCU P	/C M/	C CAR	LGV OGV1	1 OGV2 PS	у тот	PCU P	/с м/с			OGV2 PSV	тот	PCU P/O	C M/C	CAR L	GV OGV	L OGV2	PSV TO	T PCU	P/C M/C			OGV2 PSV	TOT PCU	J P/C M	I/C CAR	LGV OGV1	OGV2 P	V TOT PC	P/C M/	C CAR	LGV OG	V1 OGV2	PSV TO	T PCU	P/C M/C	CAR	LGV OGV1	OGV2 PS	sv TOT	PCU
		0 0	) 1	0	0 0	0	1	1 (	0 0	1	2 0	0 0	3	3	0 0	0 0	0 0	0 0	0	0 0	0	20	3 0	0	0 23	23	0 0	10 2	1	0 0	13 13.5	5 0	0 62	10 3	1	2 78 82.	0 0	3	0 0	0	0 3	3	0 0	0	0 0	0 0	0 0	0
		0 0	0	0	0 0	0			0 0	2	0 1	0 0	3	3.5	0 0	0 0	0 0	0 0	0	0 0	0	22	8 0	0	0 30	30	0 0	24 4	0	1 0			0 91	31 3	5		0 0	1	0 2	2 0	0 3	4	0 0	0	0 0	0 0	) 0	0
		0 0	3	0	0 0	0			0 0	5	2 0				0 0	0 0	0	0 0		-	0	29	15 1				1 1		0				0 80	32 6				5	0 0	0		_	0 0	1	0 0	0 1	-   -	3
		0 0	) 1	0	0 0	0			0 0	12	1 0			_	0 0	0 0	0	0 0			- 1	101	4 0	0			2 1	32 10	1	2 0			1 101	110 10	- 11			10	1 0	0			0 0		0 0	0 0		
Section 1		0 0	) 4	1	0 0	0	5	5 (	0 0	6	4 0	0 0	10	10	0 0	0 0	0 0	0 0	0	0 1	0	36	9 1	0	0 47	46.7	0 0	21 7	0	0 0	28 28	0	0 87	39 6	4	138 148	0 0	8	0 0	) 0	0 8	8	0 0		0 0	0 2		5
		0 0	) 2	1	1 0	0	4	4.5	0 0	10	2 0	0 0	12	12	0 0	0 0	0 0	0 0	0	0 2	0	40	5 0	0	0 47	45.4	1 0	14 11	0	2 0	28 29.8	3 4	0 109	46 6	3	172 179	7 0 0	6	2 0	0	0 8	8	0 0	0	0 0	0 1		2
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		0 0	15	0	0 0	0	15	15	0 0	41	4 0	0 0	45	45	0 0	0 0	0	0 0	0	0 4	1	56	3 1	0	0 65	61.7	5 0	20 2	3	0 0	30 27.5	5 2	0 153	34 7	4	204 215	0 0	9	2 0	0	0 11	11	0 0	1	0 0	0 0	) 1	1
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		0 0	1 15	0	0 0	0			0 0	43 21	0 0	0 0	21	21	0 0	0 0	0 0	0 0	0	0 1	0	32	2 0	0	0 35	34.2	0 0	13 4	0	1 0	18 19.3	3 3	2 96	35 9	6	157 162	0 0	29	1 0		0 30	30	0 0	0	0 0	0 1		3.5
		0 1	1 56	3	2 0	0	_	_	0 0	153	6 0	0 1	160	161	0 0	0 0	0 0	0 0	0	0 7	1	195	11 2	0	0 216	5 210.8	14 0	72 14	- 6	2 0	108 102.4	4 13	2 499	105 34	16	678 713	2 0 0	87	8 2	2 1	0 98	100.3	0 0	1	0 1	1 6	6 9	16.8
		0 0	) 6	0	0 0	0	6	6 (	0 0	17	3 1	0 0	21	21.5	0 0	0 0	0 0	0 0	0	0 0	1	36	1 0	0	0 38	37.4	2 0	19 2	1	2 0	26 27.5	5 0	0 126	32 12	3	3 176 188	0 0	26	3 0	0	0 29	29	0 0	0	0 0	0 1	1 1	16.8 2
	09:15	0 0	4	2	0 0	0	6	6	1 0	20	1 1	0 0	23	22.7	0 0	0 0	0 0	0 0	0	0 0	0	33	4 1	0	0 38	38.5	0 0	6 1	1	0 0	8 8.5	0	0 112	35 14	2	168 182	0 0	13	3 0	0	0 16	16	0 0	0	0 0	0 0	0 0	0
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		0 0	19	3	0 0	0	22	22	1 0	64	6 3	0 0	74	74.7	0 0	0 0	0	0 0	0	0 0	1	115	12 2	0	0 130	130.4	2 1	42 10	5	3 0	63 67.2	4	U 478	152 42	7 1	1 694 731	0 0	68	10 1	. 0	0 79	79.5	0 0	- 0	0 0	0 5	, 5	10
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	н/тот	0 0	11	1	2 0	0	14	15	0 0	56	4 0	0 0	60	60	0 0	0 0	0 0	0 0	0	0 0	0	92	8 1	1	0 102	2 103.8	1 0	60 10	3	3 0	77 81.6	5 4	3 445	115 36	13 1	6 632 677	0 0	58	5 3	8 0	0 66	67.5	0 0	2	0 0	0 5	5 7	12
		0 0	) 6	1	0 0	0	7	7 (	0 0	8	1 0	0 0	9	9	0 0	0 0	0 0	0 0	0	0 0	0	20	1 0	0	0 21	21	1 0	16 3	0	1 0	21 21.5	5 2	0 90	35 10	1	3 141 148	7 0 0	18	2 0	0	0 20	20	0 0	0	0 0	0 2	2 2	4
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5 1 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5		0 0	) 1	0	0 0	0	1	1 (	0 0	13	2 0	0 0	15	15	0 0	0 0	0 0	0 0	0	0 0	0	20	5 0	0	0 25	25	0 0	21 2	1	1 0	25 26.8	8 0	0 140	35 10	5	3 193 207	0 0	27	1 0	) 0	0 92	28	0 0		0 0	0 1	1 1	2
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2 1 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3		0 0	13	1	0 0	0	14	14	1 0	51	3 0	0 0	55	54.2	0 0	1 0	0	0 0	1	1 0	1	92	9 2	0	0 104	104.4	2 0	58 14	3	2 0	79 81.5	5 2	0 533	120 36	15	7 713 755	0 0	90	10 1	. 0	0 10:	101.5	0 0	0	0 0	0 5	<i>i</i> 5	10
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		0 0	7	1	0 0	0	8	8	0 0	15	2 0	0 0	17	17	0 0	0 0	0	0 0	0	0 0	0	27	4 0	0	0 31	31	1 0	15 2	0	0 0	18 17.2	2 0	3 159	19 8	2	2 193 199	0 0	34	2 0	0	0 36	36	0 0	0	0 0	0 2	2 2	4 2
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13-54 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0	) 2	0	0 0	0	2	2	0 0	31	3 0	0 0	34	34	0 0	1 (	0 0	0 0	1	1 0	0	27	1 0	0	0 25	28	1 0	23 3	1	2 0	30 32.3	3 0	0 148	23 /	3	177 183	0 0	29	5 0	) 0	0 39	34	0 0	0	0 0	0 2	2 2	4
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16.15 0 0 7 7 0 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 0 1 0 0 0 1 0		0 0	16	1	0 0	0	17	17	0 0	76	9 1	0 0	86	86.5	0 0	2 0	0	0 0	2	2 0	1	87	14 0	0	0 102	2 101.4	2 0	78 12	2	3 0	97 100.3	3 1	2 574	105 14	8	7 711 733	0 1	125	22 1	. 0	0 149	148.9	0 0	0	0 0	0 6	5 6	12
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18:30 0 0 6 1 0 0 0 0 7 7 0 0 23 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0	. 8	0	0 0	0			0 0	19	1 0	0 0	20	20	0 0	0 0	. 0	0 0	0	0 0	0	33	a 1	ů C	0 37	37.5	2 1	42 2	0	0 0	34 31.8	1	2 194	15 0	0	214 212	0 2	43	2 0	. 0			0 0	1	0 0	0 2	. 2	4
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H/TOT         0         0         35         1         0         0         35         1         0         0         0         35         1         0         0         0         35         1         0         0         0         35         1         0         0         0         35         1         0 <th< th=""><th></th><th>0 0</th><th>9</th><th>0</th><th>0 0</th><th>0</th><th>9</th><th>9</th><th>0 0</th><th>30</th><th>3 0</th><th>0 0</th><th>33</th><th>33</th><th>0 0</th><th>0 0</th><th>0 0</th><th>0 0</th><th>0</th><th>0 0</th><th>0</th><th>35</th><th>2 0</th><th>0</th><th>0 37</th><th>37</th><th>1 0</th><th>25 2</th><th>0</th><th>0 0</th><th>28 27.2</th><th>2 4</th><th>1 169</th><th>20 3</th><th>0</th><th>197 194</th><th>0 0</th><th>36</th><th>4 0</th><th>0</th><th></th><th></th><th>0 0</th><th>0</th><th>0 0</th><th>0 0</th><th>0 0</th><th>0</th></th<>		0 0	9	0	0 0	0	9	9	0 0	30	3 0	0 0	33	33	0 0	0 0	0 0	0 0	0	0 0	0	35	2 0	0	0 37	37	1 0	25 2	0	0 0	28 27.2	2 4	1 169	20 3	0	197 194	0 0	36	4 0	0			0 0	0	0 0	0 0	0 0	0
19:00 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0	35	1	0 0	0	36	36	0 0	91	7 0	0 0	98	98	0 0	0 0	0 0	0 0	0	0 0	1	131	13 1	0	0 146	5 145.9	4 1	124 5	0	0 0	134 130.2	2 7	8 759	66 5	0	7 852 851	0 2	161	12 0	0	0 175	173.8	0 0	1	0 0	0 6	6 7	13
19:15 0 0 8 0 0 0 0 154 11 0 0 0 154 11 0 0 0 0 154 11 0 0 0 0 155 155 0 0 0 0 0 154 11 0 0 0 0 155 155 0 0 0 0 0 0 0 0 0 0	19:00	0 0	3	0	0 0	0	3	3 (	0 0	28	0 0	0 0	28	28	0 0	0 0	0 0	0 0	0	0 0	0	35	3 0	0	0 38	38	2 0	27 4	1	0 0	34 32.9	9 1	1 151	12 2	1	3 171 174	0 0	40	6 0	0	0 46	46	0 0	0	0 0	0 3	3 3	6
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Survey Name: Site: Location: Date: AM Peak: PM Peak: 15 Min Peak:

Arm A - Belmayne Avenue Arm B - Main Street Arm C - Belmayne Avenue Arm D - Main Street

	- 1		New cost CO	13034																																																																											
TIME P	/с м	C CAB	A =>		1 061	/2 B	ev .		DCII	D/C	м/		=> B	OGV1	oev	2 00		тот	DCII.	D/C	M/C	CAR	A =>		1 00	ם כע	ev.	тот	DCII	B/C	м/с	CAE		=> D	ocv1	oeva	DEV	, ,	T B	CU P		M/C		=> A	ocv1	oeva	DEV	тот	BCII				B =>		2V1 0	eva i	DEV	тот	DCII	B/C	M/C	CAI	B =:		.v1 0	eva	DEV	тот	. BC			,c c		=> D	OGV1	oeva	DC.	a.	TO
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06:30	0 (	0	0	0	0				0	1	0	0	1	0	1	0	)		3.5 4.3	1	1	23	8	0	0			33 28			0	2		0	0	0	0	2	2	£ 1	0	0	0	0	0	0	0	0	0	0	0	1	0	) (	0		0	1 0	1	0	0	0	1		0	0	0	1	1	1			0	0	0	0	0		0
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06:00	P/C M/C	CAR	LGV OGV1	OGV2	PSV TO	0 10.5		M/C C	AR LG	V OGV1	OGV2 F	PSV TO	OT PCL	J P/C	M/C C	AR LG	V OGV1	OGV2	PSV	TOT P	CU P	C M/0	CAR	LGV	0GV1 C	GV2 PS	V TO	T PCU	P/C	M/C CA	R LGV	OGV1	OGV2 P	SV TOT	PCU	P/C	M/C CAI	R LGV	OGV1 C	GV2 PS	V TOT	PCU	P/C M/	C CAR	LGV	0GV1 00	O O	тот	PCU	P/C I	M/C CA	R LGV	OGV1	OGV2 P	PSV TO	T PCU
06:15	0 0	6	1 0	0	0	7 7	1	0	4 0		0	0 9	5 4.2		0	0 (	0	0	0	0	0	) 0	15	2	0	0 0	1	7 17	0	0 0		0	0	0 0	0	0	0 1	0	0	0 0	1	1	0 0	0	0	0	0 0	0	0	0	0 0	) 0	0	0	0	0 0
06:30	0 0	5	1 0	1	0	7 8.3	1	1	10 7	0	1	0 2	19.9	9 0	0	1 (	0	0	0	1	1 (	0	40	10	0	0 0	5	0 50	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	0	0	0
06:45	0 0	8	0 0	0	0	8 8	1	0	15 8	1	0	0 2	25 24.7	7 0	0	3 (	0	0	0	3	3	. 0	10	5	0	0 0	1	6 15.2	0	0 1	. 0	0	0	0 1	1	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
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07:00	0 0	14	2 0	0	0 1	6 16	2	0	4 4	0	0	0 1	0 8.4	0	0	0 (	0	0	0	0	0	0	11	0	0	0 0	1	1 11	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	0	0 /	0
07:15 07:30	0 1	10	7 1	0	0 1	9 18.9	0	0	9 2	. 0	2	0 1	13 15.6	0	0	1 (		0	0	1	1 1	. 0	0	2	0	0 0		2.2	0	0 0		0	0	0 0	0	0	0 0	0	1	0 0	1	1.5	0 0	0	0	0	0 0	0	0	0	0 0		0	0	0 1	0 0
07:45	0 0	31	3 0	0	0 3	4 34	0	0	5 5	1	1	0 1	13.1	8 0	0	1 (	0	0	0	1	1 (	) 0	1	1	0	0 0		2	0	0 0		0	0	0 0	0	0	0 1	0	0	0 0	1	1	1 0	0	0	0	0 0	1	0.2	0	0 0	) 0	0	0	0	0 0
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08:00	0 0	47	2 1	0	0 5	0 50.5	0	0	2 2	2	0	0 6	6 7	0	0	0 0	0	0	0	0	0 2	2 0	0	0	0	0 0	) 2	0.4	0	0 0	0	0	0	0 0	0	0	0 0	1	2	0 0	3	4	1 0	1	0	0	0 0	2	1.2	0	0 0	. 0	0	0	0	0 0
08:15	1 0	73	5 1	0	0 8	0 79.7	1	0	1 2	1	1	0 6	6 7	0	0	2 (	0	0	0	2	2 (	0	1	0	0	0 0	) ]	1	0	0 0	0	0	0	0 0	0	0	0 0	0	1	0 0	1	1.5	0 0	0	0	0	0 0	0	0	0	0 0	. 0	0	0	0 /	0
08:30	0 1	46	4 1	0	0 5	2 51.9	0	0	1 0	2	0	0 3	3 4	0	0	0 0	0	0	0	0	0	0	0	1	0	0 0	)   1	1	0	0 0	0	0	0	0 0	0	0	0 0	0	0	0 0	0	0	0 0	1	0	0	0 0	1	1	0	0 0	0	0	0	0 1	0
08:45	0 1	46	4 1	0	0 5	2 51.9	0	0	1 1	1	1	0 4	4 5.8	0	0	0 0	0	0	0	0	0 0	0	2	1	0	0 0	3	3	0	0 0	0	0	0	0 0	0	0	0 0	0	2	0 0	2	3	1 0	1	0	0	0 0	2	1.2	0	0 0	0			0 1	0 0
H/TOT 09:00	0 0	212	2 0	0	0 2	34 234	0	0	0 0		1	0 1	1 23.8	0	0	1 (		0	0	1	1 .		3	0	1	0 0		5.4	0	0 0		0	0	0 0	0	0	0 0	1	2	0 0	9	8.5 4.5	2 0	3	0	0	0 0	2	3.4	0	0 0	. 0		-0	0	0 0
09:15	0 0	24	3 0	0	0 2	7 27	0	0	1 0	3	1	0 5	5 7.8		0	0 (	0	0	0	0	0	) 0	0	0	0	0 0	, ,	0	0	0 0	1	0	0	0 1	1	0	0 0	0	1	0 0	1	1.5	0 0	0	0	0	0 0	0	0.0	0	0 0	. 0	0	0	0	0 0
09:30	0 0	24	3 0	1	0 2	8 29.3	0	0	1 1	1	0	0 3	3 3.5	0	0	1 (	0	0	0	1	1 (	0	1	0	0	0 0	) ]	1	0	0 1	. 0	0	0	0 1	1	0	0 0	0	1	0 0	1	1.5	0 0	0	2	1	0 0	3	3.5	0	0 0	, 0	0	0	0	0 0
09:45	0 1	13	2 1	1	0 1	8 19.2	0	0	0 4	1	0	0 5	5 5.5	0	0	1 (	0	0	0	1	1 (	0	0	0	0	0 0	) (	0	0	0 0	0	1	0	0 1	1.5	0	0 0	0	0	0 0	0	0	1 0	0	0	0	0 0	1	0.2	0	0 0	. 0	0	0	0	0 0
н/тот	0 1	99	11 1	2	0 1	14 116.5	0	0	2 5	5	2	0 1	14 19.1	1 0	0	3 (	0	0	0	3	3 2	2 0	1	0	1	0 0	) 4	2.9	0	0 1	. 1	1	0	0 3	3.5	0	0 0	0	5	0 0	5	7.5	4 0	0	2	1	0 0	7	4.3	0	0 0	. 0	0	0	0 /	0
10:00	1 0	18	2 2	0	0 2	23.2	0	0	0 0	1	1	0 2	2 3.8	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 0	0	0	1 0	0	0	0	0 0	1	0.2	0	0 0	0	0	0	0 1	0
10:15 10:30	0 0	24	1 0	0	0 2	25	0	0	1 5	0	1	0 7	7 8.3	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	1	1	0 0	2	2.5	0 0	0	0	0	0 0	0	0	0	0 0	. 0	0	0	0 1	0 0
10:45	0 1	26	3 1	0	0 2	10 30.5	0	0	2 0	. 3	1	0 6	6 88		0	1 (		0	0	1	1 (		0	1	0	0 0		1	0	0 1		0	0	0 1	0	0	0 0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	2.9	,	0 0	) 0	0	0	0	0 0
н/тот	1 1	90	6 4	0	0 1	02 102.6	0	0	4 6	7	3	0 2	20 27.4	ŧ 0	0	2 (	0	0	0	2	2 (	) 0	0	3	0	0 0	3	3	0	0 1	. 0	0	0	0 1	1	0	0 0	1	1	0 0	2	2.5	3 0	1	0	1	0 0	5	3.1	0	0 0		- 0	0	0	0 0
11:00	0 0	26	3 0	1	0 3	0 31.3	0	0	3 3	0	0	0 6	6 6	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 0	0	0	1 0	0	2	0	0 0	3	2.2	0	0 0	. 0	0	0	0	0 0
11:15	1 0	23	3 0	0	0 2	7 26.2	0	0	2 0	1	2	0 5	5 8.1	. 0	0	0 0	0	0	0	0	0 0	0	0	1	0	0 0	) ]	1	1	0 0	1	0	0	0 2	1.2	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
11:30	0 0	28	2 1	0	0 3	1 31.5	0	0	2 2	. 0	0	0 4	4 4	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	3	0 0	3	4.5	0 0	1	0	0	0 0	1	1	0	0 0	0	0	0	0 1	0
11:45	1 0	18	6 2	0	0 2	7 27.2	0	0	1 0	0	1	0 2	2 3.3	0	0	1 (	0	0	0	1	1	. 0	0	1	0	0 0	2	1.2	0	0 0	0	0	0	0 0	0	0	0 0	0	1	0 0	1	1.5	0 0	1	0	0	0 0	1	1	0	0 0	0		0	0 1	0
H/TOT 12:00	1 0	30	2 1	0	0 1	15 116.2	0	0	3 1	1	1	0 1	6 78	. 0	0	1 (	0	0	0	1	1 (		0	0	0	0 0	-	2.2	0	0 0	1 0	0	0	0 2	0	0	0 0	0	0	0 0	0	0	0 0	1	1	0	0 0	2	4.2	0	0 0	. 0		0	0 0	0 0
12:15	0 0	17	7 0	0	0 2	4 24	0	0	1 3	. 0	0	0 4	4 4	0	0	0 (	0	0	0	0	0	) 0	1	1	0	0 0		2 2	0	0 0	. 0	0	0	0 0	0	0	0 0	0	0	0 0	0	0	0 0	1	0	0	0 0	1	1	0	0 0	. 0	0	0	0	0 0
12:30	0 0	32	2 1	0	0 3	5 35.5	0	0	1 0	1	1	0 3	3 4.8	. 0	0	0 0	0	0	0	0	0	. 0	0	0	0	0 0	) ]	0.2	0	0 0	0	0	0	0 0	0	0	0 0	0	1	0 0	1	1.5	0 0	1	2	0	0 0	3	3	0	0 0	, 0	0	0	0	0 0
12:45	1 0	30	1 0	0	0 3	2 31.2	0	0	2 0	1	0	0 3	3 3.5	0	0	1 (	0	0	0	1	1 (	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	1	0	0	0 0	1	1	0	0 0	, 0	0	0	0 /	0 0
н/тот	2 0	109	12 2	0	0 1	25 124.4	0	0	7 4	3	2	0 1	16 20.1	1 0	0	2 (	0	0	0	2	2	. 0	1	1	0	0 0	) 3	2.2	0	0 0	0	0	0	0 0	0	0	0 0	0	1	0 0	1	1.5	0 0	4	3	0	0 0	7	7	0	0 0	0	0	0	0 (	0
13:00	1 0	32	5 0	0	0 3	8 37.2	0	0	3 0	0	0	0 3	3 3	0	0	1 (	0	0	0	1	1 (	0	1	0	0	0 0	1	. 1	0	0 0	0	0	0	0 0	0	0	0 0	0	1	0 0	1	1.5	0 0	1	0	0	0 0	1	1	0	0 0	0	0	0	0 1	0
13:15 13:30	0 0	28	3 0	0	0 3	1 31	0	0	2 1	. 1	1	0 5	5 6.8	0	0	1 (		0	0	1	1 (		1	1	0	0 0		2	0	0 0		0	0	0 0	0	0	0 1	0	0	0 0	1	1 1 5	1 0	1	2	0	0 0	4	3.2	0	0 0	, 0	0	0	0 1	0
13:45	0 0	32	5 1	0	0 3	8 38.5	0	0	1 1	2	1	0 9	7 9.3 5 7.3		0	2 (	0	0	0	2	2 (	. 0	1	0	0	0 0	,   ;	1 1	0	0 0		0	0	0 0	0	0	0 0	0	0	0 0	0	0	1 0	0	0	1	0 0	2	1.7	0	0 0	) 0	0	0	0	, 0
н/тот	2 0	133	17 1	0	0 1	53 151.9	0	0	10 2	. 5	3	0 2	20 26.4	\$ O	0	5 (	0	0	0	5	5	. 0	5	1	0	0 0	7	6.2	0	0 0	0	0	0	0 0	0	0	0 1	0	2	0 0	3	4	3 0	4	3	1	0 0	11	9.1	0	0 0	, 0	0	0	0	0
14:00	0 0	39	5 1	0	0 4	5 45.5	0	0	3 0	0	0	0 3	3 3	0	0	1 (	0	0	0	1	1 2	2 0	0	0	0	0 0	) 2	0.4	0	0 0	0	0	0	0 0	0	0	0 0	0	1	0 0	1	1.5	1 0	1	0	0	0 0	2	1.2	0	0 0	0	0	0	0	0 0
14:15	14 0	46	2 0	1	0 6	53.1	0	0	3 3	1	0	0 7	7 7.5	0	0	1 (	0	0	0	1	1 (	0	1	0	0	0 0	) ]	1	0	0 0	0	0	0	0 0	0	0	0 0	0	1	0 0	1	1.5	3 0	0	2	0	0 0	5	2.6	0	0 0	0	0	0	0 /	0
14:30	3 0	45	2 1	0	0 5	1 49.1	0	0	1 0	2	0	0 3	3 4	0	0	0 0	0	0	0	0	0 0	0	0	0	0	0 0	0	0	0	0 0	1	0	0	0 1	1	0	0 0	0	0	0 0	0	0	5 0	0	1	0	0 0	6	2	0	0 0	0	0	0	0 1	. 0
14:45 H/TOT	0 0	39	1 1	0	0 4	00 189.2	0	0	0 1	1	0	0 2	2 2.5	0	0	0 (	0	0	0	0	0 0	0	1	0	0	0 0	1	1 24	0	0 1	. 0	0	0	0 1	1	0	0 0	0	0	0 0	0	0	1 0	1	1	0	0 0	16	2.2	0	0 0	. 0		0	0 1	0
15:00	0 0	39	5 0	0	0 4	4 44	0	0	1 0	1	0	0 2	2 2.5	0	0	1 (	0	0	0	1	1 (	) 0	0	0	0	0 0		0 0	0	0 0	0	0	0	0 0	0	0	0 0	0	1	0 0	1	1.5	2 0	2	2	0	0 0	6	4.4	0	0 0			-0	0	) 0
15:15	3 0	34	2 1	0	0 4	0 38.1	0	0	1 2	1	2	0 6	6 9.1	. 0	0	0 0	0	0	0	0	0	0	0	1	0	0 0	) ]	1	0	0 2	. 0	0	0	0 2	2	0	0 1	0	4	0 0	5	7	0 0	2	1	0	0 0	3	3	0	0 0	, 0	0	0	0	0
15:30	0 0	34	6 1	0	0 4	1 41.5	0	0	0 0	1	0	0 1	1 1.5	0	0	0 0	0	0	0	0	0	. 0	0	0	0	0 0	) ]	0.2	0	0 3	2	0	0	0 5	5	0	0 0	1	0	0 0	1	1	2 0	6	4	0	0 0	12	10.4	0	0 0	. 0	0	0	0	0
15:45	0 0	60	6 0	1	0 6	7 68.3	0	0	0 0	1	0	0 1	1 1.5	0	0	1 (	0	0	0	1	1 (	0	0	0	0	0 0	) (	0	0	0 0	1	0	0	0 1	1	0	0 0	0	3	0 0	3	4.5	1 0	5	3	0	0 0	9	8.2	0	0 0	0	0	0	0 (	. 0
н/тот	3 0	167	19 2	1	0 1	92 191.9	0	0	2 2	4	2	0 1	0 14.6	5 0	0	2 (	0	0	0	2	2	. 0	0	1	0	0 0	) 2	1.2	0	0 5	3	0	0	0 8	8	0	0 1	1	8	0 0	10	14	5 0	15	10	0	0 0	30	26	0	0 0	0	0		0 (	0
16:00 16:15	0 0	46	0 0	o o	0 3	6 46	0	0	2 ^	1 1	0	0 3	3.5	0	0	2 (		n	0	2	2 4	, 0	n	U T	0	0 0			0	0 0		n	0	0 0	0	0	0 0	1	0	0 0	1	7.5	1 0	0	1	0	0 0	9	1.2	,	0 0	) n	0	0	0 1	0 0
16:30	1 1	40	1 0	0	0 4	3 41.6	0	0	0 0		0	0 0	0 0	0	0	0 1	. 0	0	0	1	1 (	) 0	0	0	0	0 0		0	0	0 0	. 0	0	0	0 0	0	0	0 0	0	3	0 0	3	4.5	0 0	6	0	0	0 0	6	6	0	0 0	. 0	0	0	0	0
16:45	1 1	36	3 0	0	0 4	1 39.6	0	0	0 0	0	0	0 0	0 0	0	0	3 (	0	0	0	3	3 (	0	0	0	0	0 0		0	0	0 0	0	0	0	0 0	0	0	0 1	0	1	0 0	2	2.5	1 0	4	0	0	0 0	5	4.2	0	0 0	, 0	0	0	0	0
н/тот	2 2	176	8 0	0	1 1	89 187.2	0	0	2 2	2	0	0 6	6 7	0	0	5 1	. 0	0	0	6	6 (	0	0	1	0	0 0	) 1	. 1	0	0 0	1	0	0	0 1	1	0	0 1	1	9	0 0	11	15.5	3 0	12	2	0	0 0	17	14.6	0	0 0	. 0	0	0	0	0
17:00	1 1	61	4 0	0	0 6	65.6	0	0	1 0	0	0	0 1	1 1	0	0	0 0	0	0	0	0	0 0	0	0	1	0	0 0	) ]	1	0	0 1	. 0	0	0	0 1	1	0	0 1	0	1	0 0	2	2.5	1 0	19	1	0	0 0	21	20.2	0	0 0	. 0	0	0	0 (	. 0
17:15	0 1	52	2 0	0	0 5	5 54.4	0	0	0 0	0	0	0 0	0 0	0	0	0 (	1	0	0		1.5	0	0	0	0	0 0		0	0	0 0	0	0	0	0 0	0.2	0	0 0	0	1	0 0	1	1.5	0 0	4	0	0	0 0	4	4	0	0 0	. 0	0	0	0 /	0
17:30 17:45	2 0	54	8 0	0	0 6	62.4	0	0	2 0	0	0	0 2	2 2	0	0	4 (		0	0	4	4		0	0	0	0 0		0	1	0 0		0	0	0 1	0.2	0	0 0	0	1	0 0	1	1.5	0 0	10	2	0	0 0	7	21.2	0	0 0	, ,	0	0	0 1	0
н/тот	5 2	225	16 0	0	0 2	48 242.8	0	0	4 1	0	0	0 2	5 5	0	0	4 (	1	0	0	5	5.5	) 0	0	1	0	0 0	, ,	1	1	0 1	0	0	0	0 0	1.2	0	0 0	0	4	0 0	5	7	2 0	47	5	0	0 0	54	52.4	0	0 0			-0	0	) 0
18:00	2 1	52	4 1	0	0 6	0 58.3	0	0	1 0	0	0	0 1	1 1	0	0	2 (	0	0	0	2	2 (	) 0	0	0	0	0 0	) (	0	0	0 1	. 0	0	0	0 1	1	0	0 0	0	1	0 0	1	1.5	2 0	3	2	0	0 0	7	5.4	0	0 0		0	0	0	0
18:15	0 0	63	3 0	0	0 6	6 66	0	0	1 0	0	0	0 1	1 1	0	0	3 (	0	0	0	3	3 (	0	1	0	0	0 0	)   1	1	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	0	0	0
18:30	1 0	51	3 0	0	0 5	54.2	0	0	1 0	0	0	0 1	1 1	0	0	6 (	0	0	0	6	6	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	2 0	1	1	0	0 0	4	2.4	0	0 0	0	0	0	0 /	0
18:45	1 0	43	2 0	0	0 4	6 45.2	0	0	0 0	0	0	0 0	0 0	0	0	2 (	0	0	0	2	2 (	0	1	0	0	0 0	) 1	1	0	0 1	. 0	0	0	0 1	1	0	0 0	0	0	0 0	0	0	0 0	1	0	0	0 0	1	1	0	0 0	0	0	0	0 /	0
H/TOT 19:00	4 1	209	12 1	0	0 2	27 223.7	0	0	3 0	0	0	0 3	3 3	0	0	13 (	0	0	0	13	13 (	0	2	0	0	0 0	2	2 2	0	0 2	. 0	0	0	0 2	2	0	0 0	0	1	0 0	1	1.5	4 0	5	3	0	0 0	12	8.8	0	0 0	. 0	- 0	0	0 1	0
19:00 19:15	1 0	39	4 1	o o	0 4	45.3	0	0	0 0		0	0 0	0	0	0	2 (		n	0	2	2	, 0	n	0	0	0 0		0	0	0 0		n	0	0 0	0	0	0 1	n	0	0 0	n n	0	0 0	0	0	0	0 0	0	0	,	0 0	0	n	0	0 1	) 0
19:15	2 1	44	1 0	0	0 4	8 45.8	0	0	0 0	. 0	0	0 0	0 0	0	0	3 (	0	0	0	3	3	. 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	1 0	0	0	0	0 0	1	0.2	0	0 0	, 0	0	0	0	0
19:45	0 0	39	0 0	0	0 3	9 39	0	0	1 0	0	0	0 3	1 1	0	0	0 0	0	0	0	0	0	0	0	0	0	0 0		0	1	0 0	0	0	0	0 1	0.2	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
н/тот	5 2	177	9 2	0	0 1	95 190.8	0	0	1 0	0	0	0 1	1 1	0	0	7 (	0	0	0	7	7 (	0	0	0	0	0 0	) (	0	1	0 0	0	0	0	0 1	0.2	0	0 1	0	0	0 0	1	1	1 0	0	0	0	0 0	1	0.2	0	0 0	. 0	0	0	0 0	
14 TOT	44 12	1965	166 25	6	1 22	119 2197.9	7	1 1	111 62	2 40	23	0 24	44 287.	7 0	0	54 1	1	0	0	56 5	6.5 1	2 0	96	35	1	0 0	14	134.9	3	0 1	2 7	1	0	0 23	21.1	0	0 8	4	43	0 0	55	76.5	39 0	95	34	3	0 0	171	141.3	0	0 0	0	0	0	0	0



Arm A - R809 Grange Road Arm B - R809 Grange Road Arm C - R139 Arm D - Hole in the Wall Road

			A => A								A => B								A =>	С							A :	=> D							B =	> A						E	B => B							B => (	L						B =>	<i>&gt;</i> U		
P/C	M/C		LGV 0	GV1 OG	V2 PSV	тот у	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	тот	PCU	P/C M	/C CA	R LGV	OGV1	OGV2	PSV	тот	PCU	P/C	M/C C	CAR L	LGV O	GV1 0	GV2 PS	v to	T PCU	P/C	M/C (	CAR LG	v ogv	L OGV2	PSV	тот Р	CU P/	с м/с	CAR	LGV O	GV1 OG	V2 PSV	тот	PCU	P/C N	1/C CAI	R LGV	OGV1	OGV2 P	sv то	PCU	P/C N	M/C C	CAR LG	V OGV1	OGV2	PSV
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Survey Name: Site: Location: Date: AM Peak: PM Peak: 15 Min Peak:

Arm A - R809 Grange Road Arm B - R809 Grange Road Arm C - R139 Arm D - Hole in the Wall Road

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C => A	C => B	C => C	C => D	D => A	D => B	D => C D => D	
	P/C M/C CAR LGV OGV1 OGV2 PSV TOT	OT PCU P/C M/C CAR LGV OGV1 OGV2 PSV	TOT PCU P/C M/C CAR LGV OGV1 OGV2 PSV	TOT PCU P/C M/C CAR LGV OGV1 OGV2 PSV TO	T PCU P/C M/C CAR LGV OGV1 OGV2 PSV TOT PCU	P/C M/C CAR LGV OGV1 OGV2 PSV TOT PCU P/C M/C CAR LGV OGV	
06:00 0 0 50 6 1 0 0 57 57.5 06:15 0 0 62 20 3 3 0 88 93.4	1 0 15 5 2 2 1 26	26 29.8 0 0 1 0 0 0 0	1 1 0 0 5 0 0 0 1	6 7 0 0 4 0 0 0 4 26 28 0 0 5 2 1 0 0 8	8.5 1 0 14 1 0 0 0 16 15.2	1 0 16 1 0 0 2 20 21.2 0 0 0 0 0 1 1 1 31 13 1 0 1 48 48.1 0 0 0 0 0	0 0 0 0 0
06:30 0 0 53 25 3 2 0 83 87.1		39 40.8 0 0 0 0 0 0 0	0 0 1 0 7 3 0 0 2	13 14.2 0 0 4 1 0 0 0 5		1 0 44 12 0 0 2 59 60.2 0 0 0 1 0	0 0 0 1 1
06:45 0 0 64 24 6 1 0 95 99.3	1 0 37 20 2 1 0 61	61 62.5 0 0 0 0 0 0 0	0 0 1 1 13 8 0 0 1	24 23.6 0 0 3 1 0 0 0 4		0 0 30 11 0 0 1 42 43 0 0 0 0 0	0 0 0 0
H/TOT 0 0 229 75 13 6 0 323 337.3	2 0 92 35 6 6 2 143	143 154.2 0 0 2 0 0 0 0	2 2 2 1 46 14 0 0 6	69 72.8 0 0 16 4 1 0 0 21		3 1 121 37 1 0 6 169 172.5 0 0 0 1 0	0 0 0 1 1
07:00 0 0 47 16 4 3 0 70 75.9 07:15 2 0 68 27 2 2 0 101 103	0 0 39 18 2 0 1 60	60 62 0 0 1 0 0 0	1 1 0 0 23 7 1 0 1	32 33.5 0 0 5 3 0 0 0 8 32 38 2 0 13 4 0 0 0 19	8 0 1 26 5 1 0 0 33 32.9	2 0 30 7 0 0 2 41 41.4 0 0 0 0 0	0 0 0 0
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H/TOT 2 4 279 108 11 10 0 414 428.5	1 1 201 73 10 6 2 294	294 307.4 0 0 3 0 0 0 0	3 3 1 0 96 17 6 2 8	130 142.8 4 0 52 14 0 0 0 70	66.8 4 2 198 17 2 0 1 224 221.6	4 0 146 33 3 1 9 196 204.6 0 0 5 1 0	0 0 2 8 10
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H/TOT 3 2 379 69 19 13 3 488 513.8	4 1 296 24 6 0 4 335	335 338.2 0 0 0 0 0 0 0	0 0 7 0 131 12 5 1 5	161 164.2 15 2 132 10 3 0 0 166	2 150.3 24 1 360 12 0 0 0 397 377.2	8 0 125 16 4 1 6 160 162.9 0 0 18 0 1	1 0 0 19 19.5
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09:30 2 0 71 22 3 0 0 98 97.9	0 0 59 16 0 0 0 75	75 75 0 0 0 0 0 0 0	0 0 1 0 17 6 1 0 1	26 26.7 0 0 24 3 0 0 0 27	27 0 0 64 5 3 0 0 72 73.5	1 0 33 2 4 0 3 43 47.2 0 0 4 0 0	0 0 0 4 4
09:45 1 0 69 35 6 2 0 113 117.8 <b>H/TOT</b> 3 0 302 106 30 8 0 449 472	0 0 58 9 3 0 1 71	71 73.5 0 0 0 0 0 0 0	0 0 1 0 27 4 3 0 0	35 35.7 1 0 11 1 1 0 0 14 148 155.8 4 0 69 12 4 0 0 89	13.7 1 0 56 4 0 0 0 61 60.2 0 87.8 2 0 258 15 5 0 0 280 280.9	0 0 34 4 1 0 3 42 45.5 0 0 2 0 0 1 0 155 12 8 0 10 186 199.2 0 0 11 0 0	0 0 0 2 2
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10:30 0 0 62 25 5 0 0 92 94.5	2 1 60 6 4 0 0 73	73 72.8 0 0 0 0 0 0 0	0 0 0 0 19 1 1 1 3	25 29.8 1 0 13 4 1 0 0 19	18.7 1 0 49 3 1 0 0 54 53.7	0 0 17 7 1 0 3 28 31.5 0 0 0 0	0 0 0 0 0
10:45 1 0 53 15 6 4 0 79 86.4	0 0 54 5 1 0 0 60	60 60.5 0 0 0 0 0 0	0 0 1 0 20 2 1 0 2	26 27.7 1 0 12 3 1 0 0 17	16.7 0 0 63 4 1 0 0 68 68.5	0 0 23 8 1 0 1 33 34.5 0 0 2 0 0	0 0 0 2 2
H/TOT 1 2 241 73 23 9 2 351 374.2	2 2 230 35 11 1 2 283	283 289 0 0 1 0 0 0 0	1 1 1 0 76 12 2 2 13	106 121.8 2 0 51 17 3 0 0 73	72.9 4 0 204 13 5 0 0 226 225.3	0 1 94 20 3 0 9 127 136.9 0 0 10 0 0	0 0 0 10 10
11:00 0 0 42 32 7 1 0 82 86.8 11:15 0 1 63 29 2 1 0 96 97.7	0 0 47 9 3 0 0 59	59 60.5 0 0 0 0 0 0 0	0 0 1 0 24 3 1 0 3	32 34.7 1 0 16 1 0 0 0 18	17.2 0 0 55 2 2 0 0 59 60	0 0 35 4 0 0 4 43 47 0 0 1 0 0	0 0 0 1 1 1 0 0 0 1 1 1
11:30 1 0 52 24 9 3 0 89 96.6	0 1 60 4 3 1 0 69	69 71.2 0 0 0 0 0 0	0 0 0 0 30 3 0 0 2	41 42.5 0 0 11 2 0 0 0 13	13 0 0 48 3 0 0 0 51 51	0 0 25 4 0 1 2 32 35.3 0 0 2 0 0	0 0 0 1 1
11:45 0 0 61 11 10 2 0 84 91.6	1 0 53 3 3 0 0 60	60 60.7 0 0 0 0 0 0	0 0 0 0 26 2 1 0 3	32 35.5 1 0 9 2 1 0 0 13	12.7 0 0 70 1 2 0 0 73 74	0 0 34 3 1 0 2 40 42.5 0 0 3 1 0	0 0 0 4 4
H/TOT 1 1 218 96 28 7 0 351 372.7	1 1 211 26 12 3 0 254	254 262.5 0 0 0 0 0 0 0	0 0 2 0 119 8 3 0 9	141 149.9 4 0 51 7 1 0 0 63	60.3 0 0 212 7 6 0 0 225 228	0 0 116 15 2 2 10 145 158.6 0 0 7 1 0	0 0 0 8 8
12:00 0 0 77 27 7 3 0 114 121.4	0 1 56 9 1 1 0 68	68 69.2 0 0 1 1 0 0 0	2 2 0 0 25 6 1 0 3	35 38.5 1 0 19 2 0 0 0 22	21.2 0 0 60 2 0 0 62 62	0 0 44 1 0 0 4 49 53 0 0 2 0 0	0 0 0 2 2
12:15 1 0 68 30 10 0 0 109 113.2	0 0 41 5 2 3 0 51	51 55.9 0 0 0 0 0 0 0	0 0 0 0 35 3 0 1 1	40 42.3 0 0 16 5 0 1 1 23	25.3 0 0 71 1 1 0 0 73 73.5	0 0 24 6 2 1 1 34 37.3 0 0 2 0 0	0 0 0 2 2
12:30 0 0 55 21 2 6 0 84 92.8 12:45 0 0 76 14 5 0 0 95 97.5	1 0 61 8 3 0 0 73	73 73.7 0 0 0 0 0 0 0	0 0 0 0 18 1 1 0 2	22 24.5 0 0 15 1 1 0 0 1/	7 17.5 1 0 56 3 0 0 0 60 59.2	0 0 31 1 1 0 2 35 37.5 0 0 2 0 0	0 0 0 2 2 0 0 0 8 8
H/TOT 1 0 276 92 24 9 0 402 424.9	2 1 224 28 10 4 0 269	269 277 0 0 1 1 0 0 0	2 2 0 0 103 14 3 2 7	129 140.1 3 1 73 9 3 1 1 91	91.8 3 1 259 12 1 0 0 276 273.5	0 0 133 11 3 1 8 156 166.8 0 0 13 1 0	0 0 0 14 14
13:00 0 0 74 8 6 1 1 90 95.3	0 1 83 5 2 1 0 92	92 93.7 0 0 1 0 0 0	1 1 0 2 34 6 1 0 2	45 46.3 1 1 16 2 0 0 0 20	18.6 0 0 70 2 0 0 0 72 72	1 1 28 3 1 1 1 36 37.4 0 0 1 0 0	0 0 0 1 1
13:15 1 1 91 19 2 0 0 114 113.6	0 0 73 5 2 0 0 80	80 81 0 0 0 0 0 0 0	0 0 0 0 31 3 1 0 1	36 37.5 1 1 24 0 0 0 0 26	24.6 3 0 67 6 0 0 0 76 73.6	0 0 31 3 0 0 2 36 38 0 0 4 1 0	0 0 0 5 5
13:30 0 3 61 10 5 2 2 83 88.3	0 1 58 7 2 0 1 69	69 70.4 0 0 0 0 0 0 0	0 0 1 0 17 2 2 0 3	25 28.2 0 0 18 1 1 0 0 20	20.5 0 0 50 2 0 0 0 52 52	1 0 21 4 0 0 1 27 27.2 0 0 4 0 0	0 0 0 4 4
13:45 0 0 84 14 0 3 0 101 104.9 <b>H/TOT</b> 1 4 310 51 13 6 3 388 402.1	2 0 74 17 4 0 0 97	97 97.4 0 0 0 0 0 0 0	0 0 0 0 42 2 2 1 1	48 51.3 2 0 23 2 1 0 0 28 154 163 3 4 2 81 5 2 0 0 94	26.9 1 0 84 2 0 0 0 87 86.2 1 90.6 4 0 271 12 0 0 0 287 283.8	0 0 30 9 1 0 4 44 48.5 0 0 4 0 0 2 1 110 19 2 1 8 143 151.1 0 0 13 1 0	0 0 0 4 4 0 0 0 14 14
14:00 0 2 69 14 6 1 0 92 95.1	0 1 83 21 1 0 0 106	106 105.9 0 0 0 0 0 0 0	0 0 1 0 33 1 1 1 3	40 44 2 1 16 0 1 0 0 20	18.3 0 0 89 3 2 0 0 94 95	0 0 29 2 2 2 1 36 40.6 0 0 3 1 0	0 0 0 4 4
14:15 3 0 95 13 4 0 1 116 116.6	0 0 66 5 2 0 0 73	73 74 0 0 0 0 0 0 0	0 0 2 0 26 2 0 0 3	33 34.4 2 0 23 2 2 0 0 29	28.4 3 0 63 3 0 0 0 69 66.6	1 0 31 1 1 0 3 37 39.7 0 0 2 0 0	0 0 0 2 2
14:30 2 0 50 14 1 1 1 69 70.2	1 0 77 8 2 2 0 90	90 92.8 0 0 0 0 0 0 0	0 0 1 0 53 3 2 0 0	59 59.2 4 0 21 3 0 0 0 28	24.8 1 0 44 6 0 0 0 51 50.2	0 0 41 1 1 0 3 46 49.5 0 0 3 0 0	0 0 0 3 3
14:45 1 1 65 5 3 1 3 79 83.4	0 0 68 15 3 1 1 88	88 91.8 0 0 0 0 0 0 0	0 0 0 0 38 4 0 1 3	46 50.3 1 0 27 1 0 0 0 29	28.2 0 0 68 4 1 0 0 73 73.5	4 1 57 3 2 1 1 69 68.5 0 0 8 0 0	0 0 1 9 10
H/TOT         6         3         279         46         14         3         5         356         365.3           15:00         0         0         82         18         5         1         0         106         109.8	1 1 294 49 8 3 1 35/	71 72 9 0 0 0 0 0 0 0	0 0 4 0 150 10 3 2 9	1/8 18/.9 9 1 8/ 6 3 0 0 10	b 99.7 4 U 264 1b 3 U U 287 285.3	0 1 45 9 3 0 2 60 62.9 0 0 10 0 0	0 0 1 18 19 0 0 0 10 10
15:15 0 0 65 11 2 2 0 80 83.6	0 0 88 11 0 0 0 99	99 99 0 0 0 0 0 0 0	0 0 2 0 40 4 0 0 3	49 50.4 1 0 25 3 0 0 0 29	28.2 1 0 60 5 0 0 0 66 65.2	0 1 50 6 3 0 0 60 60.9 0 0 8 0 1	1 0 0 9 9.5
15:30 0 0 78 13 2 1 1 95 98.3	0 1 67 13 0 0 0 81	81 80.4 0 0 1 0 0 0	1 1 0 0 41 5 0 1 1	48 50.3 0 0 19 1 2 1 0 23	25.3 0 0 97 6 0 0 0 103 103	3 1 67 4 0 1 3 79 80.3 0 0 12 0 0	0 0 0 12 12
15:45 1 0 77 10 4 2 0 94 97.8	1 0 68 9 0 0 0 78	78 77.2 0 0 0 1 0 0 0	1 1 0 0 36 11 0 0 1	48 49 6 0 20 1 0 0 0 27	22.2 0 0 52 4 0 0 0 56 56	0 0 34 4 0 0 1 39 40 0 0 4 1 0	0 0 0 5 5
H/TOT 1 0 302 52 13 6 1 375 389.5	1 1 279 45 1 1 1 329	329 330.4 0 0 1 1 0 0 0	2 2 2 1 150 26 1 1 6	187 192.6 7 0 82 11 3 1 0 10	4 101.2 1 1 298 16 3 0 0 319 319.1	3 3 196 23 6 1 6 238 244.1 0 0 34 1 1	1 0 0 36 36.5
16:00 0 0 73 6 3 0 0 82 83.5 16:15 1 0 70 15 2 0 1 89 90.2	0 0 61 11 2 0 1 75	75 77 0 0 0 0 0 0 0	0 0 0 0 37 6 0 1 2	45 49.3 0 0 19 3 0 0 0 22	22 1 0 79 5 1 0 0 86 85.7	0 0 32 6 0 0 2 40 42 0 0 2 0 0	0 0 0 2 2 0 0 0 5 5
16:30 0 0 66 9 3 0 0 78 79.5	0 0 69 11 2 0 0 82	74 75 0 0 1 0 0 0 0	1 1 0 0 32 3 0 0 2	37 39 0 0 17 3 0 0 20	20 1 0 67 4 1 0 0 73 72.7	0 0 40 2 1 0 2 45 475 0 0 4 0 0	0 0 0 4 4
16:45 0 0 68 12 0 0 0 80 80	0 0 84 6 0 0 0 90	90 90 0 0 0 0 0 0	0 0 0 1 43 10 0 0 2	56 57.4 2 0 24 0 1 0 0 27	25.9 5 0 61 4 0 0 0 70 66	0 0 38 3 0 1 1 43 45.3 0 0 6 0 0	0 0 0 6 6
H/TOT 1 0 277 42 8 0 1 329 333.2	0 0 275 39 6 0 1 321	321 325 0 0 1 0 0 0	1 1 0 1 153 23 0 1 8	186 194.7 2 0 80 6 1 0 0 89	87.9 7 0 284 21 2 0 0 314 309.4	1 0 144 19 1 2 6 173 181.3 0 0 17 0 0	0 0 0 17 17
17:00 2 0 73 4 1 0 0 80 78.9	1 0 85 9 1 0 0 96	96 95.7 0 0 0 0 0 0 0	0 0 0 0 46 6 0 0 2	54 56 0 1 34 1 0 0 0 36	35.4 1 1 76 3 0 0 0 81 79.6	0 0 25 6 0 0 1 32 33 0 0 5 1 0	0 0 0 6 6
17:15 0 0 79 6 1 0 0 86 86.5	1 0 70 7 1 0 0 79	79 78.7 0 0 0 0 0 0 0	0 0 2 1 37 9 0 0 0	49 46.8 0 0 25 1 0 0 0 26	26 0 0 81 2 0 0 0 83 83	0 2 46 6 0 1 2 57 59.1 0 0 5 0 0	0 0 0 5 5
17:30 0 1 89 6 0 0 1 97 97.4 17:45 0 1 83 4 0 0 0 88 87.4	U U 81 11 0 0 0 92	92 92 0 0 0 0 0 0 0	0 0 2 0 46 6 0 0 1	55 544 1 0 31 1 0 0 22	35 1 0 70 4 1 0 0 76 75.7	1 1 44 10 0 0 1 57 56.6 0 0 5 0 0	0 0 0 5 5 0 0 0 4 4
H/TOT 2 2 324 20 2 0 1 351 350.2	5 1 315 34 3 0 0 358	358 354.9 0 0 0 0 0 0 0	0 0 5 1 171 28 0 0 6	211 212.4 1 1 122 6 0 0 0 136	0 128.6 2 1 312 9 1 0 0 325 323.3	1 3 170 26 0 1 7 208 213.7 0 0 18 2 0	0 0 0 20 20
18:00 0 2 94 5 0 0 0 101 99.8	3 0 97 5 0 0 0 105	105 102.6 0 0 0 0 0 0	0 0 2 0 41 5 0 0 2	50 50.4 1 0 18 5 0 0 0 24	23.2 1 1 98 1 0 0 0 101 99.6	0 0 41 5 0 0 1 47 48 0 0 5 0 0	0 0 0 5 5
18:15 0 3 107 9 1 0 0 120 118.7	0 0 83 8 0 0 1 92	92 93 0 0 0 0 0 0 0	0 0 1 0 52 5 0 0 1	59 59.2 0 0 18 2 0 0 0 20	20 1 1 58 6 0 0 0 66 64.6	0 1 33 3 1 0 2 40 41.9 0 0 1 0 0	0 0 0 1 1
18:30 0 2 80 4 1 0 1 88 88.3	1 0 87 7 0 0 0 95	95 94.2 0 0 0 0 0 0 0	0 0 0 0 53 4 1 0 3	61 64.5 1 1 24 4 0 0 0 30	28.6 0 0 83 5 0 0 0 88 88	0 1 50 5 0 0 2 58 59.4 0 0 4 0 0	0 0 0 4 4
18:45 0 0 112 11 1 0 0 124 124.5 <b>H/TOT</b> 0 7 393 29 3 0 1 433 431.3	2 0 89 12 1 0 0 104	104 102.9 0 0 0 0 0 0 0	0 0 0 0 57 4 1 0 0	62 62.5 2 0 19 2 0 0 0 23	21.4 1 0 70 3 0 0 0 74 73.2	0 0 41 6 0 0 2 49 51 0 0 4 0 0	0 0 0 4 4 0 0 0 14 14
19:00 2 2 90 5 0 0 0 99 96.2	0 0 330 32 1 0 1 396	80 81.8 0 0 0 0 0 0	0 0 3 0 203 16 2 0 6	40 42.2 0 0 26 1 0 0 27	2 27 1 0 79 8 0 0 0 88 87.2	2 103 19 1 0 / 194 2003 0 0 14 0 0	0 0 0 14 14
19:15 0 0 60 3 0 0 0 63 63	0 0 78 7 1 0 0 86	86 86.5 0 0 0 0 0 0 0	0 0 0 0 49 2 1 0 0	52 52.5 0 0 21 1 0 0 0 22	22 0 0 92 6 0 0 0 98 98	0 0 34 7 0 0 2 43 45 0 0 6 2 0	0 0 0 8 8
19:30 0 0 95 6 0 0 0 101 101	0 0 63 3 0 0 0 66	66 66 0 0 0 0 0 0 0	0 0 2 0 37 1 1 0 2	43 43.9 0 0 15 3 0 0 0 18	18 0 0 34 3 1 0 0 38 38.5	0 0 27 2 0 0 2 31 33 0 0 2 1 0	0 0 0 3 3
19:45 0 0 62 5 1 0 0 68 68.5	1 1 88 2 0 0 0 92	92 90.6 0 0 0 0 0 0 0	0 0 0 1 42 2 0 0 4	49 52.4 1 0 24 0 0 0 0 25	24.2 1 0 69 2 0 0 0 72 71.2	0 1 32 1 2 0 1 37 38.4 0 0 5 1 0	0 0 0 6 6
H/TOT 2 2 307 19 1 0 0 331 328.7	1 1 300 19 2 1 0 324	324 324.9 0 0 0 0 0 0 0	0 0 3 1 163 6 2 0 9	184 191 1 0 86 5 0 0 0 92	9 91.2 2 0 274 19 1 0 0 296 294.9	2 1 128 14 2 0 6 153 157.8 0 0 20 4 0	0 0 0 24 24 2 0 3 214 218
<b>14 TOT</b> 24 27 4116 878 202 77 17 5341 5523.7	20 12 3592 521 97 27 18 429	293 4307 U U 11 2 0 0 0	13   13   35 / 1791 224 41 12 106	2210 2323.9 60 8 1061 125 24 2 1 128	or 1245.6 63 9 3564 202 29 0 1 3868 3827.7	30 13 1961 2/1 42 13 106 2436 2548.1 0 0 196 13 2	: U 3 214 218



Survey Name: Site: Location: Date: AM Peak: PM Peak: 15 Min Peak:

Arm A - Main Street Arm B - Hole in the Wall Road Arm C - Main Street Arm D - Hole in the Wall Road

Cough			A => A							A => B							A => C							A => D						В	=> A					В	=> B						B => C						B =>	D			
TIME P	/C M/			V1 OGV2	PSV T	от рс	U P/C	M/C				GV2 PSV	тот	PCU	P/C M/C			GV1 OGV2	2 PSV	тот в	PCU P	/с м/с	C CAR		OGV1	OGV2 P	sv to	OT PCU	P/C	M/C CAR		/1 OGV2 P	sv to	T PCU	P/C M/			1 OGV2	PSV TOT	PCU	P/C M/C			V1 OGV2	2 PSV	тот ро	CU P/C	M/C		OGV1	OGV2 PS	V TOT F	PCU
06:00	0 0	0	0 (	0 0	0	0 0	0	0	13	2	0 (	0 2	17	19	0 0	0	0	0 0	0	0	0 (	0 0	0	1	0	0	)	1 1	0	0 3	0 0	0	1 4	5	0 0	0	0 0	0	0 0	0	0 0	1	0 0	0	0	1 1	1 1	0	5 1	0	0 0		6.2
06:15	0 0	0	0 (	0 0	0	0 0	0	1	18	10	0 (	0 1		30.4	0 0	0	0	0 0	0		0 (	0 0	1	0	0	0	9	1 1	0	0 11	2 0	0	2 15		0 0	0	0 0	0	0 0	0	0 0	1	0 0	0	0	1 1	1 0	0	11 1	1	0 0	13 1	
06:30	0 0	0	0 (	0 0	0	0 0	0	0	23	9	0 (	0 2	34	36 41.4	0 0	0	0	0 0	0	0	0	0 0	1	0	0	0		1 1	1	0 3	4 0	0	2 10	11.2	0 0	0	0 0	0	0 0	0	0 0	0	1 0	0	0	1 1	1 0	0	9 2	0	0 0	11	11 18.7
06:45 H/TOT	0 0	0	0 (	0 0	0	0 0	0	2	26	24	0 (	0 1	122	126.0	0 0	0	0	0 0	0	0	0 0	0 0	1 2	1	0	0	,	1 1	2	0 8	7 0	0	6 40	11.2	0 0	0	0 0	0	0 0	0	0 0	2	2 0		0	1 1	1 2	0	25 7	2	1 0		49.4
07:00	0 0	0	0 (	0 0	0	0 0	2	0	34	10	1 (	0 2	49	49.9	0 0	0	0	0 0	0	0	0 0	0 0	3	2	0	0	)	5 5	0	0 7	6 1	0	1 15	5 16.5	0 0	0	0 0	0	0 0	0	0 0	2	0 0	) 0	0	2 :	2 0	0	10 2	2	0 0		15
07:15	0 0	0	0 0	0 0	0	0 0	1	0	40	11	3 (	0 1	56	57.7	0 0	0	0	0 0	0	0	0	1 0	5	1	0	0		7 6.2	0	0 7	1 1	0	4 13	17.5	0 0	0	0 0	0	0 0	0	1 0	2	0 1	. 0	0	4 3.	1.7 0	0	24 2	2	0 0	28	29
07:30	0 0	0	0 (	0 0	0	0 0	1	1	48	8	0 (	0 2	60	60.6	0 0	0	0	0 0	0	0	0 0	0 0	7	0	0	0	1	8 9	0	0 13	3 0	0	1 17	7 18	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0 (	0 1	0	30 4	0	1 0		36.5
07:45	0 0	0	0 (	0 0	0	0 0	0	0	50	4	0 (	0 2	56	58	0 0	0	2	0 0	0	2	2	1 0	20	2	0	0	) 2	3 22.2	0	0 17	1 0	0	2 20	22	0 0	0	0 0	0	0 0	0	0 0	1	0 0	0	0	1 1	1 1	0	45 2	2	0 1	51 5	
H/TOT 08:00	0 0	0	0 (	0 0	0	0 0	4	1	172	33	4 (	0 7	221	226.2	0 0	0	2	0 0	0	2	2 2	2 0	35	5	0	0	1 4	3 42.4	0	0 44	11 2	0	8 65	5 74	0 0	0	0 0	0	0 0	0	1 0	5	0 1	. 0	0	7 6.	1 2	0	109 10	- 6	1 1	129 1	132.7 42.1
08:15	0 0	0	0 (	0	0	0 0	6	0	50 51	2	0 (	0 1	60	56.2	0 0	0	0	0 0	0	0	0 0		26	1	0	0	, ,	7 27	0	0 24	2 2	0	2 31	1 32.2	0 0	0	0 0	0	0 0	0	0 0	0	1 0		0	1 1	1 2	0	60 3	2	0 0		66.4
08:30	0 0	0	0 (	0 0	0	0 0	4	0	39	3	2 (	0 2	50	49.8	0 0	0	0	0 0	0	0	0	1 0	21	0	0	0	2	2 21.2	0	0 27	1 0	0	1 29	9 30	0 0	0	0 0	0	0 0	0	1 0	3	0 0	0	0	4 3.	1.2 3	1	71 5	1	0 0		78.5
08:45	0 0	0	0 (	0 0	0	0 0	1	0	36	6	2 (	0 1	46	47.2	0 0	0	0	0 0	0	0	0	1 0	27	0	0	0	) 2	8 27.2	2	1 34	2 1	0	1 41	40.3	0 0	0	0 0	0	0 0	0	0 0	4	0 0	0	0	4 4	4 6	1	43 2	1	0 0	53 4	
н/тот	0 0	0	0 (	0 0	0	0 0	12	1	182	18	4 (	0 7	224	222.8	0 0	1	0	0 0	0	1	1 6	6 0	101	1	0	0	) 1	08 103.2	3	1 113	9 3	0	6 135	5 139.5	0 0	0	0 0	0	0 0	0	1 0	8	1 0	0	0	10 9.	.2 14	2	212 12	5	0 0	245 2	
09:00	0 0	0	0 (	0 0	0	0 0	1	0	47	4	1 (	0 1	54	54.7	0 0	2	0	0 0	0	2	2	0 0	12	1	0	0	) 1	3 13	0	0 45	3 0	0	2 50	52	0 0	0	0 0	0	0 0	0	0 0	2	1 1	. 0	0	4 4.	1.5	0	53 4	0	0 0		57.2
09:15	0 0	0	0 (	0 0	0	0 0	1	0	34	0	1 (	0 2	38	39.7	0 0	0	0	0 0	0	0	0 1	1 0	6	0	0	0		6.2	0	0 36	6 1	0	2 45	47.5	0 0	0	0 0	0	0 0	0	1 0	1	0 0	0	0	2 1	2 1	0	58 8	3	0 0	70 7	70.7
09:30 09:45	0 0	0	0 (	0 0	0	0 0	1 1	0	4U 34	3	0 (	0 4	49	41.2	0 0	1	0	0 0	0	1	1 (	0	,		0	0		8 8	2	U 2b	1 2	0	3 33 0 37	7 36.4	0 0	0	0 0	0	0 0	0	0 0	1	0 0		0	1 1	1 0	0	29 5	. 1	0 0	34 45	45.5
н/тот	0 0	0	0 (	0 0	0	0 0	4	0	155	10	3 (	0 9	181	188.3	0 0	3	0	0 0	0	3	3	1 0	33	2	0	0	) 3	6 35.2	4	0 139	12 3	0	7 165	5 170.3	0 0	0	0 0	0	0 0	0	1 0	5	1 1	. 0	0	8 7.	7.7 2	0	174 27	4	0 0	207 2	
10:00	0 0	0	0 0	0 0	0	0 0	0	0	36	3	0 (	0 4	43	47	0 0	0	0	0 0	0	0	0 0	0 0	7	0	0	0	)	7 7	0	0 32	4 0	0	5 41	1 46	0 0	0	0 0	0	0 0	0	0 0	2	0 0	0	0	2 2	2 0	0	29 2	0	0 0	31	31
10:15	0 0	0	0 0	0 0	0	0 0	2	1	36	2	0 (	0 1	42	40.8	0 0	0	1	0 0	0	1	1 (	0 0	5	0	0	0	9 !	5 5	0	0 23	5 0	0	3 31	1 34	0 0	0	0 0	0	0 0	0	0 0	1	1 0	0	0	2 2	2 0	0	29 4	0	0 0	33	33
10:30	0 0	0	0 (	0 0	0	0 0	0	0	30	4	0 (	0 3	37	40	0 0	0	0	0 0	0	0	0	0 0	8	0	0	0	9   8	8	0	0 20	2 0	0	2 24	1 26	0 0	0	0 0	0	0 0	0	0 0	3	0 0	0	0	3	3 0	0	36 6	1	0 0		43.5
10:45	0 0	0	0 (	0 0	0	0 0	0	0	25	4	1 (	0 1	31	32.5	0 0	1	0	0 0	0	1	1 (	0 0	4	1	0	0	) !	5 5	1	0 21	3 1	0	2 28	3 29.7	0 0	0	0 0	0	0 0	0	1 0	3	0 0	0	0	4 3.	1.2 0	0	44 8	1	0 0	53 5	53.5
H/TOT 11:00	0 0	0	0 (	0 0	0	0 0	0	0	33	4	0 0	0 9	39	41	0 0	0	0	0 0	0	0	0 0	0 0	3	2	0	0	) 2	5 5	0	0 96	1 0	0 .	2 37	7 39	0 0	0	0 0	0	0 0	0	0 0	1	1 1	0	0	3 3	0.2 0	0	138 20 54 4		0 0	59	58.2
11:15	0 0	0	0 (	0 0	0	0 0	0	0	28	2	1 (	0 1	32	33.5	0 0	0	0	0 0	0	0	0 0	0 0	3	0	0	0		3 3	1	0 35	4 0	0	2 42	2 43.2	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0 0	0 0	0	33 7	2	0 0		43
11:30	0 0	0	0 (	0 0	0	0 0	0	0	30	5	0 (	0 2	37	39	0 0	0	1	0 0	0	1	1 (	0 0	13	1	1	0	) 1	5 15.5	0	0 32	1 1	0	1 35	36.5	0 0	0	0 0	0	0 0	0	0 0	4	0 0	0	0	4 4	4 1	0	45 5	0	0 0		50.2
11:45	0 0	0	0 (	0 0	0	0 0	1	0	36	2	0 (	0 1	40	40.2	0 0	0	0	0 0	0	0	0 (	0 0	4	3	1	0	9 8	8 8.5	1	0 26	1 0	0	3 31	33.2	0 0	0	0 0	0	0 0	0	0 0	0	1 0	0	0	1 1	1 1	0	49 8	1	0 0		58.7
н/тот	0 0	0	0 (	0 0	0	0 0	1	0	127	13	1 (	0 6	148	153.7	0 0	0	1	0 0	0	1	1 (	0 0	23	6	2	0	) 3	1 32	2	0 127	7 1	0	8 145	5 151.9	0 0	0	0 0	0	0 0	0	0 0	5	2 1	. 0	0	8 8.	1.5 3	0	181 24	3	0 0	211 2	
12:00 12:15	0 0	0	0 (	0 0	0	0 0		0	40	2	0 (	0 4	46	50	0 0	0	0	0 0	0	0	0 0	0 0	7	0	0	0		7 7	2	0 47	3 0	0	2 54	54.4	0 0	1	0 0	0	0 1	1	0 0	2	1 0	0	0	3 :	3 0	0	47 6	1	0 0	54	54.5
12:30	0 0	0	0 (	0	0	0 0	1	0	33	3	1 (	0 2	40	49.3	0 0	0	0	0 0	0	0	0		8	1	1	0		0 10.5		0 30	2 1	0	1 37	7 38 5	0 0	0	0 0	0	0 0	0	0 0	1	0 0		0	1	1 0	0	33 7	2	1 0	38	40.3
12:45	0 0	0	0 (	0 0	0	0 0	1	0	52	4	2 (	0 1	60	61.2	0 0	1	0	0 0	0	1	1 (	0 0	7	0	0	0		7 7	0	0 39	2 0	0	1 42	2 43	0 0	0	0 0	0	0 0	0	0 0	1	0 0	0	0	1 1	1 1	2	61 5	1	0 0		68.5
н/тот	0 0	0	0 (	0 0	0	0 0	2	0	161	16	3	1 9	192	202.2	0 0	1	0	0 0	0	1	1 (	0 0	25	1	2	0	) 2	8 29	2	0 155	9 1	0	6 173	3 177.9	0 0	1	0 0	0	0 1	1	0 0	5	1 0	0	0	6 6	6 1	2	197 20	4	1 0	225 2	226.3
13:00	0 0	0	0 (	0 0	0	0 0	2	2	38	2	0 (	0 2	46	45.2	0 0	0	0	0 0	0	0	0 (	0 0	8	1	0	0	1 1	.0 11	0	2 32	4 0	0	3 41	42.8	0 0	0	0 0	0	0 0	0	0 0	2	0 0	0	0	2 2	2 1	1	59 4	1	0 0		65.1
13:15	0 0	0	0 (	0 0	0	0 0	0	1	36	1	0 (	0 1	39	39.4	0 0	0	0	0 0	0	0	0 0	0 1	7	1	0	0	9 !	9 8.4	1	0 33	2 1	0	1 38	38.7	0 0	0	0 0	0	0 0	0	0 0	1	0 0	0	0	1 1	1 1	0	53 3	1	0 0	58 5	
13:30 13:45	0 0	0	0 (	0 0	0	0 0	. 0	0	23	5	1 (	0 2	31	33.5	0 0	0	0	0 0	0	0	0 0	0 0	9	0	0	0		9 9	2	0 44	5 0	0	1 52	2 51.4	0 0	0	0 0	0	0 0	0	1 0	5	0 0	) 0	0	6 5	7 1	0	60 7	0	0 0		67.4 59.7
н/тот	0 0	0	0 (	0 0	0	0 0	3	3	135	14	2 (	0 6	163	165.8	0 0	1	0	0 0	0	1	1 (	0 1	33	3	0	0	1 3	8 38.4	3	3 149	14 1	0	6 176	6 178.3	0 0	1	0 0	0	0 1	1	1 0	15	0 0	) 0	0	16 15	5.2 5	1	224 17	- 5	0 0	252 2	
14:00	0 0	0	0 0	0 0	0	0 0	1	1	42	2	1 (	0 1	48	48.1	0 0	1	0	0 0	0	1	1 (	0 0	12	0	0	0	) 1	2 12	1	1 43	0 0	0	3 48	3 49.6	0 0	0	0 0	0	0 0	0	0 0	4	0 0	0	0	4 4	4 0	0	51 6	1	0 0		58.5
14:15	0 0	0	0 (	0 0	0	0 0	2	0	44	1	0 (	0 2	49	49.4	0 0	0	0	0 0	0	0	0 0	0 0	11	2	0	0	) 1	3 13	1	0 29	3 0	0	2 35	36.2	0 0	0	0 0	0	0 0	0	0 0	3	0 0	0	0	3 3	3 7	0	62 0	1	0 0	70 €	
14:30	0 0	0	0 (	0 0	0	0 0	1	0	37	3	0 (	0 3	44	46.2	0 0	0	0	0 0	0	0	0	1 0	10	0	0	0	) 1	1 10.2	7	0 65	5 0	0	0 77	7 71.4	0 0	0	0 0	0	0 0	0	0 0	3	1 0	0	0	4 4	4 0	0	50 3	1	0 0		54.5
14:45 H/TOT	0 0	0	0 (	0 0	0	0 0	0	0	43	2	2 (	0 1	48	50	0 0	1	0	0 0	0	1	1 1	1 0	6	0	0	0	1 1	8 8.2	4	0 54	5 0	1	2 66	66.1	0 0	0	0 0	0	0 0	0	0 0	4	0 0	0	0	4 4	4 2	0	54 6	1	0 0	63 6 245 2	61.9
15:00	1 0	0	0 (	0 0	0	1 0.2	2 1	1	42	4	2 (	0 7	52	53.6	0 0	1	0	0 0	0	1	1 (	0 0	10	0	0	0	) 1	0 10	1 1	0 39	2 2	0	1 45	5 46.2	0 0	0	0 0	0	0 0	0	0 0	14	1 0	) 0	0	2 1	2 4	0	45 9		0 0		56.8
15:15	0 0	0	0 (	0 0	0	0 0	0	1	38	6	1	1 0	47	48.2	0 0	0	0	0 0	0	0	0	0 0	7	0	1	0		8 8.5	2	1 40	3 1	0	3 50	51.3	0 0	0	0 0	0	0 0	0	0 0	4	1 0	0	0	5 5	5 1	0	51 8	1	0 0	61	60.7
15:30	0 0	0	0 0	0 0	0	0 0	4	1	40	4	0 (	0 3	52	51.2	0 0	2	0	0 0	0	2	2	3 0	12	0	0	0	4 1	9 20.6	2	0 58	2 0	0	1 63	62.4	0 0	0	0 0	0	0 0	0	0 0	3	0 0	0	0	3 3	3 4	0	60 4	0	0 0	68	64.8
15:45	0 0	0	0 (	0 0	0	0 0	3	0	55	3	0 (	0 1	62	60.6	0 0	0	0	0 0	0	0	0 2	2 0	11	1	0	0	) 1	4 12.4	2	0 38	8 0	0	1 49	48.4	0 0	0	0 0	0	0 0	0	1 0	1	0 0	0	0	2 1.	2 6	0	53 3	2	1 2		66.5
н/тот	1 0	0	0 (	0 0	0	1 0.2	2 8	3	175	17	3	1 6	213	213.6	0 0	3	0	0 0	0	3	3 5	5 0	40	1	1	0	4 5	51.5	7	1 175	15 3	0	6 207	7 208.3	0 0	0	0 0	0	0 0	0	1 0	9	2 0	0	0	12 11	1.2 15	0	209 24	3	1 3	255 2	
16:00 16:15	0 0	0	0 (	0 0	0	0 0	0	n	28	5	1 (	0 1	36	38.5	0 0	1	0	0 0	n	1	1	1 ^	7	n	0	0		8 72	1	0 48	7 ^	0	2 55	57	0 0	n	0 0	0	0 0	0	0 0	4	1 0	, 0	0	4	4 1	0	65 P		0 0		68.1 73.2
16:30	0 0	0	0 (	0 0	0	0 0	0	0	59	2	0 (	0 2	63	65	0 0	1	0	0 0	0	1	1 (	0 0	15	3	1	0	) 1	9 19.5	0	0 39	7 0	0	2 48	3 50	0 0	0	0 0	0	0 0	0	0 0	2	1 0	0	0	3 3	3 2	0	70 8	0	1 0	81 8	
16:45	0 0	0	0 (	0 0	0	0 0	6	0	40	2	0 (	0 1	49	45.2	0 0	0	0	0 0	0	0	0 (	0 0	10	0	0	0	) 1	0 10	1	2 53	4 0	0	1 61	60	0 0	0	0 0	0	0 0	0	0 0	4	0 0	0	0	4	4 2	0	42 8	0	0 0	52 5	
н/тот	0 0	0	0 (	0 0	0	0 0	6	0	160	14	1 (	0 6	187	188.7	0 0	4	0	0 0	0	4	4	1 0	40	3	1	0	) 4	5 44.7	2	2 204	23 0	0	7 238	8 242.2	0 0	0	0 0	0	0 0	0	0 0	14	2 0	0	0	16 1	16 8	0	237 30	1	1 0	277 2	
17:00	0 0	0	0 (	0 0	0	0 0	0	1	67	2	0 (	0 2	72	73.4	0 0	3	0	0 0	0	3	3 (	0 0	15	0	0	0	1 1	6 17	0	0 60	9 0	0	3 72	2 75	0 0	0	0 0	0	0 0	0	0 0	2	1 0	0	0	3	3 1	0	65 3	0	0 0	69 6	
17:15 17:30	0 0	0	0 (	0	0	0 0	0	1	34	2	0 (	0 2	38	38.4	0 0	1	0	0 0	0	1	1 (	. 0	21	0	0	0	2	21	2	1 53	9 0	0	U 63	62.4	0 0	0	0 0	0	0 0	0	0 0	9	0 0		0	9 9	2	1	59 3	0	0 0	65 6 73 7	
17:45	0 0	0	0 (	0 0	0	0 0	1	0	63	4	0 (	0 2	70	71.2	0 0	1	0	0 0	0	1	1 (		18	1	0	0	,   ;	9 19	0	0 68	11 1	0	2 82	2 84.5	0 0	0	0 0	0	0 0	0	0 0	5	0 0	, 0	0	5 5	5 0	0	65 1	0	0 0	66	66
н/тот	0 0	0	0 (	0 0	0	0 0	1	2	210	10	0 (	0 7	230	235	0 0	8	0	0 0	0	8	8	1 0	68	2	0	0	1 7	2 72.2	2	2 243	41 1	0	7 296	6 300.7	0 0	0	0 0	0	0 0	0	1 0	21	1 0	0	0	23 22	2.2 4	1	253 15	0	0 0	273 2	269.2
18:00	0 0	0	0 (	0 0	0	0 0	0	0	49	5	1 (	0 2	57	59.5	0 0	0	0	0 0	0	0	0 0	0 0	10	0	0	0	) 1	0 10	1	0 67	5 0	0	2 75	76.2	0 0	0	0 0	0	0 0	0	0 0	3	0 0	0	0	3 :	3 1	0	54 3	0	0 0	58 5	57.2
18:15	0 0	0	0 (	0 0	0	0 0	0	1	45	2	0 (	0 1	49	49.4	0 0	3	1	0 0	0	4	4	0 0	4	0	0	0	9   4	4 4	1	1 56	4 0	0	1 63	62.6	0 0	0	0 0	0	0 0	0	0 0	4	0 0	0	0	4	4 1	0	69 4	0	0 0	74 7	
18:30	0 0	0	0 (	0 0	0	0 0	0	0	60	10	0 (	0 2	72	74	0 0	2	1	0 0	0	3	3	1 0	11	0	0	0	) 1	2 11.2	3	0 72	4 0	0	3 82	82.6	0 0	0	0 0	0	0 0	0	0 0	8	0 0	0	0	8 8	8 2	0	59 1	1	0 0	63 6	
18:45 H/TOT	0 0	0	0 (	0 0	0	0 0	0	0	100	6 22	0 (	0 2	52	236.0	0 0	0	0	0 0	0	7	7	0 0	9 24	0	0	0	1 1	9 9	0	D 88	8 0	0	0 96	6 317.4	0 0	0	0 0	0	0 0	0	1 0	4	0 0	0	0	5 4.	2 2	0	247 12	1	0 0	72 7 267 2	
19:00	0 0	0	0 (	0 0	0	0 0	2	0	190	7	0 1	0 1	91	90.4	0 0	1	0	0 0	0	1	1	1 0	33	0	0	0	3	4 33.2	1	1 66	4 0	0	3 75	5 76.6	0 0	0	0 0	0	0 0	0	0 0	5	0 0	) ()	0	5 19	5 2	0	58 1		0 0		59.4
19:15	0 0	0	0 (	0 0	0	0 0	0	0	63	10	0 (	0 2	75	77	0 0	2	0	0 0	0	2	2	0 0	14	0	0	0	1	4 14	1	0 73	5 0	0	0 79	78.2	0 0	0	0 0	0	0 0	0	0 0	6	0 0	0	0	6 6	6 1	1	59 3	0	0 0	64 6	
19:30	0 0	0	1 (	0 0	0	1 1	. 0	0	29	1	0 (	0 2	32	34	0 0	1	0	0 0	0	1	1 (	0 0	10	1	0	0	) 1	1 11	1	0 63	0 2	0	2 68	70.2	0 0	0	0 0	0	0 0	0	0 0	5	0 0	0	0	5 5	5 2	0	38 2	0	0 0	42 4	40.4
19:45	0 0	0	0 (	0 0	0	0 0	1	1	56	1	2 (	0 2	63	64.6	0 0	1	0	0 0	0	1	1 (	0 0	13	0	0	0		3 13	1	1 54	3 0	0	4 63		0 0	0	0 0	0	0 0	0	0 0	3	0 0	0	0	3 :	3 3	0	47 8	1	0 0	59 5	
н/тот	0 0	0	1 (	0 0	0	1 1	3	1	229	19	2 (	0 7	261	266	0 0	5	0	0 0	0	5	5	1 0	70	1	0	0	_	2 71.2	_	2 256	12 2	0		5 290.6	0 0	0	0 0	0	0 0	0	0 0	19	0 0	0			19 8		202 14	1		226 2	
14 TOT	1 0	0	1 (	0	0	2 1.2	2 50	16	2277	242	28	2 99	2714	2780	0 0	34	6	0 0	0	40	40 2	0 1	568	29	6	0	5 6	32 626.4	50	13 2200	208 18	1 1	U1 259	91 2654.5	0 0	2	0 0	0	0 2	2	8 0	150	14 3	0	0	1/5   170	0.1 80	7	2635 247	43	5 4	3021 29	.984.8



Survey Name: Site: Location: Date: AM Peak: PM Peak: 15 Min Peak:

Arm A - Main Street Arm B - Hole in the Wall Road Arm C - Main Street Arm D - Hole in the Wall Road

Google	2		New date 62034																																																						
			=> A							C => B							C => C							C =	=> D							D => A							D => B					/C M/C		=> C							) => D				
06:00	O O	CAR	LGV OG	V1 OGV2	PSV T	OT PC	U P/C	. м/с	CAR	LGV C	OGV1 OG	n n	1 101	PCU 0.2	P/C M	n n	LGV	OGV1 (	OGV2 P	V TOT	PCU	P/C	м/с (	n L	.GV OG	/1 OGV2	PSV	101	CU P/	/C M/	C CAR	LGV C	OGV1 OGV	/2 PSV	TOT 1	PCU P/	/ <b>C M/C</b>	10	LGV O	GV1 OGV	2 PSV	TOT 11	PCU P	/C M/C	CAR L	n n	V1 OGV	/2 PSV	тот	O P	0 M/C	CAR	LGV OG	V1 OGV	2 PSV	ТОТ	PCU
06:15	0 0	0	0 0	0	0	0 0	0	0	4	0	0 (	0 0	4	4	0	0 0	0	0	0	0	0	0	0	1	1 0	0	0	2	2	1 0	2	0	0 0	0	3	2.2	1 0	14	5	2 0	0	22	22.2	0	0	0 0	0	0	0	0	0 0	0	0	0 0	0	0	0
06:30	0 0	0	0 0	0	0	0 0	) 1	0	6	1	0 0	0 0	8	7.2	0	0 0	0	0	0 (	0	0	0	0	0	0 0	0	0	0	0 /	0 0	1	0	0 0	0	1	1 1	1 0	20	4	0 0	0	25	24.2	0 0	0	1 0	0 0	0	1	1	0 0	0	0	o 0	0	0	0
06:45	0 0	0	0 0	0	0	0 0	0	0	3	2	0 (	0 0	5	5	0	0 0	0	0	0 (	0	0	0	0	0	0 0	0	0	0	0 (	0 0	0	1	1 0	0	_	2.5	0 0	7	3	0 0	0	10	10 (	0	0	0 0	0	0	0	0	0 0	0	0 '	) 0	0		0
H/TOT 07:00	0 0	0	0 0	0	0	0 0	2	0	13	3	0 (	0 0	18	16.4	0	0 0	0	0	0 (	0	0	0	0	1	2 0	0	0	3	3 7	1 0	4	1	1 0	0	7	6.7 2	2 0	51	13	2 0	0	68	67.4	0	0	1 0	0	0	1	1	0 0	0	0 (	J 0	0		0
07:00	0 0	0	0 0	0	0	0 0		0	2	0	1 (	0 0	9	3.5	0	0 0	0	0	0 1		0	0	0	2	0 0	0	0	2	2	0 0	4	0	0 0	0	4	4	1 1	30	3	0 0	0	34	33.2		0	0 0		0	0	0	0 0	0	0 (	0 0			0
07:30	0 0	1	1 0	0	0	2 2	. 0	0	3	1	0 (	0 0	4	4	0	0 0	0	0	0	0	0	0	1	0	0 0	0	0	1	0.4	3 0	2	0	0 0	0	5	2.6	2 0	41	4	0 0	1	48	47.4	0	1	0 0	0	0	1	1	0 0	0	0	0 0	0		0
07:45	0 0	0	0 0	0	0	0 0	0	0	6	0	0 0	0 0	6	6	0	0 0	0	0	0 (	0	0	0	0	3	1 0	0	0	4	4	2 0	7	1	0 0	0	10	8.4	1 0	70	6	1 1	4	83	88	0 0	2	0 0	0 0	0	2	2	0 0	0	0	o 6	0	0	0
н/тот	0 0	3	1 0	0	0	4 4	0	0	16	2	1 (	0 0	19	19.5	0	0 0	0	0	0 (	0	0	0	1	5	1 0	0	0	7	6.4	5 0	13	1	0 0	0	19	15 5	5 1	157	15	1 1	5	185	187.2	0	4	0 0	0	0	4	4	0 0	0	0 /	) 0	0		0
08:00 08:15	0 0	1	0 0	0	0	1 1	1	0	9	0	0 (	0 0	10	9.2	0	0 0	0	0	0 (	0	0	0	0	2	0 0	0	0	2	2 1	1 0	6	0	0 0	0	7	6.2	6 0	63	7	1 0	0	77	72.7	0	0	0 0	0	0	0	0	0 0	0	0 (	) 0	0		0
08:30	0 0	0	0 0	0	0	0 (		0	6	0	0 (	0 0	6	6	0	0 0	0	0	0 1		0	0	0	4	0 0	0	0	4	4	1 0	11	0	1 0	0	12	10.7	1 1	30	,	1 0	0	54	45.1		1	0 0		0	1	1	0 0	0	0 (	0 0			0
08:45	0 0	0	0 0	0	0	0 0	) 1	0	6	0	0 (	0 0	7	6.2	0	0 0	0	0	0 1	0	0	0	0	1	0 0	0	0	1	1	0 0	13	1	1 0	0	15	15.5	6 0	47	0	1 0	0	54	49.7	0	4	0 0	0	0	4	4	0 0	0	0	0 0	0		0
н/тот	0 0	1	0 0	0	0	1 1	2	0	25	0	0 (	0 0	27	25.4	0	0 0	0	0	0 (	0 0	0	0	0	12	0 0	0	0	12	12	2 0	39	2	2 0	0	45	44.4 3	14 2	196	16	3 0	0	251	224.1	0 0	6	0 0	0 0	0	6	6	0 0	0	0	J 0	0	0	0
09:00	0 0	1	0 0	0	0	1 1	. 0	0	3	0	0 0	0 0	3	3	0	0 0	0	0	0 (	0	0	0	0	1	0 0	0	0	1	1 /	0 0	14	0	2 0	0	16	17 2	2 0	50	6	0 0	0	58	56.4	0	1	0 0	0	0	1	1	0 0	0	0 /	) 0	0		0
09:15 09:30	0 0	0	1 0	0	0	1 1	0	0	5	0	1 (	0 0	6	6.5	0	0 0	0	0	0 (	0	0	0	0	1	0 0	0	0	1	1 (	0 0	6	0	1 0	0	7	7.5	1 0	44	5	2 0	0	52	52.2	0	0	0 0	0	0	0	0	0 0	0	0 (	) 0	0		0
09:45	1 0	0	0 0	0	0	1 0	2 0	0	2	0	0 (	0 0	2	2	0	0 0	0	0	0 1		0	0	0	1	0 0	0	0	1	1	0 0	5	0	0 0	0	5	5 1	1 0	41	5	1 0	0	48	47.7		0	0 0		0	0	0	0 0	0	0 (	0 0			0
н/тот	1 0	1	1 0	0	0	3 2.	2 0	0	11	0	1 (	0 0	12	12.5	0	0 0	0	0	0 (	0	0	0	0	4	0 0	0	0	4	4	0 0	32	0	3 0	0	35	36.5	4 0	189	20	6 0	0	219	218.8	0	3	0 0	0	0	3	3	0 0	0	0	0 0	0		0
10:00	0 0	0	0 0	0	0	0 0	0	0	1	0	0 0	0 0	1	1	0	0 0	0	0	0 (	0	0	0	0	0	0 0	0	0	0	0 (	0 0	7	0	0 0	0	7	7 1	1 0	35	5	1 0	0	42	41.7	0	0	0 0	0	0	0	0	0 0	0	0	J 0	0	0	0
10:15	0 0	0	0 0	0	0	0 0	0	0	1	1	0 0	0 0	2	2	0	0 0	0	0	0 (	0	0	0	0	0	0 0	0	0	0	0 (	0 0	0	2	0 0	0	2	2 0	0 0	39	6	2 0	0	47	48	0	1	0 0	0	0	1	1	0 0	0	0 /	) 0	0		0
10:30 10:45	0 0	0	0 0	0	0	0 0	0	0	2	1	0 (	0 0	3	3	0	0 0	0	0	0 (	0	0	0	0	0	0 0	0	0	0	0 0	0 0	4	0	0 0	0	4	4 0	0 0	42	3	3 0	1	49	51.5	0	0	0 0	0	0	0	0	0 0	0	0 (	) 0	0		0
H/TOT	0 0	0	1 0	0	0	1 1	0	0	8	2	0 (	0 0	10	10	0	0 0	0	0	0 1	0 0	0	0	0	2	0 0	0	0	2	2	0 0	16	4	0 0	0	20	20 1	1 0	160	23	7 0	1	192	195.7	) 0	3	0 0	) 0	0	3	3	0 0	0	0 (	0 0	0	_	0
11:00	0 0	0	0 0	0	0	0 0	) 1	0	2	0	0 (	0 0	3	2.2	0	0 0	0	0	0 1	0 0	0	0	0	2	0 1	0	0	3	3.5	0 0	1	1	0 0	0	2	2 (	0 0	37	1	2 0	0	40	41 (	0	1	0 0	) 0	0	1	1	0 0	0	0	0 0		_	0
11:15	0 0	0	0 0	0	0	0 0	0	0	2	0	0 0	0 0	2	2	0	0 1	0	0	0 (	) 1	1	0	0	0	0 0	0	0	0	0	1 0	12	0	0 0	0	13	12.2	2 0	33	4	1 0	0	40	38.9	0 0	0	0 0	0 0	0	0	0	0 0	0	0	o 0	0	0	0
11:30	0 0	0	0 0	0	0	0 0	0	0	1	0	0 (	0 0	1	1	0	0 0	0	0	0 (	0	0	0	0	0	0 0	0	0	0	0 (	0 0	7	1	0 0	0	8	8 (	0 0	36	3	0 0	0	39	39	0	1	0 0	0	0	1	1	0 0	0	0 (	J 0	0	0	0
11:45 H/TOT	0 0	0	0 0	0	0	0 0	0	0	2	0	0 (	0 0	2	2	0	0 0	0	0	0 1	0	0	0	0	0	1 0	0	0	1	1 7	1 1	. 7	0	0 0	0	9	7.6	0 0	54	6	3 0	0	63	64.5	0	1	0 0	0	0	1	1	0 0	0		0	0	0	0
12:00	0 0	0	0 0	0	0	0 0	) 1	0	4	0	0 (	0 0	4	4	0	0 0	0	0	0 1	0 0	0	0	0	1	0 0	0	0	1	1	0 0	4	0	2 0	0	6	7 1	1 0	55	2	0 0	0	58	57.2	1 0	0	0 0	) 0	0	1	0.2	0 0	0	0	0 0	- 0	_	0
12:15	0 0	0	0 0	0	0	0 0	0	0	3	0	0 0	0 0	3	3	0	0 0	0	0	0	0	0	0	0	2	0 0	0	0	2	2	0 0	12	0	1 0	0	13	13.5	0 0	51	1	3 0	0	55	56.5	0	0	0 0	0	0	0	0	0 0	0	0	0 0	0		0
12:30	0 0	0	0 0	0	0	0 0	0	0	2	0	0 0	0 0	2	2	0	0 0	0	0	0 (	0	0	0	0	2	0 0	0	0	2	2 /	0 0	0	0	0 0	0	0	0 1	1 0	60	2	1 0	0	64	63.7	0	1	0 0	0	0	1	1	0 0	0	0 (	) 0	0	0	0
12:45	0 0	0	0 0	0	0	0 0	0	0	2	0	0 (	0 0	2	2	0	0 0	0	0	0	0	0	0	0	2	0 0	0	0	2	2 (	0 0	5	2	0 0	1	8	9 1	1 2	44	2	0 0	0	49	47	0	1	0 0	0	0	1	1	0 0	0	0 1	J 0	0	0	0
H/TOT 13:00	0 0	0	0 0	0	0	0 0	0	0	11	0	0 0	0 0	11	11	0	0 0	0	0	0 (	0	0	0	0	7	0 0	0	0	7	7 (	0 0	21	2	3 0	1	27	29.5	3 2	210	7	4 0	0	226	224.4	1 0	2	0 0	0	0	3	2.2	0 0	0	0 (	1 0		_	0
13:15	0 0	0	0 0	0	0	0 0	0	0	3	0	0 (	0 0	3	3	0	0 0	0	0	0 1		0	0	0	0	0 0	0	0	0	0	0 0	6	1	0 0	0	7	7 3	1 0	66	4	0 0	0	71	70.2	) 0	0	0 0	) 0	0	0	0	0 0	0	0	0 0	0	0	0
13:30	0 0	0	0 0	0	0	0 0	0	0	4	0	1 (	0 0	5	5.5	0	0 0	0	0	0 (	0	0	0	0	1	0 0	0	0	1	1	0 0	7	1	0 0	0	8	8 1	1 0	48	1	0 1	0	51	51.5	0 0	0	0 1	. 0	0	1	1.5	0 0	0	0	0 0	0	0	0
13:45	0 0	0	0 0	0	0	0 0	0	0	4	1	0 (	0 0	5	5	0	0 0	0	0	0 (	0	0	0	0	0	0 0	0	0	0	0	1 0	4	1	0 0	0	6	5.2	1 0	65	6	0 0	0	72	71.2	0	1	0 0	0	0	1	1	0 0	0	0	J 0	0	0	0
н/тот	0 0	0	0 0	0	0	0 0	1	0	13	1	1 (	0 0	16	15.7	0	0 0	0	0	0 (	0	0	0	0	1	0 0	0	0	1	1 7	1 0	20	4	0 0	0	25	24.2	6 0	232	14	0 1	0	253	249.5	0	1	0 1	. 0	0	2	2.5	0 0	0	0 (	J 0	0	0	0
14:00 14:15	0 0	0	0 0	0	0	1 1	0	0	3	0	0 (	0 0	4	4	0	0 0	0	0	0 1	0	0	0	0	3 n	0 0	0	0	3	3 (	6 0	12	2	1 0	0	7	7 3	3 O	80 57	2	2 1	0	63	63.2	) 0	2	0 0	) 0	0	1 2	1 2	0 0	0	0 (	, 0	. 0	0	0
14:30	0 0	1	0 0	0	0	1 1	0	0	2	1	0 (	0 0	3	3	0	0 0	0	0	0	0	0	0	0	1	1 0	0	0	2	2	5 0	14	0	1 0	0	20	16.5	6 0	50	6	0 0	0	62	57.2	0	3	0 0	0	0	3	3	0 0	0	0	0 0	0	0	0
14:45	0 0	0	0 0	0	0	0 0	0	1	3	0	0 0	0 0	4	3.4	0	0 0	0	0	0 (	0	0	0	0	1	0 0	0	0	1	1	2 0	14	0	0 0	0	16	14.4 2	2 0	61	2	2 0	0	67	66.4	0 0	2	1 0	0	0	3	3	0 0	0	0	o 0	0	0	0
н/тот	0 0	2	0 0	0	0	2 2	0	1	12	2	0 (	0 0	15	14.4	0	0 0	0	0	0	0	0	0	0	5	1 0	0	0	6	6 1	13 0	45	2	2 0	0	62	52.6 1	2 0	248	13	6 1	0	280	274.7	0	8	1 0	0	0	9	9	0 0	0	0 (	J 0	0	0	0
15:00	0 0	0	0 0	0	0	0 0	0	0	5	0	0 0	0 0	5	5	0	0 0	0	0	0 (	0	0	0	0	1	0 0	0	0	1	1 7	1 0	7	2	1 0	0	11	10.7	0 2	57	8	4 0	0	71	71.8	0	1	0 0	0	0	1	1	0 0	0	0 (	1 0	0	0	0
15:15 15:30	0 0	1	0 0	0	0	1 1		0	4	0	0 (	0 0	4	4	0	0 0	0	0	0 1	0	0	0	0	2	0 0	0	0	2	2	0 0	17	1	0 0	0	18	18 (	0 0	58	4	0 1	0	60	61.3	) 0	2	0 0	) 0	0	2	2	0 0	0	0 (	0 0	. 0	0	0
15:45	0 0	0	0 0	0	0	0 0	0	0	2	0	0 (	0 0	2	2	0	0 0	0	0	0	0	0	0	0	2	0 0	0	0	2	2	0 0	8	0	0 0	0	8	8	1 0	44	2	0 0	0	47	46.2	0	1	0 0	0	0	1	1	0 0	0	0	0 0	0	0	0
н/тот	0 0	1	0 0	0	0	1 1	. 0	0	14	0	0 (	0 0	14	14	0	0 0	0	0	0 (	0	0	0	0	5	2 0	0	0	7	7	1 0	42	4	1 0	0	48	47.7	1 2	214	22	5 1	0	245	246.8	0	5	0 0	0	0	5	5	0 0	0	0	o 0	0	0	0
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Survey Name: Site: Location: Date: AM Peak: PM Peak: 15 Min Peak:

Arm A - Hole in the Wall Road Arm B - Marrsfield Avenue Arm C - Hole in the Wall Road Arm D - Clongriffin Avenue

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.   P/	С м/с	C CAR	A => A LGV	A OGV1	1 OGV	V2 PS	v то	от в	cu	P/C	M/C	CAR	A =>	> B V 00	GV1 (	OGV2	PSV	тот	T PCI	CU P	/с м	/c c	A: AR L	⊧≻C GV O	GV1 00	GV2 F	PSV	тот	PCU	P/C N	1/C C	AR L	=> D GV 00	vı og	V2 PS	v T	гот рс	U P/G	с м/с	CAR	B =>	A OGV:	L OGV2	PSV	тот	PCU	P/C	M/C	CAR	B => B	OGV1	OGV2	PSV	тот	PCU	P/C	M/C	CAR	=> C LGV	OGV1	OGV2	PSV	тот	PCU	P/C	M/C	CAR	=> D	ogvi c	OGV2	PSV	
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0	0	0	0	0	0	0	0		0	0	0	16	0		0	0	0	16	16	6	1	) 3	an :	3	3	1	0	213 1	41	0	0 2	26 72	2	0 0	D 0	) :	28 28	4 1	0	3 25	1 3	0	0	0	5 20	28.2	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	5 21	5 21	0	0	18	-1	0	0	0	-
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0	0	0	0	0	0	0	0		0	0	0	7	0		0	0	0	7	7	7	0	3	35	1	0	0	0	36	36	0	0 1	12	0	0 0	0 0		12 12	. 0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0	18	1	0	0	0	
0	0	0	0	0	0	0	0		0	0	0	6	1		0	0	0	7	7	7	0	) 2	28	1	0	0	0	29	29	0	0 :	9	0	1 (			19 18. 10 10.	5 0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	20	0	0	0	0	
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0	0	0	0	0	0	0	0	)	0	3	2	387	22	2	2	1	2	419	419	9.7	22	5 20	054 1	68 3	39	5	7	2300 2	3124	4	7 8	101	55				956 954			276	26					308.2									0								325				1023			0	1	



Arm A - Hole in the Wall Road Arm B - Marrsfield Avenue Arm C - Hole in the Wall Road Arm D - Clongriffin Avenue

	C => /	> A						C => B							C => C						С	=> D						D => A					D	=> B						D => C							D => D		
M/C	CAR LGV		OGV2 PSV	тот	PCU P	с м/с			GV1 OGV	V2 PSV	тот	PCU	P/C M/G			OGV1 OGV	V2 PSV	тот	PCU P/	с м/с			/1 OGV2	PSV	тот РСИ	P/C N			V1 OGV2 I	PSV TOT	PCU	P/C M/C		LGV OGV1	OGV2	PSV TO	PCU	P/C M	/C CAR		OGV1 OG	SV2 PSV	тот	PCU	P/C M/C			avı ogva	2 PSV
0	5 1	. 0	0 0	6	6 (	0	1	0	0 0	0	1	1	0 0	0	0	0 0	0	0	0 0	0	1	0 0	0	0	1 1	1	0 1	0 0	0	0 2	1.2	0 0	2	0 0	0	0 2	2	0	0 5	1	1 (	0 0	7	7.5	0 0	0	0 (	0 0	0
0	6 1	. 1	0 0	8	8.5	0	1	0	0 0	0	1	1	0 0	0	0	0 0	0	0	0 0	0	7	3 0	0	0	10 10	0	0 2	0 0	0 0	0 2	2	0 0	4	0 0	0	0 4	4	0	0 4	1	0 (	0 0	5	5	0 0	0	0 1	0 0	0
0	5 1	. 0	0 0	6	6 (	0	1	0	0 0	0	1	1	0 0	0	0	0 0	0	0	0 0	0	3	1 0	0	0	4 4	0	0 0	0 0	0	0 0	0	1 0	2	1 0	0	0 4	3.2	0	0 7	1	0 (	0 0	8	8	0 0	. 0	0 1	0 0	0
0	7 3	1	1 0	12	13.8	0	0	0	1 0	0	1	1.5	0 0	0	0	0 0	0	0	0 0	0	7	2 0	0	0	9 9	0	0 1	0 0	0	0 1	1	0 0	4	1 0	0	0 5	5	0	0 0	2	0 (	0 0	2	2	0 0	. 0	0 1	0 0	0
0	23 6	. 2	1 0	32	34.3	0	3	0	1 0	0	4	4.5	0 0	0	0	0 0	0	0	0 0	0	18	6 0	0	0	24 24	1	0 4	0 0	0	0 5	4.2	1 0	12	2 0	0	0 15	14.2	0	0 16	5	1 (	0 0	22	22.5	0 0	. 0	0 1	0 0	0
0	7 2	. 1	0 0	10	10.5	0	0	0	0 0	0	0	0	0 0	0	0	0 0	0 0	0	0 0	0	8	2 1	0	0	11 11.5	0	0 6	1 0	0	0 7	7	1 0	13	0 0	0	0 14	13.2	0	0 10	0	0 (	0 0	10	10	0 0	0	0 1	0 0	0
0	15 4	. 2	0 0	21	22	0	4	0	0 0	0	4	4	0 0	0	0	0 0	0 0	0	0 0	0	11	3 0	0	0	14 14	0	0 3	1 0	0 0	0 4	4	0 0	17	2 0	0	0 19	19	0	0 6	1	0 (	0 0	7	7	0 0	. 0	0 1	0 0	0
0	18 3	. 0	1 0	23	23.5	0	1	0	0 0	0	1	1	0 0	0	0	0 0	0 0	0	0 0	1	16	1 0	0	1	19 19.4	0	0 8	0 0	0	0 8	8	0 0	20	0 2	0	0 22	23	0	0 13	1	0 (	0 0	14	14	0 0	. 0	0 (	0 0	0
0	30 3	, 2	0 0	36	36.2	0	4	0	0 0	0	4	4	0 0	0	0	0 0	0 0	0	0 0	0	29	3 0	0	1	33 34	0	0 12	1 0	0	0 13	13	0 0	23	1 0	0	0 24	24	1	0 18	2	0 (	0 0	21	20.2	0 0	. 0	0 (	0 0	0
0	70 12	2 5	1 0	90	92.2	0	9	0	0 0	0	9	9	0 0	0	0	0 0	0 0	0	0 0	1	64	9 1	0	2	77 78.9	0	0 29	3 0	0	0 32	32	1 0	73	3 2	0	0 79	79.2	1	0 47	4	0 (	0 0	52	51.2	0 0	. 0	0 (	0 0	0
0	29 1	. 2	0 0	32	33 (	0	2	0	0 0	0	2	2	0 0	0	0	0 0	0 0	0	0 0	0	23	2 0	0	0	25 25	0	0 18	0 0	0	0 18	18	0 0	23	3 0	0	0 26	26	1	0 26	0	0 (	0 0	27	26.2	0 0	0	0 (	0 0	0
0	39 4	, 1	0 0	46	44.9	0	4	1	0 0	0	5	5	0 0	0	0	0 0	0 0	0	0 0	0	45	0 0	0	0	45 45	0	0 31	2 0	0	0 33	33	0 0	26	2 0	0	0 28	28	0	0 16	2	0 (	0 0	18	18	0 0	. 0	0 (	0 0	0
0	47 2	. 2	0 0	52	52.2	1	8	0	0 0	0	9	8.4	0 0	0	0	0 0	0 0	0	0 0	0	48	2 0	0	0	50 50	0	0 32	2 0	0	0 34	34	0 0	29	1 0	0	0 30	30	0	1 13	0	1 (	0 0	15	14.9	0 0	. 0	0 (	0 0	0
1	32 4	. 0	0 0	37	36.4	0	5	0	0 0	0	5	5	0 0	0	0	0 0	0	0	0 0	0	38	1 0	0	0	39 39	0	1 15	3 2	2 0	0 21	21.4	0 0	48	3 0	0	0 51	51	3	0 18	0	0 (	0 0	21	18.6	0 0	. 0	0 (	0 0	0
1	147 11	1 5	0 0	167	166.5	1	19	1	0 0	0	21	20.4	0 0	0	0	0 0	0 0	0	0 0	0	154	5 0	0	0	159 159	0	1 96	7 2	2 0	0 106	106.4	0 0	126	9 0	0	0 135	135	4	1 73	2	1 (	0 0	81	77.7	0 0	0	0 (	0 0	0
0	35 3	. 0	0 0	38	38 (	0	11	1	0 0	0	12	12	0 0	0	0	0 0	0 0	0	0 0	0	26	0 0	0	0	26 26	0	0 10	0 0	0	1 11	12	0 0	20	4 0	0	0 24	24	0	0 15	1	1 (	0 0	17	17.5	0 0	0	0 1	0 0	0
0	31 3	, 2	0 0	36	37	0	5	1	0 0	0	6	6	0 0	0	0	0 0	0 0	0	0 0	0	23	2 0	0	0	25 25	0	0 12	0 0	0	0 12	12	1 0	14	1 1	0	0 17	16.7	0	0 15	0	0 (	0 0	15	15	0 0	. 0	0 (	0 0	0
0	23 6	, 1	0 0	30	30.5	0	4	1	0 0	0	5	5	0 0	0	0	0 0	0 0	0	0 0	0	14	1 0	0	0	15 15	0	0 9	2 0	0	0 11	11	1 0	14	0 0	0	0 15	14.2	0	0 11	1	1 (	0 0	13	13.5	0 0	. 0	0 (	0 0	0
0	27 7	/ 1	0 0	35	35.5	0	3	1	0 0	0	4	4	0 0	0	0	0 0	0 0	0	0 0	0	11	2 0	0	0	13 13	0	0 5	1 0	0	0 6	6	0 0	13	0 0	0	0 13	13	0	0 6	2	0 (	0 0	8	8	0 0	. 0	0 (	0 0	0
0	116 19	9 4	0 0	139	141 (	0	23	4	0 0	0	27	27	0 0	0	0	0 0	0 0	0	0 0	0	74	5 0	0	0	79 79	0	0 36	3 0	0	1 40	41	2 0	61	5 1	0	0 69	67.9	0	0 47	4	2 (	0 0	53	54	0 0	0	0 (	0 0	0
0	22 2	. 0	0 0	24	24 (	0	6	0	0 0	0	6	6	0 0	0	0	0 0	0 0	0	0 0	0	8	0 0	0	0	8 8	0	0 7	0 0	0 0	0 7	7	0 0	14	2 0	0	0 16	16	0	0 6	3	0 (	0 0	9	9	0 0	0	0 (	0 0	0
0	20 3	. 0	0 0	23	23	0	0	0	0 0	0	0	0	0 0	0	0	0 0	0	0	0 0	0	14	1 0	0	0	15 15	0	0 11	2 0	0	0 13	13	0 0	10	0 0	0	0 10	10	0	0 11	0	0 (	0 0	11	11	0 0	. 1	0 1	0 0	0
0	32 5	. 0	0 0	37	37 (	0	2	1	0 0	0	3	3	0 0	0	0	0 0	0	0	0 0	0	12	0 0	0	0	12 12	0	1 6	0 0	0	0 7	6.4	0 0	7	3 0	0	0 10	10	0	0 12	0	1 (	0 1	14	15.5	0 0	. 0	0 (	0 0	0
0	30 3	, 1	0 0	34	34.5	0	5	0	0 0	0	5	5	0 0	0	0	0 0	0 0	0	0 0	0	13	1 0	0	0	14 14	0	0 9	0 1	. 0	0 10	10.5	0 0	13	2 0	0	0 15	15	0	5	1	0 (	0 0	6	6	0 0	. 0	0 (	0 0	0
0	104 13	3 1	0 0	118	118.5	0	13	1	0 0	0	14	14	0 0	0	0	0 0	0 0	0	0 0	0	47	2 0	0	0	49 49	0	1 33	2 1	. 0	0 37	36.9	0 0	44	7 0	0	0 51	51	0	34	4	1 (	0 1	40	41.5	0 0	1	0 (	0 0	0
0	33 5	. 0	0 0	38	38 (	0	2	2	0 0	0	4	4	0 0	0	0	0 0	0	0	0 0	0	23	1 1	0	0	25 25.5	0	0 6	0 1	. 0	0 7	7.5	0 0	9	1 0	0	0 10	10	0	0 7	0	0 (	0 0	7	7	0 0	. 0	0 (	0 0	0
0	24 8	. 2	0 0	34	35 (	0	1	0	0 0	0	1	1	0 0	0	0	0 0	0	0	0 0	0	12	0 0	0	0	12 12	0	0 9	0 0	0 0	0 9	9	0 0	11	2 1	0	0 14	14.5	0	0 15	0	0 (	0 0	15	15	0 0	. 0	0 (	0 0	0
0	24 6	. 1	0 0	31	31.5	0	2	0	0 0	0	2	2	0 0	0	0	0 0	0	0	0 0	0	27	1 0	0	0	28 28	0	0 12	0 1	. 0	0 13	13.5	1 0	13	1 0	0	0 15	14.2	0	0 7	0	0 (	0 0	7	7	0 0	. 0	0 (	0 0	0
0	29 5	1 1	0 0	35	35.5	0	6	0	0 0	0	6	6	0 0	0	0	0 0	0	0	0 0	0	13	3 0	0	0	16 16	0	0 4	0 0	0 0	0 4	4	0 0	13	1 0	0	0 14	14	0	0 20	2	0 (	0 0	22	22	0 0	. 0	0 (	0 0	0
0	110 24	4 4	0 0	138	140	0	11	2	0 0	0	13	13	0 0	0	0	0 0	0 0	0	0 0	0	75	5 1	0	0	81 81.5	0	0 31	0 2	0 2	0 33	34	1 0	46	5 1	0	0 53	52.7	0	0 49	2	0 (	0 0	51	51	0 0	0	0 (	0 0	0
0	30 4	. 0	0 0	34	34 (	0	7	1	0 0	0	8	8	0 0	0	0	0 0	0	0	0 0	0	16	1 0	0	0	17 17	0	0 4	2 0	0	0 6	6	1 0	15	1 3	0	0 20	20.7	1	0 12	0	1 (	0 0	14	13.7	0 0	. 0	0 (	0 0	0
0	43 7	/ 0	0 0	50	50	0	3	0	0 0	0	3	3	0 0	0	0	0 0	0 0	0	0 0	0	16	2 1	0	0	19 19.5	0	0 6	1 0	0	0 7	7	1 0	9	4 0	0	0 14	13.2	0	0 19	0	0 (	0 0	19	19	0 0	. 0	0 (	0 0	0
0	30 3	, 2	1 0	36	38.3	0	3	0	0 0	0	3	3	0 0	0	0	0 0	0 0	0	0 0	0	5	0 1	0	0	6 6.5	0	1 6	0 0	0	0 7	6.4	0 1	11	2 0	0	0 14	13.4	0	0 7	0	1 (	0 0	8	8.5	0 0	. 0	0 (	0 0	0
1	40 2	. 1	0 0	45	44.1	1	1	0	0 0	0	2	1.4	0 0	0	0	0 0	0	0	0 0	0	30	0 0	0	0	30 30	0	0 10	0 0	0 0	0 10	10	0 0	11	1 0	0	0 12	12	1	1 10	2	0 (	0 0	14	12.6	0 0	. 0	0 (	0 0	0
1	143 16	ó 3	1 0	165	166.4	1	14	1	0 0	0	16	15.4	0 0	0	0	0 0	0	0	0 0	0	67	3 2	0	0	72 73	0	1 26	3 0	0	0 30	29.4	2 1	46	8 3	0	0 60	59.3	2	1 48	2	2 (	0 0	55	53.8	0 0	. 0	0 (	0 0	0
0	46 4	. 1	0 1	52	53.5	1	4	0	0 0	0	5	4.4	0 0	0	0	0 0	0 0	0	0 2	. 0	18	2 0	0	0	22 20.4	0	0 11	1 0	0	0 12	12	0 0	12	0 0	0	0 12	12	0	0 12	2	0 (	0 0	14	14	0 0	. 0	0 (	0 0	0
0	37 2	. 1	0 0	40	40.5	0	4	0	0 0	0	4	4	0 0	0	0	0 0	0	0	0 1	1	15	0 0	0	0	17 15.6	0	0 7	1 0	0 0	0 8	8	0 0	6	1 0	0	0 7	7	0	0 16	0	0 (	0 0	16	16	0 0	. 0	0 (	0 0	0
0	29 5	. 0	0 0	34	34 (	0	8	0	1 0	0	9	9.5	0 0	0	0	0 0	0 0	0	0 0	0	27	0 0	0	0	27 27	0	0 4	1 0	0 0	0 5	5	0 0	19	0 1	0	0 20	20.5	0	0 15	0	0 (	0 0	15	15	0 0	. 0	0 1	0 0	0
0	33 1	. 1	0 0	35	35.5	0	5	0	0 0	0	5	5	0 0	0	0	0 0	0	0	0 0	0	18	2 1	0	0	21 21.5	1	0 7	1 0	0 0	0 9	8.2	1 0	7	2 0	0	0 10	9.2	0	0 15	1	0 (	0 0	16	16	0 0	. 0	0 (	0 0	0
0	145 12	2 3	0 1	161	163.5	1	21	0	1 0	0	23	22.9	0 0	0	0	0 0	0	0	0 3	1	78	4 1	0	0	87 84.5	1	0 29	4 0	0	0 34	33.2	1 0	44	3 1	0	0 49	48.7	0	58	3	0 (	0 0	61	61	0 0	. 0	0 1	0 0	0
0	34 2	. 0	0 0	36	36 (	0	6	1	0 0	0	7	7	0 0	0	0	0 0	0 0	0	0 0	0	22	1 1	0	0	24 24.5	0	0 7	0 0	0	0 7	7	0 0	11	2 1	0	1 15	16.5	0	31	2	0 (	0 0	33	33	0 0	0	0 1	0 0	0
0	36 2	2 0	0 0	38	38	0	3	0	0 0	0	3	3	0 0	0	0	0 0	0	0	0 0	0	31	0 2	0	0	33 34	0	0 10	1 0	0	0 11	11	3 1	16	2 0	0	0 22	19	0	0 22	0	1	0 0	23	23.5	0 0	. 0	0 1	0 0	0
0	43 5	1	0 0	49	49.5	0	4	0	0 0	0	4	4	0 0	0	0	0 0	0 0	0	0 0	0	28	0 0	0	0	28 28	0	0 15	1 0	0 0	0 16	16	1 0	20	2 0	0	0 23	22.2	0	0 16	1	0 (	0 0	17	17	0 0	. 0	0 1	0 0	0
0	33 2	2 0	0 0	35	35 (	0	6	0	0 0	0	6	6	0 0	0	0	0 0	0	0	0 0	0	21	2 0	0	1	24 25	0	0 7	0 0	0 0	0 7	7	1 0	22	2 0	0	0 25	24.2	0	0 25	1	2	0 0	28	29	0 0	. 0	0 (	0 0	0
0	146 11	1 1	0 0	158	158.5	0	19	1	0 0	0	20	20	0 0	0	0	0 0	0 0	0	0 0	0	102	3 3	0	1	109 111.5	0	0 39	2 0	0	0 41	41	5 1	69	8 1	0	1 85	81.9	0	94	4	3 (	0 0	101	102.5	0 0	0	0 1	0 0	0
0	34 8	0	0 1	43	44 (	0	6	0	0 0	0	6	6	0 0	0	0	0 0	0	0	0 0	0	19	3 0	0	0	22 22	0	0 7	1 0	0	0 8	8	0 0	15	2 1	0	2 20	22.5	0	0 8	3	1 (	0 0	12	12.5	0 0	. 0	0 (	0 0	0
0	34 4	, 2	0 0	40	41 (	0	4	1	0 0	0	5	5	0 0	0	0	0 0	0	0	0 0	0	12	3 1	0	0	16 16.5	0	0 16	1 0	0 0	0 17	17	0 0	16	3 0	0	0 19	19	0	0 15	3	1 (	0 0	19	19.5	0 0	. 0	0 (	0 0	0
0	57 3	. 0	0 2	62	64	0	7	0	0 0	0	7	7	0 0	0	0	0 0	0 0	0	0 0	0	13	2 0	0	2	17 19	0	1 9	0 0	0 0	0 10	9.4	0 0	30	0 0	0	0 30	30	0	0 16	0	0 (	0 0	16	16	0 0	. 0	0 1	0 0	0
0	37 4	1	1 0	45	45.2	0	2	1	0 0	0	3	3	0 0	0	0	0 0	0	0	0 0	0	30	0 1	0	2	33 35.5	0	0 14	0 0	0	0 14	14	0 0	19	2 0	0	0 21	21	0	0 19	1	0 (	0 0	20	20	0 0	0	0 1	0 0	0
0	162 19	3	1 3	190	194.2	0	19	2	0 0	0	21	21	0 0	0	0	0 0	0	0	0 0	0	74	8 2	0	4	88 93	0	1 46	2 0	0	0 49	48.4	0 0	80	7 1	0	2 90	92.5	0	58	7	2 (	0 0	67	68	0 0	0	0 (	0 0	0
0	35 2	. 1	0 0	38	38.5	0	3	0	0 0	0	3	3	0 0	0	0	0 0	0	0	0 0	0	30	2 0	0	0	32 32	0	0 12	0 0	0	1 13	14	0 0	21	6 1	0	0 28	28.5	0	0 24	1	0 (	0 0	25	25	0 0	0	0 (	0 0	0
0	44 6	. 1	0 0	51	51.5	0	3	1	0 0	0	4	4	0 0	0	0	0 0	0 0	0	0 0	0	20	4 0	0	0	24 24	0	0 14	1 0	0 0	0 15	15	0 0	15	3 0	0	0 18	18	0	0 18	1	0 (	0 0	19	19	0 0	. 0	0 1	0 0	0
0	55 7	0	1 0	63	64.3	0	2	2	0 0	0	4	4	0 0	0	0	0 0	0	0	0 0	0	29	2 0	0	0	31 31	0	0 8	2 0	0 0	0 10	10	1 0	21	2 0	0	0 24	23.2	0	0 20	2	1 (	0 0	23	23.5	0 0	. 0	0 (	0 0	0
0	32 4	. 0	0 0	36	36	0	6	1	0 0	0	7	7	0 0	0	0	0 0	0	0	0 0	0	15	3 0	0	0	18 18	0	0 13	1 0	0 0	0 14	14	0 1	27	0 1	0	0 29	28.9	0	0 21	1	0 (	0 0	22	22	0 0	. 0	0 (	0 0	0
0	166 19	9 2	1 0	188	190.3	0	14	4	0 0	0	18	18	0 0	0	0	0 0	0 0	0	0 0	0	94	11 0	0	0	105 105	0	0 47	4 0	0	1 52	53	1 1	84	11 2	0	0 99	98.6	0	0 83	5	1 (	0 0	89	89.5	0 0	0	0 (	0 0	0
0	40 2	٠ 0	0 1	43	44 (	0	6	0	0 0	0	6	6	0 0	0	0	0 0	0 0	0	0 0	0	31	1 0	0	0	32 32	0	1 11	1 0	0	0 13	12.4	0 0	23	4 0	0	0 27	27	0	31	0	0 (	0 0	31	31	0 0	. 0	0 (	0 0	0
0	50 2	. 0	0 0	52	52	1	3	0	0 0	0	4	3.4	0 0	0	0	0 0	0	0	0 0	0	24	0 0	0	0	24 24	0	0 14	2 0	0	0 16	16	0 0	29	3 1	0	0 33	33.5	0	0 25	1	0 (	0 0	26	26	0 0	. 0	0 (	0 0	0
	46 3	0	0 0	49	49	0	8	2	0 0	0	10	10	0 0	0	0	0 0	0	0	0 0	0	27	1 0	0	0	28 28	1	0 15	0 0	0	0 16	15.2	1 1	31	1 0	0	0 34	32.6	1	0 25	2	0 (	0 0	28	27.2	0 0	. 0	0 (	0 0	0
0	52 0	, 0	0 0	52	52	0	8	0	0 0	0	8	8	0 0	0	0	0 0	0	0	0 0	0	27	3 0	0	0	30 30	0	0 18	1 0	0	0 19	19	0 0	31	2 0	0	0 33	33	0	0 30	1	0 (	0 0	31	31	0 0	0	0 1	0 0	0
0	188 7	0	0 1	196	197	1	25	2	0 0	0	28	27.4	0 0	0	0	0 0	0 0	0	0 0	0	109	5 0	0	0	114 114	1	1 58	4 0	0 0	0 64	62.6	1 1	114	10 1	0	0 12	126.1	1	0 111	4	0 (	0 0	116	115.2	0 0	0	0 (	0 0	0
0 0	39 3	. 0	0 0	44	42.4	0	5	0	0 0	0	5	5	0 0	0	0	0 0	0 0	0	0 0	0	25	1 0	0	0	26 26	0	0 17	1 0	0 0	0 18	18	3 0	32	4 0	0	0 39	36.6	0	0 15	2	0 (	0 0	17	17	0 0	0	0 1	0 0	0
0 0 0		. 0	0 0	39	39	0	8	0	0 0	0	9	8.2	0 0	0	0	0 0	0	0	0 0	0	28	1 0	0	0	29 29	0	0 13	0 0	0 0	0 13	13	0 1	37	1 0	0	0 39	38.4	1	0 17	2	0 (	0 0	20	19.2	0 0	. 0	0 1	0 0	0
0 0 0 0 0	36 3	, 0	0 0	30	29.2	0	11	0	0 0	0	11	11	0 0	0	0	0 0	0	0	0 0	0	22	0 0	0	0	22 22	0	0 14	1 0	0 0	0 15	15	0 0	24	3 0	0	0 27	27	0	0 19	1	0 (	0 0	20	20	0 0	. 0	0 /	0 0	0
0 0 0 0 0	36 3 29 0		0 0		61.2	0	6	1	0 0	0	7	7	0 0	0	0	0 0	0	0	0 0	0	22	0 0	0	0	22 22	0	0 16	0 0	0	0 16	16	0 0	22	3 0	0	0 25	25	1	34	1	0	0 0	36	35.2	0 0	. 0	0 /	0 0	0
0 0 0 0 0 0 0 0 0	36 3 29 0 57 1	2		174	171.8	0	30	1	0 0	0	32	31.2	0 0	0	0	0 0	) 0	0	0 0	0	97	2 0	0	0	99 99	0	0 60	2 0	) 0	0 62	62	3 1	115	11 0	0	0 130	127	2	0 85	6	0	0 0	93	91.4	0 0	0	0 /	0 0	- 0
0 0 0 0 0	36 3 29 0 57 1 161 7	2 2	0 0			-	11	0	0 0	0	11	11	0 0	0	0	0 0	) 0	0	0 0	0	39	1 0	0	0	40 40	1	0 2	0 0	0 0	0 3	2.2	0 0	25	0 1	0	0 26	26.5	1	0 22	0	0	0 0	23	22.2	0 0	0	0 /	0 0	- 0
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0 0 0 0 0 0 0 0	36 3 29 0 57 1 161 7 36 0 42 2	2 2 0 0	0 0	36 44 25	36 (	0	6	0	0 0	0	6	6	0 0	0	0	0 0	) 0	0	0 1		17	2 0	0	0	32 32	0	0 8	0 0	) 0	0 16	15.4	0 1	29	0 0	0	0 34	33.4	0	1 17	0	0 1	0 0	19	19	0 0	0	0 (	0 0	0
0 0 0 0 0 0 0 0 0	36 3 29 0 57 1 161 7 36 0 42 2 23 1	2 2 0 0 0 0 1	0 0 0 0 0 0	36 44 25	36 (44 (24.4 (36.5 (4.4 (4.4 (4.4 (4.4 (4.4 (4.4 (4.4 (4	0	6 9	0	0 0	0	6 9	6 9	0 0	0	0	0 0	0	0	0 1	. 0	17	2 0	0	0	32 32 20 19.2	0	0 8	0 0	0 0	0 16	15.4 8	0 0	28	0 0	0	0 28	28	1	19 1 17	0	0 (	0 0	19 19	19 17.6	0 0	0	0 (	0 0	0
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Arm A - Park Avenue Arm B - Main Street Arm C - Main Street

TIME P/C M/C CAT  06:00 0 0 0 0  06:35 0 0 0 0  06:35 0 0 0 0  06:35 0 0 0 0  07:00 0 0 0  07:15 0 0 0 0  07:45 0 0 0 0  07:45 0 0 0 0  07:45 0 0 0 0  07:45 0 0 0 0  08:15 0 0 0 0  08:15 0 0 0 0  08:15 0 0 0 0  08:15 0 0 0 0  08:15 0 0 0 0  08:15 0 0 0 0  08:15 0 0 0 0  08:15 0 0 0 0  10:15 0 0 0 0  10:15 0 0 0 0  10:15 0 0 0 0  10:15 0 0 0 0  10:15 0 0 0 0  10:15 0 0 0 0  10:15 0 0 0 0  10:15 0 0 0 0  10:15 0 0 0 0  10:15 0 0 0 0  10:15 0 0 0 0  10:15 0 0 0 0 0  10:15 0 0 0 0 0  10:15 0 0 0 0 0  10:15 0 0 0 0 0  10:15 0 0 0 0 0  10:15 0 0 0 0 0  10:15 0 0 0 0 0  10:15 0 0 0 0 0  10:15 0 0 0 0 0  10:15 0 0 0 0 0  10:15 0 0 0 0 0  10:15 0 0 0 0 0  10:15 0 0 0 0 0  10:15 0 0 0 0 0  10:15 0 0 0 0 0  10:15 0 0 0 0 0  10:15 0 0 0 0 0  11:15 0 0 0 0 0  11:15 0 0 0 0 0  11:15 0 0 0 0 0  11:15 0 0 0 0 0  11:15 0 0 0 0 0  11:15 0 0 0 0 0  11:15 0 0 0 0 0  11:15 0 0 0 0 0  11:15 0 0 0 0 0  11:15 0 0 0 0 0  11:15 0 0 0 0 0  11:15 0 0 0 0 0  11:15 0 0 0 0 0  11:15 0 0 0 0 0  11:15 0 0 0 0 0 0  11:15 0 0 0 0 0 0  11:15 0 0 0 0 0 0  11:15 0 0 0 0 0 0  11:15 0 0 0 0 0 0  11:15 0 0 0 0 0 0  11:15 0 0 0 0 0 0  11:15 0 0 0 0 0 0  11:15 0 0 0 0 0 0  11:15 0 0 0 0 0 0  11:15 0 0 0 0 0 0  11:15 0 0 0 0 0 0  11:15 0 0 0 0 0 0  11:15 0 0 0 0 0 0  11:15 0 0 0 0 0 0 0  11:15 0 0 0 0 0 0 0  11:15 0 0 0 0 0 0 0  11:15 0 0 0 0 0 0 0  11:15 0 0 0 0 0 0 0  11:15 0 0 0 0 0 0 0  11:15 0 0 0 0 0 0 0  11:15 0 0 0 0 0 0 0 0  11:15 0 0 0 0 0 0 0 0 0  11:15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	A => A  AR LGV OGV1 OGV2  0 0 0 0  0 0 0  0 0 0																																						
06:10   0   0   0   0   0   0   0   0   0	0 0 0 0	2 PSV TOT E	PCII P/C	A => B	nevi nevi psv	TOT PCI	II P/C M/	A=:	÷≻C GV OGV1 O	GV2 PSV	TOT PCL	D/C M	C CAP I	:>A cv ocvi	neva pev	TOT BO	I P/C M	C CAP I	=>B GV OGV1 O	GV2 PSV TO	PCU P	B:	ev nevi ne	GV2 PSV TO	T PCII	P/C M/C	C=> A	nevi ne	v2 psv	TOT PCU	D/C M/	C CAP 1	=> B	vo pev	TOT PCU P	P/C M/C	C=>C	nevi nevi	DEV TO
06:15 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	0 0	0 0 0	0 2	0 0	0 0	2 2	0 0	0	0 0	0 0	0 0	0 0	0	0 0	0 0 0	0	0 11	3 0	0 2 16	5 18	0 0	1 0	0 0	0 0	1 1	0 0	2	0 0 0	1	3 4	0 0	0 0	0 0	0 0
06:45   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 1	1 5 /	0 0	0 0	6 5.4	0 0	0	0 0	0 0	0 0	0 (	0	0 0	0 0 0	0	0 20	7 0	0 1 28	8 29	0 0	1 0	0 0	0 0	1 1	1 0	9	1 0 0	2	13 14.2	0 0	0 0	0 0	0 0
HYTOT   0		0 0	0 0	0 0 0 0	0 0 0			0 8 1	1 0	0 0	9 9		0	0 0	0 0	0 0	0 (	0	0 0	0 0 0	0	0 13	8 0	0 2 23		0 0	0 0	0 0	0 0	0 0	0 0	3	4 0 0	2		0 0	0 0	0 0	0 0
07:00   0   0   0   0   0   0   0   0   0	. 0 0 0	0 0	0 1	0 1 0	0 0 0		2 0 1	1 3 (	0 0	0 0	4 3.4		1	1 0	0 0	2 2	0 (	0	0 0	0 0 0	0	0 24	13 0	0 1 38	8 39	0 0	1 0	0 0	0 0	1 1	1 0	7	2 1 0	1	12 12.7	0 0	0 0	0 0	0 0
07:15 0 0 0 0 07:45 0 0 0 0 07:45 0 0 0 0 07:45 0 0 0 0 08:15 0 0 0 0 08:10 0 0 0 0 08:15 0 0 0 0 08	0 0 0	0 0	0 1	0 1 0	0 0 0	2 1.2	2 0 2	2 18 1	1 0	0 0	21 19.8	8 0 0	1	1 0	0 0	2 2	0 0	0	0 0	0 0 0	0	0 68	31 0	0 6 105	7 37.1	0 0	3 0	0 0	0	3 3	2 0	21	7 1 0	6	37 41.9 11 11.5	0 0	0 0	0 0	0 0
07:30 0 0 0 0 07:45 0 0 0 0 08:15 0 0 0 0 08:15 0 0 0 0 08:15 0 0 0 0 08:36 0 0 0 0 08:36 0 0 0 0 08:36 0 0 0 0 08:36 0 0 0 0 08:36 0 0 0 0 08:36 0 0 0 0 08:36 0 0 0 0 08:35 0 0 0 0 08:35 0 0 0 0 08:35 0 0 0 0 08:35 0 0 0 0 08:35 0 0 0 0 08:35 0 0 0 0 08:45 0 0 0 0 08:45 0 0 0 0 08:45 0 0 0 0 08:45 0 0 0 0 08:45 0 0 0 0 08:45 0 0 0 0 10:30 0 0 0 0 10:30 0 0 0 0 10:30 0 0 0 0 11:00 0 0 0 0 11:00 0 0 0 0 11:00 0 0 0 1 11:00 0 0 0 1 11:15 0 0 0 0 08:45 0 0 0 0 0	0 0 0	0 0	0 0	0 0 0 .	0 0 0	1 1	. 0	0 9	6 2	0 0	17 18	0 0	2	0 0	0 0	2 2	0	1 1	1 0	0 0 3	2	0 23	5 1	0 2 37	6 46.7	0 0	2 0	0 0	0	2 2	0 0	13	1 1 0	4	19 23.5	0 0	0 0	0 0	0 0
07:45 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 7 0	0 0 0	7 7	7 0 0	0 13	1 0	0 0	14 14	0 0	2	0 0	0 0	2 2	0	3	0 0	0 0 3	3	1 37	7 0	0 3 48	8 50.4	0 0	1 0	0 0	0 0	1 1	2 0	13	3 0 0	1	19 18.4	0 0	0 0	0 0	0 0
08:00   0   0   0   0   0   0   0   0   0	J 0 0 0	0 0	0 0	0 4 0	0 0 0	4 4	. 0 0	0 18	1 0	0 0	19 19	0 0	2	0 0	0 0	2 2	0 0	1	0 0	0 0 1	1	0 59	7 0	0 1 67	7 68	0 0	1 0	0 0	0 0	1 1	1 0	20	2 0 0	2	25 26.2	0 0	0 0	0 0	0 0
08:15 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 12 0	1 0 0	13 13.	.5 0 0	0 44 5	9 2	0 0	55 56	0 0	6	0 0	0 0	6 6	0 (	5	1 0	0 0 6	6	1 157	27 2	0 7 198	8 202.2	0 0	5 4	0 0	0 0	9 9	3 0	55	7 2 0	7	74 79.6	0 0	0 1	0 0	0 1
08:30 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 7 0	0 0 0	7 7	7 2 1	1 18 (	0 0	0 0	21 18.8	B 0 0	4	0 0	0 0	4 4	0 (	1	0 0	0 0 1	1	0 57	6 0	0 2 66	6 67.2	0 0	1 0	0 0	0 0	1 1	2 0	21	3 0 0	1	27 26.4	0 0	0 0	0 0	0 0
08:45 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 1	0 4 0 6	0 0 0	5 4.2	.2 1 0	J 14 0	0 0	0 0	15 14.3	2 0 0	10	0 0	0 0	10 10	0 (	2	0 1	0 0 3	3.5	0 59	2 0	0 1 69	9 64.4	0 0	7 1	1 0	0 0	9 9.5	1 0	23	2 1 0	2	29 30.7	0 0	0 0	0 0	0 0
M/TOT   0		0 0	0 0	0 15 0 1	0 0 0	15 15	3 0 0	0 10	1 1	0 0	8 8.5		6	0 0	0 0	7 /		2	0 0	0 0 2	2	0 48	2 1	0 2 56	56.1	0 0	10 0	0 0		8 8	3 0	24	1 1 0	1	30 29.1	0 0	0 0	0 0	0 0
99:00 0 0 0 0 99:15 0 0 0 0 99:30 0 0 0 0 99:30 0 0 0 0 99:30 0 0 0 0 99:30 0 0 0 0 10:00 0 0 0 0 10:00 0 0 0 0 10:00 0 0 0 0 10:00 0 0 0 0 10:30 0 0 0 0 10:30 0 0 0 0 11:45 0 0 0 0 11:45 0 0 0 0 12:25 0 0 0 0 12:45 0 0 0 0 13:30 0 0 0 0 13:30 0 0 0 0 13:31 0 0 0 0 13:31 0 0 0 0 13:31 0 0 0 0 13:31 0 0 0 0 13:31 0 0 0 0 13:31 0 0 0 0 13:31 0 0 0 0 13:31 0 0 0 0 13:31 0 0 0 0 13:31 0 0 0 0 13:35 0 0 0 0 0 13:35 0 0 0 0 0 13:35 0 0 0 0 0 13:35 0 0 0 0 0 14:50 0 0 0 0 0 15:50 0 0 0 0 0 15:51 0 0 0 0 0 0 15:51 0 0 0 0 0 0 15:51 0 0 0 0 0 0 15:51 0 0 0 0 0 0 15:51 0 0 0 0 0 0 15:51 0 0 0 0 0 0	0 0 0	0 0	0 0	0 12 0 0	0 0 0	30 39	2 0 0	1 48	3 U	0 0	57 54	5 1 0	26	1 0	0 0	7 0	2 0	7	0 0	0 0 2	85 1	0 43	3 2	0 1 50	1 238.0	0 0	26 1	1 0		28 28 5	7 0	20	8 4 0	- 5	118 119.4	0 0	0 0	0 0	0 0
09:15	0 0 0	0 0	0 0	0 12 1	0 0 0	13 13	3 1 0	0 11	0 1	0 0	13 12.3	7 0 0	7	0 0	0 0	7 7	0	3	0 0	0 0 3	3	0 42	5 1	0 1 49	9 50.5	0 1	9 0	0 0	0 0	10 9.4	1 0	42	3 1 0	2	49 50.7	0 0	0 0	0 0	0 0
0945   0 0 0 0   0   10:00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	J 0 0 0	0 0	0 1	0 3 0	0 0 0	4 3.2	.2 0 0	0 6 /	0 0	0 0	6 6	0 0	3	1 0	0 0	4 4	0 0	0	0 0	0 0 0	0	0 26	0 0	0 2 29	9 30.2	0 0	3 0	0 0	0 0	3 3	0 0	31	6 1 0	2	40 42.5	0 0	0 0	0 0	0 0
M/TOT   0 0 0 0 0 10:05   0 0 0 0 0 0 0 10:05   0 0 0 0 0 0 0 10:05   0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	J 0 0 0	0 0	0 0	0 1 0	0 0 0	1 1	. 0 0	0 11 7	2 0	0 0	13 13	0 0	0	0 0	0 0	0 0	0 (	1	0 0	0 0 1	1	0 32	2 0	0 5 40	0 44.2	1 0	6 0	0 0	0 0	7 6.2	1 0	19	2 0 0	3	25 27.2	0 0	0 0	0 0	0 0
19:00   0   0   0   19:00   0   19:10   0   0   0   19:10   0   0   0   19:10   0   0   0   19:10   0   0   0   19:10   0   0   0   19:10   0   0   0   19:10   0   0   0   19:10   0   0   0   19:10   0   0   0   19:10   0   0   0   19:10   0   0   0   19:10   0   0   0   19:10   0   0   0   19:10   0   0   0   19:10   0   0   0   19:10   0   0   0   0   19:10   0   0   0   0   19:10   0   0   0   0   0   0   0   0   0	0 0 0	0 0	0 0	0 4 0	0 0 0	4 4	0 0	0 7 1	1 0	0 0	8 8	0 0	2	0 0	0 0	2 2	0 (	1	0 0	0 0 1	1	0 24	2 0	0 1 28	8 28.2	0 0	6 0	1 0	0 0	7 7.5	2 0	30	1 1 0	0	34 32.9	0 0	0 0	0 0	0 0
10:15	0 0 0	0 0	0 1	0 20 1	0 0 0	22 21	.2 1 0	J 35 3	3 1	0 0	40 39.7	7 0 0	12	1 0	0 0	13 13	0 (	5	0 0	0 0 5	5	0 124	9 1	0 9 146	6 153.1	1 1	24 0	1 0	0	27 26.1	4 0	122	12 3 0	7	148 153.3	0 0	0 0	0 0	0 0
10:30 0 0 0 0 0 10:45 0 0 0 0 11:00 0 0 0 0 11:10 0 0 0 0 11:13:5 0 0 0 0 0 11:45 0 0 0 0 0 12:25 0 0 0 0 0 0 12:25 0 0 0 0 0 0 13:35 0 0 0 0 0 0 13:45 0 0 0 0 0 0 13:45 0 0 0 0 0 0 13:45 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 3 0 0	0 0 0	3 3	0 0	J 6 1	1 0	0 0	7 7		0	0	0 0	0 0	0	1	1 0	0 0 2	2	0 30	z 0	0 4 37	40.2	0 0	4 1	0 0	0	5 5	1 0	24	2 0 0	5	32 36.2	0 0	0 0	0 0	0 0
104-5   0		0 0	0 0	0 2 0	0 0 0	2 2	0 0	0 10	2 0	0 0	12 12		0	0 0	0 0	0 0	0	, 1	0 0	0 0 1	0	0 22	2 0	0 1 33	7 30	0 0	0 1	0 0	0	1 1	0 0	22	1 0 0	2	25 27	0 0	0 0	0 0	0 0
M/TOT   0 0 0 0 1   11:05 0 0 0 0 1   11:35 0 0 0 0 0 1   11:35 0 0 0 0 0 0 1   11:45 0 0 0 0 0 0 0   11:45 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 3 0	0 0 0	3 3	3 0 0	0 5	0 0	0 0	5 5	0 0	1	1 0	0 0	2 2	0	0	0 0	0 0	0	0 16	1 1	0 1 19	9 20.5	0 0	0 1	0 0		1 1	1 0	17	4 1 0	2	25 26.7	0 0	0 0	0 0	0 0
11:15 0 0 0 0 11:45 0 0 0 0 11:45 0 0 0 0 11:45 0 0 0 1 12:15 0 0 0 0 12:15 0 0 0 0 12:15 0 0 0 0 12:30 0 0 0 0 12:30 0 0 0 0 12:30 0 0 0 0 13:30 0 0 0 0 13:30 0 0 0 0 13:30 0 0 0 0 13:30 0 0 0 0 13:30 0 0 0 0 13:45 0 0 0 0 14:00 0 0 0 0 14:00 0 0 0 0 14:05 0 0 0 0 15:51 0 0 0 0 15:51 0 0 0 0 15:50 0 0 0 0 15:50 0 0 0 0 15:50 0 0 0 0 15:50 0 0 0 0 15:50 0 0 0 0 15:50 0 0 0 0 15:50 0 0 0 0 15:50 0 0 0 0 15:50 0 0 0 0 15:50 0 0 0 0 15:50 0 0 0 0 15:50 0 0 0 0 15:50 0 0 0 0 15:50 0 0 0 0 15:50 0 0 0 0 15:50 0 0 0 0 15:50 0 0 0 0 15:50 0 0 0 0 0 0 15:50 0 0 0 0 0 0	J 0 0 0	0 0	0 0	0 15 0	0 0 0	15 15	5 2 0	0 28 :	3 0	0 0	33 31.4	4 0 0	3	1 0	0 0	4 4	0 (	2	1 0	0 0 3	3	1 96	8 1	0 9 116	6 124.1	0 0	7 5	0 0	0 0	12 12	2 0	80	9 1 0	12	104 114.9	0 0	0 0	0 0	0 0
11:30 0 0 0 0  11:45 0 0 0 0  12:00 0 0 0 1  12:00 0 0 0 0  12:15 0 0 0 0  12:30 0 0 0 0  12:35 0 0 0 0  12:35 0 0 0 0  13:15 0 0 0 0  13:15 0 0 0 0  13:15 0 0 0 0  13:15 0 0 0 0  13:15 0 0 0 0  13:15 0 0 0 0  14:10 0 0 0 0  14:10 0 0 0 0  14:15 0 0 0 0  14:15 0 0 0 0  14:15 0 0 0 0  14:15 0 0 0 0  14:15 0 0 0 0  14:15 0 0 0 0  14:15 0 0 0 0  15:15 0 0 0 0 0  15:15 0 0 0 0 0  15:15 0 0 0 0 0  15:15 0 0 0 0 0  15:15 0 0 0 0 0  15:15 0 0 0 0 0  15:15 0 0 0 0 0  15:15 0 0 0 0 0  15:15 0 0 0 0 0  15:15 0 0 0 0 0  15:15 0 0 0 0 0  15:15 0 0 0 0 0  15:15 0 0 0 0 0  15:15 0 0 0 0 0  15:15 0 0 0 0 0  15:15 0 0 0 0 0  15:15 0 0 0 0 0  15:15 0 0 0 0 0  15:15 0 0 0 0 0  15:15 0 0 0 0 0 0  15:15 0 0 0 0 0 0  15:15 0 0 0 0 0 0  15:15 0 0 0 0 0 0  15:15 0 0 0 0 0 0  15:15 0 0 0 0 0 0  15:15 0 0 0 0 0 0  15:15 0 0 0 0 0 0  15:15 0 0 0 0 0 0  15:15 0 0 0 0 0 0  15:15 0 0 0 0 0 0  15:15 0 0 0 0 0 0	0 0 0	0 1	1 0	0 2 1	0 0 0	3 3	0 0	0 8 f	1 0	0 0	9 9	0 0	1	1 0	0 0	2 2	0 (	2	0 0	0 0 2	2	0 28	1 0	0 2 31	1 33	0 0	4 0	0 0	0 0	4 4	0 0	25	2 0 0	1	28 29	0 0	0 0	0 0	0 0
11:45 0 0 0  M/TOT 0 0 1  12:15 0 0 0 0  12:15 0 0 0 0  12:15 0 0 0 0  12:30 0 0 0 0  12:30 0 0 0 0  13:30 0 0 0 0  13:30 0 0 0 0  13:30 0 0 0 0  13:30 0 0 0 0  13:30 0 0 0 0  13:30 0 0 0 0  13:30 0 0 0 0  14:30 0 0 0 0  14:50 0 0 0 0  14:50 0 0 0 0  15:50 0 0 0 0  15:50 0 0 0 0  15:50 0 0 0 0  15:50 0 0 0 0  15:50 0 0 0 0  15:50 0 0 0 0  15:50 0 0 0 0  15:50 0 0 0 0  15:50 0 0 0 0  15:50 0 0 0 0  15:50 0 0 0 0  15:50 0 0 0 0  15:50 0 0 0 0  15:50 0 0 0 0  15:50 0 0 0 0  15:50 0 0 0 0  15:50 0 0 0 0  15:50 0 0 0 0  15:50 0 0 0 0 0  15:50 0 0 0 0 0  15:50 0 0 0 0 0  15:50 0 0 0 0 0  15:50 0 0 0 0 0  15:50 0 0 0 0 0  15:50 0 0 0 0 0  15:50 0 0 0 0 0  15:50 0 0 0 0 0  15:50 0 0 0 0 0  15:50 0 0 0 0 0  15:50 0 0 0 0 0  15:50 0 0 0 0 0  15:50 0 0 0 0 0  15:50 0 0 0 0 0  15:50 0 0 0 0 0  15:50 0 0 0 0 0  15:50 0 0 0 0 0  15:50 0 0 0 0 0	, 0 0 0	0 0	0 0	0 2 0	0 0 0	2 2	2 0 0	0 4 6	0 0	0 0	4 4	0 0	0	0 0	0 0	0 0	0 (	1	0 0	0 0 1	1	0 19	2 2	0 1 24	4 26	0 0	5 0	0 0	0 0	5 5	2 0	33	0 0 0	1	36 35.4	0 0	1 0	0 0	0 1
H/TOT   0 0 1   1.2:00   0 0 0   1.2:15   0 0 0 0 0 0   1.2:15   0 0 0 0 0 0   1.2:15   0 0 0 0 0 0   1.2:15   0 0 0 0 0 0   1.2:15   0 0 0 0 0 0   1.2:15   0 0 0 0 0 0   1.2:15   0 0 0 0 0 0   1.2:15   0 0 0 0 0 0   1.2:15   0 0 0 0 0 0   1.2:15   0 0 0 0 0 0   1.2:15   0 0 0 0 0 0   1.2:15   0 0 0 0 0 0   1.2:15   0 0 0 0 0 0   1.2:15   0 0 0 0 0 0   1.2:15   0 0 0 0 0 0   1.2:15   0 0 0 0 0 0   1.2:15   0 0 0 0 0 0   1.2:2:15   0 0 0 0 0 0   1.2:2:15   0 0 0 0   1.2:2:15   0 0 0 0   1.2:2:15   0 0 0 0   1.2:2:15   0 0 0 0   1.2:2:15   0 0 0 0   1.2:2:15   0 0 0 0   1.2:2:15   0 0 0 0   1.2:2:15   0 0 0 0   1.2:2:15   0 0 0 0   1.2:2:15   0 0 0 0   1.2:2:15   0 0 0 0   1.2:2:15   0 0 0 0   1.2:2:15   0 0 0 0   1.2:2:15   0 0 0 0   1.2:2:15   0 0 0 0   1.2:2:15   0 0 0 0   1.2:2:15   0 0 0   1.2:2:15   0 0 0 0   1.2:2:15   0 0 0   1.2:2:15   0 0 0   1.2:	, 0 0 0	0 0	0 0	0 1 2	0 0 0	3 3	3 0 0	ð 10 C	0 0	0 0	10 10	0 0	1	0 0	0 0	1 1	0 (	0	1 0	0 0 1	1	0 31	5 0	0 2 38	8 40	0 0	6 0	0 0	0	6 6	0 0	29	3 1 0	1	34 35.5	0 0	0 0	0 0	0 0
12:00   0   0   0   12:20   0   0   0   0   12:20   0   0   0   0   12:20   0   0   0   0   12:45   0   0   0   0   12:45   0   0   0   0   12:45   0   0   0   0   13:30   0   0   0   0   13:30   0   0   0   0   13:45   0   0   0   0   14:15   0   0   0   0   14:15   0   0   0   0   14:45   0   0   0   0   14:45   0   0   0   0   15:50   0   0   0   0   15:50   0   0   0   0   15:50   0   0   0   0   15:30   0   0   0   0   15:30   0   0   0   0   16:15   0   0   0   0   16:15   0   0   0   0   16:15   0   0   0   0   16:15   0   0   0   0   16:15   0   0   0   0   16:45   0   0   0   0   17:20   0   0   0   0   17:20   0   0   0   0   17:30   0   0   0   0   17:30   0   0   0   0   17:30   0   0   0   0   17:30   0   0   0   0   17:30   0   0   0   0   17:30   0   0   0   0   17:30   0   0   0   0   17:30   0   0   0   0   17:30   0   0   0   0   17:45   0   0   0   0   0   17:30   0   0   0   0   17:45   0   0   0   0   0   17:45   0   0   0   0   0   17:45   0   0   0   0   0   17:45   0   0   0   0   0   17:45   0   0   0   0   0   17:45   0   0   0   0   0   17:45   0   0   0   0   0   17:45   0   0   0   0   0   0   17:45   0   0   0   0   0   0   0   0   17:45   0   0   0   0   0   0   0   0   0	0 0 0	0 0	0 0	0 5 0 (	0 0 0	5 5	5 0 0	J 8 1	1 0	0 0	9 9	0 0	2	0 0	0 0	2 2	0 (	0	1 0	0 0 1	1	0 29	3 1	0 2 37	7 37.9	1 0	6 0	0 0	0 0	7 6.2	2 0	21	1 0 0	3	27 28.4 125 128.3	0 0	0 0	0 0	0 0
12:15   0   0   0     12:45   0   0   0     12:45   0   0   0     12:45   0   0   0     13:00   0   0   0     13:15   0   0   0     13:15   0   0   0     13:15   0   0   0     13:45   0   0   0     14:45   0   0   0     14:45   0   0   0     14:45   0   0   0     14:45   0   0   0     15:15   0   0   0     15:15   0   0   0     15:15   0   0   0     15:45   0   0   0     15:45   0   0   0     15:45   0   0   0     15:46   0   0   0     15:50   0   0   0     15:50   0   0   0     15:50   0   0   0     15:50   0   0   0     15:50   0   0   0     15:50   0   0   0     15:50   0   0   0     15:50   0   0   0     15:50   0   0   0     15:50   0   0   0     15:50   0   0   0     15:50   0   0   0     15:50   0   0   0     15:50   0   0   0     15:50   0   0   0     15:50   0   0   0     15:50   0   0   0     15:50   0   0   0     17:50   0   0   0     17:15   0   0   0     17:25   0   0   0     17:35   0   0   0     17:35   0   0   0     17:45   0   0   0	0 0 0	0 1	0 0	0 10 3	0 0 0	0 0	3 0 0	0 8	0 0	0 0	32 32 8 8	0 0	- 4	0 0	0 0	5 5	0 0	1 1	0 0	0 0 3	1 1	0 10/	3 0	0 / 130	1 34	1 0	21 U	0 0	0 0	22 21.2	4 0	108	4 2 0		125 128.3	0 0	0 0	0 0	0 1
12:20 0 0 0 0 12:245 0 0 0 0 13:00 0 0 0 0 13:00 0 0 0 0 13:13:15 0 0 0 0 13:35 0 0 0 0 13:35 0 0 0 0 14:15 0 0 0 0 14:15 0 0 0 0 14:15 0 0 0 0 14:15 0 0 0 0 14:15 0 0 0 0 15:510 0 0 0 0 15:510 0 0 0 0 15:515 0 0 0 0 15:515 0 0 0 0 15:510 0 0 0 0 15:510 0 0 0 0 15:510 0 0 0 0 15:510 0 0 0 0 15:510 0 0 0 0 15:510 0 0 0 0 15:510 0 0 0 0 15:510 0 0 0 0 15:510 0 0 0 0 15:510 0 0 0 0 15:510 0 0 0 0 15:510 0 0 0 0 15:510 0 0 0 0 15:510 0 0 0 0 15:510 0 0 0 0 15:510 0 0 0 0 15:510 0 0 0 0 0 15:510 0 0 0 0 0 15:510 0 0 0 0 0 15:510 0 0 0 0 0 15:510 0 0 0 0 0 15:510 0 0 0 0 0 15:510 0 0 0 0 0 15:510 0 0 0 0 0 15:510 0 0 0 0 0 15:510 0 0 0 0 0 15:510 0 0 0 0 0 0 15:510 0 0 0 0 0 0 15:510 0 0 0 0 0 0 15:510 0 0 0 0 0 0 15:510 0 0 0 0 0 0 0 15:510 0 0 0 0 0 0 0 15:510 0 0 0 0 0 0 0 0 15:510 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 2 0	0 0 0	2 2	2 0 0	0 6	3 0	1 0	10 11.	3 0 0	0	2 1	0 0	3 3.5		2	1 0	0 0 3	3	0 31	4 1	0 1 38	8 38.7	0 0	4 0	0 0		4 4	0 0	39	2 1 0	2	44 46.5	0 0	0 0	0 0	0 0
	J 0 0 0	0 0	0 0	0 2 0	0 0 0	2 2	2 0 0	0 8 :	1 1	0 0	10 10.5	5 0 0	1	0 0	0 0	1 1	0 (	2	0 0	0 0 2	2	0 25	4 1	0 2 32	2 34.5	0 0	2 0	0 0	0 0	2 2	1 0	22	1 1 0	1	26 26.7	0 0	0 0	0 0	0 0
13:00   0   0   0   13:15   0   0   0   0   13:15   0   0   0   0   13:45   0   0   0   0   13:45   0   0   0   0   13:45   0   0   0   0   14:10   0   0   0   0   14:30   0   0   0   0   14:30   0   0   0   0   15:15   0   0   0   0   15:15   0   0   0   0   15:15   0   0   0   0   15:15   0   0   0   0   15:15   0   0   0   0   15:15   0   0   0   0   15:15   0   0   0   0   15:15   0   0   0   0   15:15   0   0   0   0   15:15   0   0   0   0   15:15   0   0   0   0   15:15   0   0   0   0   15:15   0   0   0   0   15:15   0   0   0   0   15:15   0   0   0   0   15:15   0   0   0   0   15:15   0   0   0   0   17:15   0   0   0   0   0   17:15   0   0   0   0   0   17:15   0   0   0   0   0   17:15   0   0   0   0   0   17:15   0   0   0   0   0   17:15   0   0   0   0   0   17:15   0   0   0   0   0   17:15   0   0   0   0   0   17:15   0   0   0   0   0   17:15   0   0   0   0   0   17:15   0   0   0   0   0   17:15   0   0   0   0   0   17:15   0   0   0   0   0   17:15   0   0   0   0   0   17:15   0   0   0   0   0   17:15   0   0   0   0   0   0   17:15   0   0   0   0   0   0   0   0   0	, 1 0 0	0 1	1 0	0 1 0	0 0 0	1 1	. 0 0	0 15 (	0 0	0 0	15 15	0 0	1	0 0	0 0	1 1	0	. 0	0 0	0 0 1	0.4	0 35	3 2	0 1 43	3 43.4	0 0	8 0	0 0	0 0	8 8	0 0	31	5 0 0	1	37 38	0 0	0 0	0 0	0 0
13:15   0   0   0   13:25   0   0   0   0   13:45   0   0   0   0   13:45   0   0   0   0   14:15   0   0   0   0   14:15   0   0   0   0   14:45   0   0   0   0   14:45   0   0   0   0   15:50   0   0   0   0   15:50   0   0   0   0   15:50   0   0   0   0   15:50   0   0   0   0   15:50   0   0   0   0   15:50   0   0   0   0   15:50   0   0   0   0   15:50   0   0   0   0   0   15:50   0   0   0   0   0   0   0   0   0	1 0 0	0 1	1 0	0 5 0	0 0 0	5 5	5 0 0	0 37 4	4 1	1 0	43 44.8	8 0 0	7	2 1	0 0	10 10.	5 0	. 5	1 0	0 0 7	6.4	0 116	14 4	0 7 144	4 150.6	1 0	22 0	0 0	0 0	23 22.2	1 0	125	12 4 0	6	148 155.2	0 0	0 0	0 0	0 0
13:30 0 0 0 0 13:45 0 0 0 0 14:00 0 0 0 0 14:00 0 0 0 0 14:35 0 0 0 0 14:35 0 0 0 0 14:35 0 0 0 0 14:35 0 0 0 0 15:50 0 0 0 0 0 15:50 0 0 0 0 0 15:50 0 0 0 0 0 15:50 0 0 0 0 0 15:50 0 0 0 0 0 15:50 0 0 0 0 0 15:50 0 0 0 0 0 15:50 0 0 0 0 0 15:50 0 0 0 0 0 15:50 0 0 0 0 0 17:30 0 0 0 0 0 17:30 0 0 0 0 0 17:30 0 0 0 0 0 17:30 0 0 0 0	, 0 0 0	0 0	0 0	0 3 1	0 0 0	4 4	2 0	0 11 1	1 0	0 0	14 12.4	4 0 0	1	0 0	0 0	1 1	0 (	0	0 0	0 0 0	0	2 31	1 0	0 2 36	6 36.8	0 0	2 0	0 0	0	2 2	0 2	29	5 0 0	3	39 40.8	0 0	0 0	0 0	0 0
1345   0 0 0   0	. 0 0 0	0 0	0 1	0 4 0 /	0 0 0	5 4.2	2 0 0	3 9 2	2 0	0 0	11 11	0 0	3	0 0	0 0	3 3	. 0	1	0 0	0 0 1	1	1 32	1 0	0 1 37	7 35.8	0 0	6 1	0 0	0	7 7	1 0	27	2 1 0	1	32 32.7	0 0	0 0	0 0	0 0
M/TOT   0 0 0 0   14:00   0 0 0 0   14:00   0 0 0 0 0   14:15   0 0 0 0 0 0   14:45   0 0 0 0 0   14:45   0 0 0 0 0   15:15   0 0 0 0 0   15:15   0 0 0 0 0   15:30   0 0 0 0   15:45   0 0 0 0 0   15:00   0 0 0 0   15:00   0 0 0 0   16:00   0 0 0 0   16:00   0 0 0 0   16:00   0 0 0 0   16:45   0 0 0 0 0   16:45   0 0 0 0 0   16:45   0 0 0 0 0   17:15   0 0 0 0   17:15   0 0 0 0   17:15   0 0 0 0   17:15   0 0 0 0   17:15   0 0 0 0   17:15   0 0 0 0   17:15   0 0 0 0   17:15   0 0 0 0   17:15   0 0 0   17:15   0 0 0 0   17:15   0 0 0 0   17:15   0 0 0 0   17:15   0 0 0 0   17:15   0 0 0 0   17:15   0 0 0   17:15   0 0 0   17:15   0 0 0   17:15   0 0 0   17:15   0 0 0   17:15   0 0 0   17:15   0 0 0   17:15   0 0 0   17:15   0 0 0   17:15   0 0 0   17:15   0 0 0   17:15   0 0   17:15   0 0   17:15   0 0   17:15   0 0   17:15   0 0   17:15   0 0   17:15   0 0   17:15   0 0   17:15   0 0   17:15   0 0   17:15   0 0   17:15   0 0   17:15   0 0   17:15   0   17	0 0 0	0 0	0 0	0 2 0	0 0 0	2 2	2 0 0	0 11	0 0	0 0	11 11	0 0	1	0 1	0 0	1 1	0	1 1	0 0	0 0	1	0 28	5 1	0 2 34	5 46.5	2 0	5 1	0 0	0	8 6.4	2 1	37	3 0 0	1	44 42.8	0 0	0 0	0 0	0 0
14:00   0   0   0   0   14:15   0   0   0   0   14:30   0   0   0   0   14:35   0   0   0   0   14:45   0   0   0   0   15:50   0   0   0   0   15:50   0   0   0   0   15:45   0   0   0   0   15:45   0   0   0   0   15:45   0   0   0   0   15:45   0   0   0   0   15:45   0   0   0   0   0   15:45   0   0   0   0   0   15:45   0   0   0   0   0   17:45   0   0   0   0   0   17:05   0   0   0   0   17:15   0   0   0   0   17:15   0   0   0   0   17:30   0   0   0   0   17:45   0   0   0   0   0   17:45   0   0   0   0   0   17:45   0   0   0   0   0   0   17:45   0   0   0   0   0   0   17:45   0   0   0   0   0   0   0   0   17:45   0   0   0   0   0   0   0   0   0	0 0 0	0 0	0 1	0 10 2	0 0 0	13 12.	.2 2 0	0 34	3 0	0 0	39 37.4	4 0 0	8	0 1	0 0	9 9.5	0 0	) 3	0 0	0 0 3	3	3 127	12 2	0 6 157	2 155.6	4 0	19 2	0 0	0 0	25 21.8	3 3	134	16 1 0	6	163 165.3	0 0	0 0	0 0	0 0
14:30   0   0   0   0   14:45   0   0   0   0   0   15:50   0   0   0   0   15:50   0   0   0   0   15:30   0   0   0   0   15:30   0   0   0   0   15:45   0   0   0   0   16:50   0   0   0   0   16:50   0   0   0   0   16:50   0   0   0   0   16:50   0   0   0   0   17:00   0   0   0   0   17:00   0   0   0   0   17:15   0   0   0   0   17:30   0   0   0   0   17:45   0   0   0   0   0   17:45   0   0   0   0   0   0   17:45   0   0   0   0   0   0   0   0   17:45   0   0   0   0   0   0   0   0   0	0 0 0	0 0	0 0	0 2 0	0 0 0	2 2	2 0 0	0 10 f	0 1	0 0	11 11.5	5 0 0	1	0 0	0 0	1 1	0 (	2	0 0	0 0 2	2	0 34	1 0	0 2 37	7 39	0 0	9 0	0 0	0 0	9 9	0 0	32	1 0 0	3	36 39	0 0	0 0	0 0	0 0
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M/TOT   0 0 0 0   15:05   0 0 0 0   15:15   0 0 0 0 0   15:15   0 0 0 0 0   15:45   0 0 0 0 0   15:45   0 0 0 0 0   15:45   0 0 0 0 0   15:45   0 0 0 0 0   15:45   0 0 0 0 0   15:45   0 0 0 0   15:45   0 0 0 0   17:15   0 0 0 0 0   17:15   0 0 0 0 0   17:15   0 0 0 0 0   17:245   0 0 0 0 0   17:245   0 0 0 0 0   17:245   0 0 0 0 0   17:45   0 0 0 0 0   17:45   0 0 0 0 0   0 0   17:45   0 0 0 0 0   0 0   17:45   0 0 0 0 0   0 0   0   17:45   0 0 0 0 0   0   0   17:45   0 0 0 0   0   0   0   17:45   0 0 0 0   0   0   0   0   0   0   0	, 0 0 0	0 0	0 0	0 2 0	0 0 0	2 2	1 0	0 10 C	0 0	0 0	11 10.3	2 0 0	1	1 0	0 0	2 2	0 (	1	0 0	0 0 1	1	0 35	2 0	0 2 40	0 41.2	0 0	21 0	0 0	0 0	21 21	6 0	50	4 1 0	0	61 56.7	0 0	0 0	0 0	0 0
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15:45 0 0 0 0   16:00 0 0 0 0   16:00 0 0 0 0   16:30 0 0 0 0   16:45 0 0 0 0   16:45 0 0 0 0   17:70 0 0 0 0   17:30 0 0 0 0   17:35 0 0 0 0   17:35 0 0 0 0	0 0 0	0 0	0 0	0 5 1	0 0 0	6 6	5 0 0	0 18 (	0 0	0 0	18 18	0 0	1	0 0	0 0	1 1	0	1	0 0	0 0 1	1	1 32	7 0	0 3 45	5 45.8	1 0	5 0	0 0	0 0	6 5.2	3 0	51	3 0 0	1	58 56.6	0 0	0 0	0 0	0 0
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16:30 0 0 0 0 16:45 0 0 0 0 17:00 0 0 0 17:15 0 0 0 0 17:45 0 0 0 0 17:45 0 0 0 0 17:45 0 0 0 0	0 0 0	0 0	0 1	0 0 0	0 0 0	1 0.2	2 0 0	0 7 1	1 1	0 0	9 9.5	2 0	0	0 0	0 0	2 0.4	0 (	3	0 0	0 0 3	3	0 25	5 0	0 2 35	34.6	0 0	4 0	0 0	0	4 4	0 0	43	4 0 0	3	50 53	0 0	0 0	0 0	0 0
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H/TOT         0         0         0           17:00         0         0         0           17:15         0         0         0           17:30         0         0         0           17:45         0         0         0	0 0 0	0 0	0 1	0 1 2 0	0 0 0	6 52	2 0 0	0 10	0 0	0 0	10 10	0 0	5	0 0	0 0	5 5	0	, 1	0 0	0 0 3	2	0 30	2 0	0 2 42	0 31	0 0	7 0	0 0	0	7 7	1 2	39	5 0 0	1	48 47	0 0	0 0	0 0	0 0
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17:45 0 0 0	J 0 0 0	0 0	0 0	0 5 0	0 0 0	5 5	5 0 1	1 10 1	1 0	0 0	12 11.4	4 2 0	8	0 0	0 0	10 8.4	0 (	1	1 0	0 0 2	2	0 37	1 0	0 1 39	9 40	0 1	9 0	0 0	0 0	10 9.4	1 0	53	8 0 0	0	62 61.2	0 0	0 0	0 0	0 0
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18:00 0 0 0	0 0 0	0 0	0 0	0 21 1	0 0 0	6 6	2 0 1	0 13	0 0	0 0	13 42	4 4 0	28	2 0	0 0	32 28.	0 0	3	0 0	0 0 9	9	1 188	/ U	0 / 206	6 48 5	1 0	4Z 3	0 0	0	40 45.4	1 0	213	4 0 0	/	233 257.5	0 0	2 0	0 0	0 1
18:15 0 0 0		0 0	0 0	0 6 0	0 0 0	6 6	5 0 0	0 13	0 0	0 0	13 13		4	0 0	0 0	4 4	0	, <u>2</u>	0 0	0 0 0	0	1 41	4 0	0 1 40	7 47.4	0 0	13 1	0 0	0 0	14 14	2 1	44	2 0 0	1	50 48.8	0 0	0 0	0 0	0 0
18:30 0 0 0	. 0 0 0	0 0	0 0	0 2 1	0 0 0	3 3	0 0	0 14	1 0	0 0	15 15	0 0	2	0 0	0 0	2 2	0	1	0 0	0 0	1	0 45	6 0	0 2 53	3 55	0 0	5 2	0 0	0 0	7 7	1 0	53	4 0 0	3	61 63.2	0 0	0 0	0 0	0 0
18:45 0 0 0	0 0 0	0 0	0 0	0 1 0	0 0 0	1 1	. 0 0	0 16	2 0	0 0	18 18	0 0	3	0 0	0 0	3 3	0 0	0	0 0	0 0 0	0	0 39	3 0	0 2 44	4 46	0 0	11 2	0 0	0 0	13 13	1 0	45	4 0 0	0	50 49.2	0 0	3 0	0 0	0 3
<b>H/TOT</b> 0 0 0	0 0 0	0 0	0 0	0 15 1	0 0 0	16 16	6 0 0	0 56 7	3 0	0 0	59 59	0 0	11	2 0	0 0	13 13	0 (	3	0 0	0 0 3	3	1 164	17 1	0 7 190	0 196.9	1 0	43 5	0 0	0 0	49 48.2	5 1	194	14 0 0	6	220 221.4	0 0	5 0	0 0	0 5
19:00 0 0 0	0 0 0 0	0 0	0 0	0 7 0	0 0 0	7 7	7 0 0	0 16 1	1 0	0 0	17 17	0 0	0	0 0	0 0	0 0	0 (	3	0 0	0 0 3	3	0 57	2 0	0 1 62	2 61.4	1 0	13 1	0 0	0 0	15 14.2	2 1	56	4 0 0	3	66 66.8	0 0	1 0	0 0	0 1
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14 TOT 0 0 1	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 4 0 0 0 3 0 0	0 0 0	4 4 3 3	8 0 0	0 10 (	0 0	0 0	8 8 10 10 47 47	0 0	2 7	0 0	0 0	2 2	0 0	1 6	0 0	0 0 1	1 6	1 27 1 151	1 1	0 2 33	3 34.1	0 0	9 0	0 0	0 0	9 9	0 1	44	3 0 0	3 8	51 53.4 237 240.5	0 0	0 0	0 0	0 0



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AND THE PERSON NAMED IN COLUMN TO PERSON NAM	9	A =>	A					А	=> B							A =>	- C							В	=> A							В =	=> B							B =	> C							c =	> A							C => B							7	C => C			$\neg$	
TIME P/G	с м/с			OGV2 PS	v тот	PCU P	с м/с			V1 OGV	/2 PSV	тот	PCU	P/C M	1/C CAI	R LGV	V OGV1	OGV2	PSV	тот	PCU	P/C I	M/C	CAR L	LGV C	0GV1 00	SV2 PS	v T01	T PCU	P/C	M/C	CAR L	.gv ogv	V1 OGV	V2 PSV	тот	PCU	P/C	M/C C	CAR LO	GV OG	V1 OGV2	2 PSV	v тот	PCU	P/C	M/C	CAR L	gv ogv	1 OGV2	PSV	тот	PCU F	/C M/C	CAR	LGV	OGV1 C	DGV2 P	PSV T	от РС	U P/C	M/C	CAR	LGV (	JGV1 OF	JGV2 PS	sv to	тот ро
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H/TOT 0	0	0 0	0	0 0	0	0	0	4	0 (	0 0	0	4	4	1 /	0 77	0	1	0	0	79	78.7	0	0	5	1	0	0 0	6	6	0	0	0	0 0	0 0	0	0	0	2	1	42	1 0	0	0	46	43.8	1	1	105	5 1	0	0	113	112.1	0 1	57	5	0	0	0 6	63 62.	.4 0	0	1	0	0 0	0 0	0 1	1
18:00 0	0	0 0	0	0 0	0	0	0	2	0 (	0 0	0	2	2	0 /	0 21	. 0	0	0	0	21	21	0	0	2	0	0	0 0	2	2	0	0	0	0 0	0 0	0	0	0	0	0	3	1 0	0	0	4	4	2	0	28	0 0	0	0	30	28.4	0 0	10	2	0	0	0 :	12 12	2 0	0	0	0	0 0	0 0	0 0	0 /
18:15 0	0	0 0	0	0 0	0	0	0	1	0 (	0 0	0	1	1	0	1 24	. 1	0	0	0	26	25.4	0	0	0	0	0	0 0	0	0	0	0	0	0 0	0 0	0	0	0	0	0	12	0 0	0	0	12	12	0	1	29	1 0	0	0	31	30.4	0 1	13	1	0	0	0 :	15 14.	.4 0	1	0	0	0 (	0 0	0 1	1 0
18:30 0	0	0 0	0	0 0	0	0	0	2	0 (	0 0	0	2	2	1	1 18	, 4	0	0	0	24	22.6	0	0	3	0	0	0 0	3	3	0	0	0	0 0	0 0	0	0	0	0	0	8	2 1	. 0	0	11	11.5	0	0	14	3 0	0	0	17	17	0 0	13	1	0	0	0 :	14 14	4 0	0	0	0	0 0	0 0	0 0	0 /
18:45 0	0	0 0	0	0 0	0	0	0	3	0 (	0 0	0	3	3	1 /	0 14	i 2	0	0	0	17	16.2	0	0	3	0	0	0 0	3	3	0	0	0	0 0	0 0	0	0	0	0	0	5	1 0	0	0	6	6	0	0	18	1 0	0	0	19	19	1 0	16	0	0	0	0 :	17 16.	.2 0	0	1	0	0 0	0 0	0 1	1
H/TOT 0	0	0 0	0	0 0	0	0	0	8	0 (	0 0	0	8	8	2	2 77	/ 7	0	0	0	88	85.2	0	0	8	0	0	0 0	8	8	0	0	0	0 0	0 0	0	0	0	0	0	28 4	4 1	. 0	0	33	33.5	2	1	89	5 0	0	0	97	94.8	1 1	52	4	0	0	0 5	58 56.	.6 0	1	1	0	0 (	0 0	0 2	2 1
10.00	0	0 0	0	0 0	0	0	0	0	0 (	0 0	0	0	0	0	0 23	J 0	0	0	1	24	25	0	0	1	0	0	0 0	1	1	0	0	0	0 0	0 0	0	0	0	0	0	8 (	0 0	0	0	8	8	1	0	17	0 1	0	1	20	20.7	0 0	10	1	0	0	0 :	11 11	1 0	0	0	0	0 (	0 0	0 0	0
19:00 0	0	0 0	0	0 0	0	0	0	1	0 (	0 0	0	1	1	0 /	0 15	<i>i</i> 0	0	0	0	15	15	0	0	0	0	0	0 0	0	0	0	0	0	0 0	0 0	0	0	0	0	0	7 (	0 0	0	0	7	7	0	0	19	1 0	0	0	20	20	0 0	9	1	0	0	0 :	10 10	0 0	0	0	0	0 (	0 0	0 0	0
19:00 0 19:15 0			0	0 0	0	0	0	0	0 (	0 0	0	0	0	0	0 10	) 1	0	0	0	11	11	0	0	2	0	0	0 0	2	2	0	0	0	0 0	0 0	0	0	0	0	0	15 (	0 0	0	0	15	15	0	0	20	0 0	0	0	20	20	0 0	14	0	0	0	0 :	14 14	4 0	0	1	0	0 1	0 0	0 1	1
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19:15 0 19:30 0	0	0 0 0	0	0 0	0	0 0	0	3	0 0	0 0	0	3	2	0 0	0 14	4 0	0	0	0	64	65	0	0	5	0	0	0 0	5	5	0	0	0	0 0	0 0	0	0	0	0	0	7 (	0 0	0	0	37	7 37	1	0	15 71	2 1	0	0	18 78	18.5 79.2	0 0	11 44	3	0	0	0 :	12 12 47 47	2 0 7 0	0	3	0	0 0	0 0	0 2	3



# Appendix B

# TRICS Data



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Cronin & Sutton Consulting Engineers 19-22 Dame Street Dublin 2

Calculation Reference: AUDIT-656801-240417-0436

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

: C - FLATS PRIVATELY OWNED MULTI-MODAL TOTAL VEHICLES

### Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	3 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
09	NORTH	, and the second
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

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#### Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Total Bedrooms
Actual Range: 36 to 152 (units: )
Range Selected by User: 10 to 1231 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 13/09/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

#### Selected survey days:

 Monday
 2 days

 Tuesday
 1 days

 Wednesday
 2 days

 Thursday
 1 days

 Friday
 1 days

This data displays the number of selected surveys by day of the week.

#### Selected survey types:

Manual count 7 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

#### Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
Edge of Town 3
Neighbourhood Centre (PPS6 Local Centre) 2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

# Selected Location Sub Categories:

Residential Zone 6 No Sub Category 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

#### Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 29 days - Selected Servicing vehicles Excluded 8 days - Selected

Secondary Filtering selection:

#### Use Class:

7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

#### Population within 500m Range:

All Surveys Included

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Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000 5 days 25,001 to 50,000 2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000 7 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 5 days 1.1 to 1.5 2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 3 days No 4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 7 days

This data displays the number of selected surveys with PTAL Ratings.

Cronin & Sutton Consulting Engineers 19-22 Dame Street Dublin 2 Licence No: 656801

LIST OF SITES relevant to selection parameters

1 CA-03-C-03 BLOCKS OF FLATS CAMBRIDGESHIRE

CROMWELL ROAD CAMBRIDGE

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Total Bedrooms: 152

Survey date: MONDAY 18/09/17 Survey Type: MANUAL

P. HF-03-C-06 BLOCKS OF FLATS HERTFORDSHIRE

FERNDOWN ROAD WATFORD SOUTH OXHEY Edge of Town

Edge of Town Residential Zone

Total Total Bedrooms: 45

Survey date: THURSDAY 08/06/23 Survey Type: MANUAL

3 HF-03-C-07 BLOCKS OF FLATS HERTFORDSHIRE

OXHEY DRIVE WATFORD SOUTH OXHEY

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Total Bedrooms: 139

Survey date: WEDNESDAY 07/06/23 Survey Type: MANUAL

4 HF-03-C-08 BLOCKS OF FLATS HERTFORDSHIRE

HAYLING ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone

Total Total Bedrooms: 38

Survey date: TUESDAY 06/06/23 Survey Type: MANUAL

5 NF-03-C-02 MI XED FLATS & HOUSES NORFOLK

HALL ROAD NORWICH LAKENHAM

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Total Bedrooms: 143

Survey date: MONDAY 18/11/19 Survey Type: MANUAL

6 TW-03-C-01 BLOCKS OF FLATS TYNE & WEAR

CAULDWELL AVENUE
WHITLEY BAY
MONKESEATON
Edge of Town
Residential Zone

Total Total Bedrooms: 90

Survey date: FRIDAY 15/10/21 Survey Type: MANUAL

7 WS-03-C-01 BLOCKS OF FLATS WEST SUSSÉX

GORING ROAD
WORTHING
GORING-BY-SEA
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone

Total Total Bedrooms: 36

Survey date: WEDNESDAY 11/05/22 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

Cronin & Sutton Consulting Engineers 19-22 Dame Street Dublin 2

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES Calculation factor: 1 TOTBED BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.34

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	TOTBED	Rate	Days	TOTBED	Rate	Days	TOTBED	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	92	0.011	7	92	0.104	7	92	0.115
08:00 - 09:00	7	92	0.048	7	92	0.121	7	92	0.169
09:00 - 10:00	7	92	0.053	7	92	0.058	7	92	0.111
10:00 - 11:00	7	92	0.042	7	92	0.061	7	92	0.103
11:00 - 12:00	7	92	0.054	7	92	0.053	7	92	0.107
12:00 - 13:00	7	92	0.051	7	92	0.048	7	92	0.099
13:00 - 14:00	7	92	0.050	7	92	0.070	7	92	0.120
14:00 - 15:00	7	92	0.062	7	92	0.050	7	92	0.112
15:00 - 16:00	7	92	0.103	7	92	0.054	7	92	0.157
16:00 - 17:00	7	92	0.078	7	92	0.059	7	92	0.137
17:00 - 18:00	7	92	0.117	7	92	0.053	7	92	0.170
18:00 - 19:00	7	92	0.076	7	92	0.036	7	92	0.112
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.745			0.767			1.512

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

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#### Parameter summary

Trip rate parameter range selected: 36 - 152 (units: ) Survey date date range: 01/01/16 - 13/09/23

Number of weekdays (Monday-Friday): 7 Number of Saturdays: 0 Number of Sundays: 0 Surveys automatically removed from selection: 3 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Cronin & Sutton Consulting Engineers 19-22 Dame Street Dublin 2

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 TOTBED

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	TOTBED	Rate	Days	TOTBED	Rate	Days	TOTBED	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	92	0.000	7	92	0.000	7	92	0.000
08:00 - 09:00	7	92	0.000	7	92	0.000	7	92	0.000
09:00 - 10:00	7	92	0.000	7	92	0.000	7	92	0.000
10:00 - 11:00	7	92	0.000	7	92	0.000	7	92	0.000
11:00 - 12:00	7	92	0.000	7	92	0.000	7	92	0.000
12:00 - 13:00	7	92	0.000	7	92	0.000	7	92	0.000
13:00 - 14:00	7	92	0.000	7	92	0.000	7	92	0.000
14:00 - 15:00	7	92	0.000	7	92	0.000	7	92	0.000
15:00 - 16:00	7	92	0.000	7	92	0.000	7	92	0.000
16:00 - 17:00	7	92	0.002	7	92	0.000	7	92	0.002
17:00 - 18:00	7	92	0.000	7	92	0.002	7	92	0.002
18:00 - 19:00	7	92	0.000	7	92	0.000	7	92	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	Fotal Rates: 0.002 0.002								0.004

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE Calculation factor: 1 TOTBED BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.34

		ARRIVALS			DEPARTURES	,	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	TOTBED	Rate	Days	TOTBED	Rate	Days	TOTBED	Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	7	92	0.016	7	92	0.255	7	92	0.271	
08:00 - 09:00	7	92	0.089	7	92	0.383	7	92	0.472	
09:00 - 10:00	7	92	0.100	7	92	0.151	7	92	0.251	
10:00 - 11:00	7	92	0.079	7	92	0.134	7	92	0.213	
11:00 - 12:00	7	92	0.118	7	92	0.128	7	92	0.246	
12:00 - 13:00	7	92	0.114	7	92	0.118	7	92	0.232	
13:00 - 14:00	7	92	0.112	7	92	0.149	7	92	0.261	
14:00 - 15:00	7	92	0.140	7	92	0.114	7	92	0.254	
15:00 - 16:00	7	92	0.255	7	92	0.103	7	92	0.358	
16:00 - 17:00	7	92	0.188	7	92	0.112	7	92	0.300	
17:00 - 18:00	7	92	0.281	7	92	0.123	7	92	0.404	
18:00 - 19:00	7	92	0.201	7	92	0.076	7	92	0.277	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			1.693			1.846			3.539	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL LGVS

Calculation factor: 1 TOTBED

BOLD print indicates peak (busiest) period

		ARRIVALS		[	DEPARTURES		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	TOTBED	Rate	Days	TOTBED	Rate	Days	TOTBED	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	92	0.002	7	92	0.005	7	92	0.007
08:00 - 09:00	7	92	0.005	7	92	0.008	7	92	0.013
09:00 - 10:00	7	92	0.006	7	92	0.003	7	92	0.009
10:00 - 11:00	7	92	0.006	7	92	0.008	7	92	0.014
11:00 - 12:00	7	92	0.006	7	92	0.005	7	92	0.011
12:00 - 13:00	7	92	0.006	7	92	0.003	7	92	0.009
13:00 - 14:00	7	92	0.003	7	92	0.008	7	92	0.011
14:00 - 15:00	7	92	0.006	7	92	0.005	7	92	0.011
15:00 - 16:00	7	92	0.008	7	92	0.002	7	92	0.010
16:00 - 17:00	7	92	0.003	7	92	0.008	7	92	0.011
17:00 - 18:00	7	92	0.003	7	92	0.000	7	92	0.003
18:00 - 19:00	7	92	0.003	7	92	0.003	7	92	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.057			0.058			0.115

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the

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Calculation Reference: AUDIT-656801-240417-0452

Licence No: 656801

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : D - NURSERY
MULTI-MODAL TOTAL VEHICLES

### Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
05	EAST MIDLANDS	,
	LN LINCOLNSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days
09	NORTH	_
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

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Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of pupils
Actual Range: 45 to 111 (units: )
Range Selected by User: 37 to 138 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 07/06/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday 3 days Friday 2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 5 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 4
Neighbourhood Centre (PPS6 Local Centre) 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and

Selected Location Sub Categories:

Residential Zone 5

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 5 days - Selected Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

E(f) 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included Population within 1 mile:

 10,001 to 15,000
 1 days

 15,001 to 20,000
 2 days

 25,001 to 50,000
 1 days

 50,001 to 100,000
 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

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19-22 Dame Street Cronin & Sutton Consulting Engineers Dublin 2

Secondary Filtering selection (Cont.):

Population within 5 miles:

25,001 to 50,000 1 days 75,001 to 100,000 1 days 125,001 to 250,000 1 days 250,001 to 500,000 2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less 1 days 0.6 to 1.0 1 days 1.1 to 1.5 2 days 2.1 to 2.5 1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 5 days

This data displays the number of selected surveys with PTAL Ratings.

Cronin & Sutton Consulting Engineers 19-22 Dame Street Dublin 2 Licence No: 656801

**BRIGHTON & HOVE** 

LIST OF SITES relevant to selection parameters

1 BH-04-D-01 NURSERY

CONNAUGHT ROAD BRIGHTON

HOVE

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Number of pupils: 45

Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

DR-04-D-01 NURSERY DONCASTER

BAWTRY ROAD DONCASTER

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of pupils: 111

Survey date: FRIDAY 13/05/22 Survey Type: MANUAL

3 LN-04-D-01 NURSERY LI NCOLNSHÎ RE

NEWARK ROAD LINCOLN

SWALLOW BECK

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of pupils:

Survey date: TUESDAY 31/10/17 Survey Type: MANUAL

1 NN-04-D-01 NURSERY NORTH NORTHAMPTONSHIRE

49

ROCKINGHAM ROAD

KETTERING

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of pupils: 90

Survey date: TUESDAY 07/06/22 Survey Type: MANUAL

5 TW-04-D-03 NURSERY TYNE & WEAR

JUBILEE ROAD

NEWCASTLE UPON TYNE

GOSFORTH

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of pupils: 108

Survey date: TUESDAY 21/05/19 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

Licence No: 656801

Cronin & Sutton Consulting Engineers 19-22 Dame Street Dublin 2

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.44

		ARRIVALS		[	DEPARTURES	5	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	5	81	0.114	5	81	0.032	5	81	0.146	
08:00 - 09:00	5	81	0.181	5	81	0.114	5	81	0.295	
09:00 - 10:00	5	81	0.060	5	81	0.047	5	81	0.107	
10:00 - 11:00	5	81	0.007	5	81	0.005	5	81	0.012	
11:00 - 12:00	5	81	0.002	5	81	0.002	5	81	0.004	
12:00 - 13:00	5	81	0.065	5	81	0.084	5	81	0.149	
13:00 - 14:00	5	81	0.067	5	81	0.087	5	81	0.154	
14:00 - 15:00	5	81	0.012	5	81	0.020	5	81	0.032	
15:00 - 16:00	5	81	0.037	5	81	0.035	5	81	0.072	
16:00 - 17:00	5	81	0.055	5	81	0.057	5	81	0.112	
17:00 - 18:00	5	81	0.119	5	81	0.181	5	81	0.300	
18:00 - 19:00	5	81	0.010	5	81	0.065	5	81	0.075	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.729			0.729			1.458	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

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#### Parameter summary

Trip rate parameter range selected: 45 - 111 (units: )
Survey date date range: 01/01/16 - 07/06/22

Number of weekdays (Monday-Friday):5Number of Saturdays:0Number of Sundays:0Surveys automatically removed from selection:0Surveys manually removed from selection:0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

MULTI-MODAL TAXIS Calculation factor: 1

BOLD print indicates peak (busiest) period

		ARRIVALS		]	DEPARTURES	6	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	5	81	0.000	5	81	0.000	5	81	0.000	
08:00 - 09:00	5	81	0.002	5	81	0.002	5	81	0.004	
09:00 - 10:00	5	81	0.000	5	81	0.000	5	81	0.000	
10:00 - 11:00	5	81	0.000	5	81	0.000	5	81	0.000	
11:00 - 12:00	5	81	0.000	5	81	0.000	5	81	0.000	
12:00 - 13:00	5	81	0.007	5	81	0.007	5	81	0.014	
13:00 - 14:00	5	81	0.000	5	81	0.000	5	81	0.000	
14:00 - 15:00	5	81	0.000	5	81	0.000	5	81	0.000	
15:00 - 16:00	5	81	0.000	5	81	0.000	5	81	0.000	
16:00 - 17:00	5	81	0.000	5	81	0.000	5	81	0.000	
17:00 - 18:00	5	81	0.002	5	81	0.002	5	81	0.004	
18:00 - 19:00	5	81	0.000	5	81	0.000	5	81	0.000	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.011			0.011			0.022	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the

> TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY MULTI-MODAL CYCLISTS

Calculation factor: 1

BOLD print indicates peak (busiest) period

		ARRIVALS		[	DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	81	0.005	5	81	0.000	5	81	0.005
08:00 - 09:00	5	81	0.002	5	81	0.000	5	81	0.002
09:00 - 10:00	5	81	0.000	5	81	0.000	5	81	0.000
10:00 - 11:00	5	81	0.000	5	81	0.000	5	81	0.000
11:00 - 12:00	5	81	0.000	5	81	0.000	5	81	0.000
12:00 - 13:00	5	81	0.007	5	81	0.002	5	81	0.009
13:00 - 14:00	5	81	0.002	5	81	0.005	5	81	0.007
14:00 - 15:00	5	81	0.000	5	81	0.000	5	81	0.000
15:00 - 16:00	5	81	0.000	5	81	0.005	5	81	0.005
16:00 - 17:00	5	81	0.000	5	81	0.000	5	81	0.000
17:00 - 18:00	5	81	0.000	5	81	0.002	5	81	0.002
18:00 - 19:00	5	81	0.000	5	81	0.000	5	81	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.014			0.030

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the

> TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.44

		ARRIVALS		[	DEPARTURES	6	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	81	0.318	5	81	0.062	5	81	0.380
08:00 - 09:00	5	81	0.489	5	81	0.169	5	81	0.658
09:00 - 10:00	5	81	0.146	5	81	0.062	5	81	0.208
10:00 - 11:00	5	81	0.015	5	81	0.007	5	81	0.022
11:00 - 12:00	5	81	0.020	5	81	0.057	5	81	0.077
12:00 - 13:00	5	81	0.221	5	81	0.236	5	81	0.457
13:00 - 14:00	5	81	0.164	5	81	0.199	5	81	0.363
14:00 - 15:00	5	81	0.030	5	81	0.040	5	81	0.070
15:00 - 16:00	5	81	0.074	5	81	0.139	5	81	0.213
16:00 - 17:00	5	81	0.082	5	81	0.184	5	81	0.266
17:00 - 18:00	5	81	0.199	5	81	0.447	5	81	0.646
18:00 - 19:00	5	81	0.017	5	81	0.189	5	81	0.206
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.775			1.791			3.566

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

MULTI-MODAL CARS Calculation factor: 1

BOLD print indicates peak (busiest) period

		ARRIVALS		[	DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	81	0.114	5	81	0.032	5	81	0.146
08:00 - 09:00	5	81	0.176	5	81	0.109	5	81	0.285
09:00 - 10:00	5	81	0.060	5	81	0.047	5	81	0.107
10:00 - 11:00	5	81	0.005	5	81	0.005	5	81	0.010
11:00 - 12:00	5	81	0.000	5	81	0.000	5	81	0.000
12:00 - 13:00	5	81	0.055	5	81	0.072	5	81	0.127
13:00 - 14:00	5	81	0.065	5	81	0.087	5	81	0.152
14:00 - 15:00	5	81	0.010	5	81	0.017	5	81	0.027
15:00 - 16:00	5	81	0.037	5	81	0.032	5	81	0.069
16:00 - 17:00	5	81	0.052	5	81	0.057	5	81	0.109
17:00 - 18:00	5	81	0.117	5	81	0.176	5	81	0.293
18:00 - 19:00	5	81	0.010	5	81	0.065	5	81	0.075
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.701			0.699			1.400

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

MULTI-MODAL LGVS Calculation factor: 1

BOLD print indicates peak (busiest) period

		ARRIVALS		[	DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	81	0.000	5	81	0.000	5	81	0.000
08:00 - 09:00	5	81	0.002	5	81	0.002	5	81	0.004
09:00 - 10:00	5	81	0.000	5	81	0.000	5	81	0.000
10:00 - 11:00	5	81	0.002	5	81	0.000	5	81	0.002
11:00 - 12:00	5	81	0.002	5	81	0.002	5	81	0.004
12:00 - 13:00	5	81	0.002	5	81	0.005	5	81	0.007
13:00 - 14:00	5	81	0.002	5	81	0.000	5	81	0.002
14:00 - 15:00	5	81	0.002	5	81	0.002	5	81	0.004
15:00 - 16:00	5	81	0.000	5	81	0.002	5	81	0.002
16:00 - 17:00	5	81	0.002	5	81	0.000	5	81	0.002
17:00 - 18:00	5	81	0.000	5	81	0.002	5	81	0.002
18:00 - 19:00	5	81	0.000	5	81	0.000	5	81	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.015			0.029

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the

> TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY MULTI-MODAL Servicing Vehicles

Calculation factor: 1

BOLD print indicates peak (busiest) period

		ARRIVALS		[	DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	81	0.000	5	81	0.000	5	81	0.000
08:00 - 09:00	5	81	0.002	5	81	0.002	5	81	0.004
09:00 - 10:00	5	81	0.000	5	81	0.000	5	81	0.000
10:00 - 11:00	5	81	0.002	5	81	0.000	5	81	0.002
11:00 - 12:00	5	81	0.002	5	81	0.002	5	81	0.004
12:00 - 13:00	5	81	0.002	5	81	0.005	5	81	0.007
13:00 - 14:00	5	81	0.002	5	81	0.000	5	81	0.002
14:00 - 15:00	5	81	0.000	5	81	0.000	5	81	0.000
15:00 - 16:00	5	81	0.000	5	81	0.002	5	81	0.002
16:00 - 17:00	5	81	0.000	5	81	0.000	5	81	0.000
17:00 - 18:00	5	81	0.000	5	81	0.000	5	81	0.000
18:00 - 19:00	5	81	0.000	5	81	0.000	5	81	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.011			0.021

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the



# Appendix C

## **Traffic Flow Matrices**



The column												
Page		(08:00-09:00)			SURVEYED	TRAFFIC FLOWS	_	(17:00-18:00)			SURVEYED	TRAFFIC FLO
Mary State		R107 South	R139 West	R107 North	R139 East	TOTALS		R107 South	R139 West	R107 North	R139 East	TOTAL
Mary		0	430	426	284	1140		0	464	758	420	16
The column		457	0	180	573	1210		521	0	222	591	13
												6
												10
Part	TOTALS	1648	1292	665	923	4528	IUIALS	1413	1181	1037	1045	46
1	2024 AM Peak						2024 PM Peak					
March   Marc		R107 South	R139 West					R107 South	R139 West	R107 North		TOTALS
1.33   1.34   1.35		0	430	426	284	1140		0	464	758	420	16
1339   1341   1342   1342   1342   1343   1344												13
	R107 North	722	261	0	66	1049	R107 North	465	131	0	34	6
222 AFF-Pax   1074-5					- U							10
Total   Tota	TOTALS	1648	1292	665	923	4528	TOTALS	1413	1181	1037	1045	46
Property	<b>2026</b> AM Peak			Ott	ner committed dev	elopment flows	2026 PM Peak			Oti	her committed dev	elopment flo
MATERIAN		R107 South	R139 West	R107 North	R139 East	TOTALS		R107 South	R139 West	R107 North	R139 East	TOTALS
1937 North						0						
Married	R139 West					0	R139 West					
						0						
2027 AM Pick												
Page	TOTALS	0	0	0	0	0	TOTALS	0	0	0	0	
Prince   10	2027 AM Peak						2027 PM Peak					
### 1875-966   0   450   450   100   1227   1138   1139-966   0   1240   1240   1250	То	R107 South					То	R107 South				TOTALS
### ### ### ### ### ### ### ### ### ##		0	VES	AE0	306	1997		0	400	216	AE2	170
MATERIAN   1.777												143
TOTALS   1774   1391   715   994   4474   1774												67
2027   AM Pook   SUBECT DAYL DIVISION   PL39 West   R127 North   R139 East   TOTAL				63								115
Prom	TOTALS	1774	1391	715	994	4874	TOTALS	1520	1271	1116	1125	503
From   Null South   Null Sout	2027 AM Peak		SI	UBJECT DEVELOPME	NT FLOWS - OPERA	ATIONAL PHASE	2027 PM Peak		SI	UBJECT DEVELOPME	ENT FLOWS - OPERA	ATIONAL PHAS
From		R107 South	R139 West	R107 North	R139 East	TOTALS		R107 South	R139 West	R107 North	R139 East	TOTALS
### ### ### ### ### ### ### ### ### ##		0	0	0	0	0		0	0	0	10	1
13.9   13.9												1
R139 East   25   19   0   17   61						_						
### Pask ### Subsect Texts.Comment dov. * salsged and ov. * salsge			19		0	44			9	0	0	2
APPEAR	IOIALS	25	19	0	17	61	IOTALS	11	9	0	34	
To   R107 South   R139 West   R107 North   R139 East   TOTALS   R139 South   R139 West   R107 North   R139 East   TOTALS   R139 South   R139 West   R107 North   R139 East   TOTALS   R139 West   R107 North	2027 AM Peak											
R107 South	/ullicak		(supa				2027 PM Peak		(supa			
### ### ### ### ### ### ### ### ### ##	То	R107 South		eyed + TII growth fac	tor + committed dev	v. + subject dev.)	То	R107 South		eyed + TII growth fac	tor + committed dev	v. + subject de
R139 East   5:30   6:66   6:3   0   1259   TOTALS   1799   1410   715   1011   49:35   TOTALS   1799   1410   715   1011   49:35   TOTALS   15:31   1280   1116   1159   5   5   5   5   5   5   5   5   5	From		R139 West	eyed + Til growth fac	tor + committed dev	r. + subject dev.) TOTALS	From		R139 West	eyed + TII growth fac	tor + committed der	r. + subject de
TOTALS   1799	From R107 South	0	R139 West 463	eyed + Til growth fac R107 North 458	R139 East	TOTALS	From R107 South	0	<b>R139 West</b> 499	eyed + Til growth fac R107 North 816	R139 East	r. + subject de TOTALS
WITHOUT SUBJECT DEVELOPMENT   TO   R107 South   R139 West   R107 North   R139 East   TOTALS	From R107 South R139 West R107 North	0 492	<b>R139 West</b> 463	R107 North 458	R139 East 314 626	TOTALS 1235 1312	From R107 South R139 West R107 North	0 561	<b>R139 West</b> 499	R107 North 816 239	R139 East 471 651	7. + subject de TOTALS 178 145
2032   AM Peak	From R107 South R139 West R107 North R139 East	0 492 777 530	R139 West 463 0 281 666	R107 North  458 194 0 63	R139 East 314 626 71 0	7. + subject dev.)  TOTALS  1235 1312 1129 1259	From R107 South R139 West R107 North R139 East	0 561 500 470	<b>R139 West</b> 499 0 141 640	R107 North  816 239 0 61	R139 East 471 651 37	7. + subject de TOTALS 178 145 67
From	From R107 South R139 West R107 North R139 East	0 492 777 530	R139 West 463 0 281 666	R107 North  458 194 0 63	R139 East 314 626 71 0	7. + subject dev.)  TOTALS  1235 1312 1129 1259	From R107 South R139 West R107 North R139 East	0 561 500 470	<b>R139 West</b> 499 0 141 640	R107 North  816 239 0 61	R139 East 471 651 37	7. + subject de TOTALS 178 145 67
R107 South   0   507   502   335   1344   R139 South   0   547   894   495   1   R139 West   539   0   212   676   1427   R107 North   851   308   0   78   1237   R139 East   553   709   70   0   1332   TOTALS   1943   1524   784   1089   5340   TOTALS   1943   1524   784   1089   5340   TOTALS   1943   1524   R139 West   11g owth factor + committed dev. + subject dev.   TOTALS   1943   1524   R139 West   11g owth factor + committed development   TOTALS   1968   1543   784   1166   5401   TOTALS   1968   1545   0   40   1223   1266   1545   1066	From R107 South R139 West R107 North R139 East TOTALS	0 492 777 530	8139 West  463 0 281 666 1410	eyed + Til growth fac  R107 North  458 194 0 63 715	R139 East  314 626 71 0 1011	TOTALS  1235 1312 1129 1259 4935  DEVELOPMENT	From R107 South R139 West R107 North R139 East TOTALS	0 561 500 470	499 0 141 640 1280	eyed + Til growth fac  R107 North  816 239 0 61 1116	R139 East  471 651 37 0 1159	7. + subject de TOTALS 178 149 6: 111 508
R139 West   S39   0   212   676   1427   R139 West   614   0   262   667   1   R139 Kest   553   709   70   0   1332   TOTALS   1943   1524   784   1089   5340   TOTALS   1943   1524   784   1089   5340   TOTALS   1665   1392   1223   1232   5   TOTALS   1665   1392   1223   1232   1232   1232   1232   1232   1232   1232   1232   1232   1232   1232   1232   1232   1333   TOTALS   1665   1392   TOTALS   1665   TOTALS   TOTALS   1665   TOTALS   TOTALS   TOTALS   TOTALS   TOTALS   TOTA	From R107 South R139 West R107 North R139 East TOTALS  AM Peak	0 492 777 530 1799	8139 West 463 0 281 666 1410	eyed + Til growth fac  R107 North  458 194 0 633 715  eyed flows + Til growth	R139 East  314 626 71 0 1011  WITHOUT SUBJECT th factor + committee	TOTALS  1235 1312 1129 1259 4935  DEVELOPMENT	From R107 South R109 West R107 North R139 East TOTALS  PM Peak To	0 561 500 470 1531	R139 West  499 0 141 640 1280	eyed + Til growth fac  R107 North  816 239 0 611 1116  eyed flows + Til growth	R139 East 471 651 37 0 1159 WITHOUT SUBJECT th factor + committee	7. + subject de  TOTALS  178  145  67  117  508
R107 North	From R107 South R107 South R139 West R107 North R139 East TOTALS  AM Peak To	0 492 777 530 1799	R139 West  463 0 281 666 1410 (surve	eyed + Til growth fac  R107 North  458 194 0 63 715  eyed flows + Til growth	R139 East  314  626  71  0  1011  WITHOUT SUBJECT  R139 East	7. + subject dev.)  TOTALS  1235 1312 1129 1259 4935  DEVELOPMENT 1ct d development)  TOTALS	From To From R107 South R139 West R107 North R139 East TOTALS  2032 PM Peak To From	0 561 500 470 1531	R139 West 499 0 141 640 1280 (surve	eyed + Til growth fac  R107 North  816 239 0 61 1116  eyed flows + Til growt  R107 North	R139 East  471 651 37 0 1159  WITHOUT SUBJECT R139 East	TOTALS  TOTALS  TOTALS  TOTALS
R139 East   553   709   70   0   1332   TOTALS   1943   1524   784   1089   15340   TOTALS   1665   1339   1223   1233   1232   1233   1232   1233	From R107 South R139 West R1307 North R139 East TOTALS TOTALS TOFFORM R107 South	492 777 530 1799	R139 West  463 0 281 666 1410 (surve	### R107 North   458	R139 East  314 626 71 0 1011 WITHOUT SUBJECT th factor + committe R139 East	7. + subject dev.)  TOTALS  1235 1312 1129 1259 4935  DEVELOPMENT and development)  TOTALS  1344	From R107 South R139 West R107 North R139 East TOTALS  TOTALS  TO From R107 South	0 561 500 470 1531 R107 South	R139 West 499 0 141 640 1280 (surve	R107 North 816 239 0 61 1116 1116 R107 North 816 894	R139 East  471 651 37 0 1159  WITHOUT SUBJECT th factor + committee  R139 East	TOTALS  178 144 66 111 508  DEVELOPME et developme TOTALS
### Peak   With Subject Development in Operation	From To R107 South R107 South R139 West R107 North R139 East TOTALS TOTALS TOTALS TOTALS R107 South R139 West	0 492 777 530 1799 R107 South	R139 West  463 0 281 666 1410 (surve	R107 North  458 194 0 633 715  syed flows + Til growth R107 North  R107 North 502 212	R139 East  314 626 71 0 1011 WITHOUT SUBJECT R139 East 335 676	TOTALS  1235 1312 1129 1259 4935  DEVELOPMENT and development)  TOTALS  1344 1427	From R107 South R109 West R109 West R107 North R139 East TOTALS  2032 PM Peak  To From R107 South R139 West	0 561 500 470 1531 R107 South	R139 West  499 0 1441 640 1280 (surve	R107 North  816 239 0 61 1116  1116  R107 North 884 894	R139 East  471 651 37 01 1159 WITHOUT SUBJECT R139 East 495 697	TOTALS  178 145 67 111 508 DEVELOPMENT TOTALS 193
To   R107 South   R139 West   R107 North   R139 East   TOTALS   R139 West   South   R139 West   South   R139 West   R107 North   R139 East   TOTALS   R139 West   South   R139 West   South   R139 West   R107 North   R139 East   TOTALS   R139 Seat   South   R139 West   R107 North   R139 East   TOTALS   R139 Seat   South   R139 West   R107 North   R139 East   TOTALS   R139 Seat   South   R139 West   R107 North   R139 East   R139 West   R107 North   R139 West   R107 North   R139 East   R139 West   R107 North   R139 West   R107 North   R139 East   R139 West   R107 North   R139 West   R107 North   R139 West   R107 North   R139 East   R107 North   R139 West   R107 North   R139 East   R107 Nor	From R107 South R139 West R107 North R139 East TOTALS  2032 AM Peak  To From R107 South R139 West R107 North R139 Seat	0 492 777 530 1799 R107 South 0 539 851	R139 West  463 0 281 666 1410 (surve R139 West 507 0 308	R107 North  458 194 0 63 715  yed flows + Til growth R107 North  502 212	R139 East  314 626 71 0 1011 WITHOUT SUBJECT R139 East 335 676	TOTALS  1235 1312 1129 1259 4935  DEVELOPMENT d development) TOTALS 1344 1427 1237	From R107 South R139 West R107 North R139 East TOTALS  2032 PM Peak To From R107 South R139 West R107 North	0 561 500 470 1531 R107 South 0 614 548	R139 West  499 0 1441 640 1280 (surver R139 West 547 0 154	R107 North  816 239 0 61 1116  1116  R107 North 8944 262	R139 East  471 651 37 01 1159 WITHOUT SUBJECT R139 East 495 697	7. + subject de TOTALS 178 145 167 1112 508 DEVELOPMEI 10TALS 193 157 74
To	From R107 South R139 West R107 North R139 East TOTALS  2032 AM Peak  To From R107 South R139 West R107 North R139 Seat	0 492 777 530 <b>1799</b> <b>R107 South</b> 0 539 851 553	R139 West  463 0 281 666 1410 (surver R139 West 507 0 308 709	eyed + Til growth fac  R107 North  458 194 0 633 715  eyed flows + Til growt  R107 North  502 212 0 70	R139 East  314 626 71 1011 WITHOUT SUBJECT th factor + committe R139 East 335 676 78 0	.+ subject dev.)  TOTALS  1235 1312 1129 1259 4935  DEVELOPMENT dd development)  TOTALS 1344 1427 1237 1332	From R107 South R139 West R107 North R139 East TOTALS  2032 PM Peak To From R107 South R139 West R107 North R139 East	0 561 500 470 1531 R107 South 0 614 548 503	R139 West  499 0 141 640 1280 (surver R139 West 547 0 154 691	R107 North  816 239 0 611 1116  syed flows + Til growth R107 North  894 262 0 67	R139 East  471 651 37 0 1159 WITHOUT SUBJECT th factor + committe R139 East 495 697 400	707ALS  178 148 67 117 508  DEVELOPMENT TOTALS  193 157 744 126
R107 South	From To South R139 West R107 North R139 East TOTALS  AM Peak  To From R107 South R139 East TO South R139 Fast R139 West R107 North R139 East TOTALS	0 492 777 530 <b>1799</b> <b>R107 South</b> 0 539 851 553	R139 West  463 0 281 666 1410  (surver  R139 West 507 0 3088 7709 1524	R107 North  458 194 0 633 715  715  810 810 810 810 810 810 810 810 810 81	R139 East  314 626 71 0 1011 WITHOUT SUBJECT th factor + committe R139 East 335 676 78 0 1089	.+ subject dev.)  TOTALS  1235 1312 1129 1259 4935  DEVELOPMENT of development)  TOTALS  1344 1427 1237 1332 5340	From R107 South R139 West R107 North R139 East TOTALS  2032 PM Peak  To From R107 South R139 West R107 North R139 East TOTALS	0 561 500 470 1531 R107 South 0 614 548 503	R139 West  499 0 141 640 1280  (survey R139 West 547 0 154 691 1392	### R107 North  ### R107 North  ### ### R107 North  ### ### ### R107 North  ##	R139 East  471 651 37 0 1159 WITHOUT SUBJECT R139 East 495 697 40 0 1232	7. + subject de TOTALS 178 1144 67 117 508 117
R139 West   S39   0   212   685   1436   R139 West   S578   728   70   0   1376   R139 East   578   728   70   0   1376   R139 East   514   700   67   0   1   1   1   1   1   1   1   1   1	FIOM R107 South R139 West R107 North R139 East TOTALS  2032 AM Peak  To From R107 South R139 West R107 North R139 East TOTALS  2032 AM Peak	0 492 777 530 1799 R107 South 0 539 851 553 1943	R139 West  463 0 281 666 1410  (survey R139 West 507 0 308 709 1524	### SUB- #### SUB- ##### SUB- #### S	R139 East	.+ subject dev.)  TOTALS  1235 1312 1129 1259 4935  Development d development TOTALS 1344 1427 1237 1332 5340  IN OPERATION subject dev.)	TO From R107 South R139 West R107 North R139 East TOTALS  2032 PM Peak To From R107 South R139 West R107 North R139 East TOTALS	0 561 500 470 1531 R107 South 0 614 548 503 1665	R139 West 499 0 141 440 1280 (survey 547 0 154 691 1392	### Support   Till growth face   ### Support   ### Support	### R139 East #### R139 East ####################################	7. + subject de TOTALS 177. 144. 66. 111. 500.
R107 North	From To R107 South R139 West R107 North R139 East TOTALS  2032 AM Peak To From R107 South R139 West R107 North R139 East TOTALS  2032 AM Peak TOTALS	0 492 777 530 1799 R107 South 0 539 851 553 1943	R139 West  463 0 281 666 1410  (survey R139 West  507 0 308 709 1524  R139 West	### SUPPLY AND TO SUPPLY AND THE SUP	R139 East  314 626 71 0 1011 WITHOUT SUBJECT th factor + committee R139 East 335 676 78 0 1089	.+ subject dev.)  TOTALS  1235 1312 1129 1259 4935  DEVELOPMENT of development) TOTALS  1344 1427 1237 1332 5340  IN OPERATION subject dev.) TOTALS	From To From R107 South R139 West R107 North R139 East TOTALS  2032 PM Peak  To From R107 South R139 West R107 North R139 East TOTALS  2032 PM Peak  To From To South R139 East To From To Fro	0 561 500 470 1531 R107 South 614 548 503 1665	R139 West  499 0 141 440 1280 (survey 637 7 7 154 691 1392 (survey 8139 West	### Support   Till growth face   ### R107 North   ### R10	### R139 East #### R139 East ####################################	TOTALS  178 148 66 117 508 DEVELOPME TOTALS  107 107 107 107 107 107 107 107 107 10
R139 East   578   728   70   0   1376   TOTALS   1968   1543   784   106   5401   TOTALS   1676   1401   1223   1266   1202   1266   1401   1223   1266   1201   1231   1201   1231   1266   1201   1231   1201   1231	From To From R107 South R139 West R107 North R139 East TOTALS  2032 AM Peak To From R107 South R139 East TOTALS  2032 AM Peak To To From R107 South R139 East TOTALS	0 492 777 530 1799 R107 South 0 539 851 553 1943	R139 West  463 0 281 666 1410  (survey) 7 0 308 7709 1524  R139 West  R139 West	eyed + Til growth fac  R107 North  458 194 194 63 715 eyed flows + Til growth 502 212 0 70 784 WITH SUBJ	R139 East  314  314  317  318  319  319  319  310  310  310  310  310	.+ subject dev.)  TOTALS  1235  1312  1129  1259  1259  4935  DEVELOPMENT d d development)  TOTALS  1344  1427  1237  1332  S340  I'M OPERATION  -* subject dev.)  TOTALS	TO From R107 South R139 West R107 North R139 East TOTALS  2032 PM Peak  To From R107 South R139 East TOTALS	0 561 500 470 1531 R107 South 0 614 548 503 1665	R139 West  499 0 141 640 1280  (survey 631 1547 1547 691 1392  (survey 631 631 631 631 631 631 631 631 631 631	eyed flows + Til growth fac 8107 North  816 8239 961 1116 1116 894 262 67 1223 WITH SUBJ	### R139 East #### A71 ##### A71 ##### A71 ####################################	7. + subject de TOTALS 178 144 67 111: 508 DEVELOPME et developme TOTALS 193 155 74 126 555 TIN OPERATIK A. + subject de TOTALS
2042 AM Peak    Surveyed flows + Till growth factor + committed development)	From R107 South R139 West R107 North R139 East TOTALS  2032 AM Peak To R107 South R139 West R107 North R139 East TOTALS  2032 AM Peak ToTALS	R107 South  R107 South  R107 South  0 539 851 1943	R139 West  463  0 281 666 1410  (surve R139 West 507 0 1524  R139 West 507	R107 North  458 194 0 63 715  R107 North  502 212 WITH SUBJ  WITH SUBJ  R107 North  502 2 212 2 212	R139 East	TOTALS  1235 1312 1129 1259 1259 1259 1259 1259 1301 TOTALS  DEVELOPMENT TOTALS 1344 1427 1332 5340 TOTALS TOTALS TOTALS TOTALS	To From R107 South R139 West R107 Morth R139 West R107 Morth R139 East TOTALS  2032 PM Peak To From R107 South R139 West TOTALS  2032 PM Peak To From R107 North R139 East TOTALS	0 561 500 470 1531 R107 South 0 614 548 503 1665	R139 West  499 0 141 141 640 1280  (surve R139 West 547 0 (surve R139 West F139 West F139 West F139 West	R107 North	### R139 East	7. + subject de TOTALS  178 144 67 117 508 DEVELOPME de developme TOTALS 155 77 120 155 TIN OPERATIK 7. + subject de TOTALS
To R107 South R139 West R107 North R139 East TOTALS R139 West F107 North Prom R107 South R139 West R107 North R139 East TOTALS R139 West F107 North R139 East TOTALS R139 West F107 North R139 East R107 North R139 East TOTALS R139 West Seat G66 G G G84 G756 G G84 G7	From R107 South R139 West R107 North R139 East TOTALS  2032 AM Peak To From R107 South R139 West R107 North R139 East TOTALS  2032 AM Peak To From R107 South R139 West TOTALS	R107 South  R107 South  0 539 851 1943  R107 South 0 539 851 553 1943	R139 West  463  0 281 666 1410  (surve  R139 West  507  0 3088 709 1524  R139 West  F139 West	### STATE   ### ST	R139 East  314 626 71 1011 WiTHOUT SUBJECT At lacet + committee R139 East 335 676 78 0 1089 ECT DEVELOPMENT To + committee dee R139 East 343 685 78	.+ subject dev.)  TOTALS  1235 1312 1129 1259 4935  DEVELOPMENT dd development)  TOTALS  1344 1427 1237 1332 5340  IN OPERATION .+ subject dev.)  TOTALS 1352 1436 1237	To From R107 South R139 West R107 North R139 East TOTALS  2032 PM Peak To From R107 South R139 West R107 North R139 East TOTALS	0 561 500 470 1531 R107 South 0 614 548 503 1665 R107 South 0 614 548 5503 1665	R139 West  499 0 1411 640 1280  (surve R139 West 547 0 154 451 1392  (surve R139 West 1391 1392  (surve R139 West 141 154 154 154 154 154 154 154 154 154	R107 North	### 139 East ### 171 ### 175 #### 175 #### 175 #### 175 #### 175 #### 175 #### 175 ##### 175 ####################################	7. * subject de TOTALS  178 144 64 65 117 508  DEVELOPMENT OF TOTALS 195 157 74 126 551 IT IN OPERATION 195 158 74 128 158 148 158 158 148 158 158 148 158 158 158 158 158 158 158 158 158 15
R107 South   R139 West   R139 West   R107 North   R139 East   TOTALS   R139 West   R139	From R107 South R139 West R107 North R139 East TOTALS  2032 AM Peak To From R107 South R139 West R107 North R139 East TOTALS  2032 AM Peak To From R107 South R139 West TOTALS	R107 South  R107 South  0 539 851 1943  R107 South 0 539 851 553 1943	R139 West  463  0 281 666 1410  (surve  R139 West  507  0 3088 709 1524  R139 West  F139 West	### STATE   ### ST	R139 East  314 626 71 1011 WiTHOUT SUBJECT At lacet + committee R139 East 335 676 78 0 1089 ECT DEVELOPMENT To + committee dee R139 East 343 685 78	.+ subject dev.)  TOTALS  1235 1312 1129 1259 1259 1259 1259 1344 1427 1332 1332 1332 130 PERAIDON  **TOTALS  1332 1332 1336	To From R107 South R139 West R107 North R139 East TOTALS  2032 PM Peak To From R107 South R139 West R107 North R139 East TOTALS	0 561 500 470 1531 R107 South 0 614 548 503 1665 R107 South 0 614 548 5503 1665	R139 West  499 0 1411 640 1280  (surve R139 West 547 0 154 451 1392  (surve R139 West 1391 1392  (surve R139 West 141 154 154 154 154 154 154 154 154 154	R107 North	### 139 East ### 171 ### 175 #### 175 #### 175 #### 175 #### 175 #### 175 #### 175 ##### 175 ####################################	7. * subject de TOTALS  178 144 64 65 117 508  DEVELOPMENT OF TOTALS 195 157 74 126 551 IT IN OPERATION 195 158 74 128 158 148 158 158 148 158 158 148 158 158 158 158 158 158 158 158 158 15
R107 South	From R107 South R139 West R107 North R139 East TOTALS  2032 AM Peak  2032 AM Peak  To From R107 South R139 East TOTALS  2032 AM Peak  To From R107 South R139 West R107 North R139 East TOTALS	R107 South  R107 South  0 539 851 1943  R107 South 0 539 851 553 1943	R139 West  463  0 281 666 1410  (surve R139 West  507 0 1524  (surve R139 West  507 0 1524  1543	R107 North  458 1944 0 633 715 R107 North  502 212 0 70 784	R139 East  314 626 71 1011 WITHOUT SUBJECT 788 80 1089 ECT DEVELOPMENTED for 4 Committed dev R139 East 335 676 788 80 1089 ECT DEVELOPMENTED for 4 Committed dev R139 East 343 343 685 78 80 1106	TOTALS  1235 1312 1129 1259 1259 1259 1259 1259 1259 1314 1427 1332 5340  IN OPERATION . + subject dev.)  TOTALS 1342 1332 5340  IN OPERATION . + Subject dev.)  TOTALS 1352 1436 1237 1370 1352 1436 1237 1370 1370 1370 1370 1370 1370 1370 13	From R107 South R139 West R107 North R139 East TOTALS  2032 PM Peak  TO From R107 South R139 West R107 North R139 East TOTALS  2032 PM Peak  R107 North R139 East TOTALS	0 561 500 470 1531 R107 South 0 614 548 503 1665 R107 South 0 614 548 5503 1665	R139 West  499 0 141 441 640 1280  (surve R139 West 547 0 154 691 1392  R139 West 647 0 1401	Provided Fill growth face R107 North R107 No	R139 East	. + subject de la TOTALS
R139 West   584   0   230   732   1546   R137 North   923   334   0   84   1341   R139 East   546   749   73   0   1   1   1   1   1   1   1   1   1	From To From R107 South R139 West R107 North R139 East TOTALS  2032 AM Peak  2032 AM Peak  To From R107 South R139 West R107 North R139 West R107 North R139 East TOTALS  2032 AM Peak  To From R107 South R139 Seat TOTALS	R107 South  R107 South  0 539 851 1943  R107 South  0 539 851 553 1943	R139 West  463  0 281 666 1410  (surve R139 West 507 0 1524  R139 West 507 0 308 709 1524  R139 West 507 1524  (surve R139 West 5	### Provided Fill growth face ### R107 North ### A58 ### 1944 ### 1944 ### 1944 ### 1945 ###	R139 East  314 626 71 1011 WITHOUT SUBJECT 676 788 90 1089 ECT DEVELOPMENT Both For Form Story 788 90 1089 ECT DEVELOPMENT BOTH STORY 90 1106 1106 1106 1106 1106 1106 1106 1	TOTALS  1235 1312 1129 1259 1259 1259 1259 1259 1259 1371 1344 1427 1332 5340  TOTALS  TOTALS  TOTALS  1344 1427 1237 1332 5340  TOTALS  1344 1427 1237 1332 5340  TOTALS  13540  TOTALS  1365 127 1287 137 137 137 137 137 137 137 137 137 13	From R107 South R139 West R107 North R139 East TOTALS  2032 PM Peak  TO R107 South R139 West R107 North R139 West R107 North R139 East TOTALS  2032 PM Peak  R107 North R139 East TOTALS	0 561 500 470 1531 R107 South 0 614 548 503 1665 R107 South 0 614 548 514 548 514 548 514 548 514 51676	R139 West 499 0 141 441 640 1280  (surve R139 West 547 0 1392 (surve F139 West 547 0 1401	R107 North	R139 East  471 651 37 0 1159 WITHOUT SUBJECT 672 400 0 1232 ECT DEVELOPMENT of the 'committed de	. + subject of to TOTALS.  177 144 144 145 146 111 110 111 111 111 115 155 155 110 177 177 174 175 175 175 175 175 175 175 177 176 176 176 176 176 176 176 176 176
R107 North   923   334   0   84   1341   R138 East   600   768   75   0   1443   R138 East   546   749   73   0   1   1   1   1   1   1   1   1   1	From To From R107 South R139 West R107 North R139 East TOTALS  2032 AM Peak  From R107 South R139 West R107 North R139 South R139 East TOTALS  2032 AM Peak  To From R107 South R139 South R139 East TOTALS  2032 AM Peak  To From R107 South R139 East TOTALS	R107 South  R107 South  0 539 851 553 1943  R107 South  0 539 851 1968	R139 West  463  0 281 666 1410  (surve R139 West  507 07 1524  (surve R139 West  1543  R139 West  657 07 1524  R139 West	R107 North	R139 East  314 626 71 0 1011 WITHOUT SUBJECT 78 676 78 1039 East 335 676 78 1089 ECT DEVELOPMENT of the re-committed developme	TOTALS  1235 1312 1129 1259 1259 1259 1259 1259 1307 1307 1307 1307 1307 1307 1307 1307	From To From R107 South R139 West R107 North R139 East TOTALS  2032 PM Peak  To From R107 South R139 West R107 North R139 West R107 North R139 West R107 North R139 East TOTALS  2032 PM Peak  To From R107 South R139 West R107 North R139 East TOTALS	0 561 500 470 1531 R107 South 0 614 548 514 548 514 1676	R139 West 499 0 141 441 640 1280  (surve R139 West 547 0 1539 FR139 West 547 0 1541 691 1392  R139 West 547 0 1541 691 1591 1392	R107 North	R139 East	** subject de l'Archive de l'Ar
R139 East   600   768   75   0   1443   TOTALS   2107   1652   850   179   5788   TOTALS   1806   1509   1326   1336   1336   2042   AM Peak   WITH SUBJECT DEVELOPMENT IN OPERATION   To	From R107 South R139 West R107 North R139 East TOTALS  2032 AM Peak  To From R107 South R139 East TOTALS  2032 AM Peak  To From R107 South R139 West R107 North R139 East TOTALS	R107 South  0  539  851  553  1943	R139 West  463  0 281 666 1410  (survey R139 West  507 0 308 709 1524  (survey R139 West  507  617  618  618  618  618  618  618  61	eyed + Til growth fac  R107 North  458 194 0 63 715 eyed flows + Til growt R107 North  502 212 0 70 784 writ suga eyed + Til growth fac R107 North  502 212 0 70 784  R107 North  502 212 0 70 784  R107 North  502 502 70 70 70 70 70 784	R139 East  314 314 315 314 316 626 711 0 1011 WITHOUT SUBECT 676 676 78 0 1089 ECT DEVELOPMENT 685 685 788 0 1106 WITHOUT SUBECT 788 100 1106 WITHOUT SUBJECT 686 1106 WITHOUT SUBJECT 681 685 788 100 1106	TOTALS  1235 1312 1129 1259 1259 14935 DEVELOPMENT of development) TOTALS  1344 1427 1237 1332 1307 TOTALS  1346 1436 1237 1376 1376 1237 1376 1376 1376 1376 1376 1376 1376 13	To From R107 South R139 West R107 North R139 East TOTALS  2032 PM Peak  To From R107 South R139 West R107 North R139 East TOTALS  2032 PM Peak To ToFrom R107 South R139 West R107 North R139 East TOTALS  2042 PM Peak  To From R107 South R139 East TOTALS	0 561 500 470 1531 R107 South 0 614 548 503 1665 R107 South 548 514 1676 R107 South 0 0 1614 548 514 1676	R139 West  499 0 141 640 1280  (survey 154 154 691 1392  R139 West  547 700 1401  (survey 154 700 1401  R139 West	eyed fill growth face R107 North  816 816 239 61 1116 R107 North  804 262 67 1223 WITH SUBMAR R107 North  894 262 67 1223 R107 North  894 262 67 7 1223 R107 North  894 894 894 894 894 894 898 894 898 898	R139 East	. + subject de TOTALS.  1774: 1484:
2042 AM Peak WITH SUBJECT DEVELOPMENT IN OPERATION (Surveyed + Till growth factor + committed dex. + subject dex.)  From To R107 South R139 West R107 North R139 East TOTALS  R107 South 0 550 545 371 1466 R139 West 584 0 230 741 1555 R107 North 923 334 0 84 1341 R107 North 923 334 0 84 1341 R139 East 6,25 787 775 0 14887  R139 East 5,57 758 73 0 11	From R107 South R139 West R107 North R139 East TOTALS  2032 AM Peak To From R107 South R139 West R107 North R139 East TOTALS  2032 AM Peak To To From R107 South R139 West R107 North R139 East TOTALS  2042 AM Peak To From R107 South R139 East TOTALS	R107 South  G S39 S51 578 1968	R139 West  463  0 281 666 1410  (surve R139 West  507 0 308 709 1524  (surve R139 West  51543  R139 West  507 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	### Till growth face ### Till	R139 East  314 626 71 1011 WITHOUT SUBJECT 78 1089 ECT DEVELOPMENT 107 1089 ECT DEVELOPMENT 107 1089 ECT DEVELOPMENT 1089 ECT DEVELOPME	. + subject dev.)  TOTALS  1235 1312 1129 1259 1259 1259 1259 1259 1344 1427 1332 5340 IN OPERATION . + subject dev.)  TOTALS 1352 1436 1237 1352 1436 1237 1376 5401  DEVELOPMENT d development) TOTALS	TO From R107 South R139 West R107 North R139 East TOTALS  2032 PM Peak  To From R107 South R139 West TOTALS  2032 PM Peak  To From R107 South R139 West R107 North R139 East TOTALS  2032 PM Peak  To From R107 South R139 West R107 North R139 East TOTALS	0   561   500   470   1531     R107 South   0   614   548   514   1676     R107 South   0   614   548   514   1676     R107 South   0   6666       R107 South   0   6666	R139 West  499 0 1411 640 1280 (surve R139 West 547 0 154 691 1392 (surve R139 West 647 700 1401 (surve R139 West 657 700 1401	R107 North	R139 East  471 651 37 651 37 1159 WITHOUT SUBJECT 607 400 10 1232 ECT DEVELOPMENT to r + committed dev R139 East 400 10 1232 EXECUTE EVELOPMENT to r + committed dev R139 East 514 712 40 10 1266 WITHOUT SUBJECT R139 East 736 757	. + subject de TOTALS
To   R107 South   R139 West   Sum-syed + Till growth factor + committed dev. + subject dev.   To   R107 South   R139 West   R107 North   R139 East   TOTALS	From R107 South R139 West R107 North R139 East TOTALS  2032 AM Peak  From R107 South R139 East TOTALS  2032 AM Peak  TO From R107 South R139 West R107 North R139 West R107 North R139 East TOTALS  2032 AM Peak  To From R107 South R139 East TOTALS  2042 AM Peak  To From R107 South R139 West R107 North R139 West R107 North R139 East TOTALS	R107 South  R107 South  0 539 851 553 1943  R107 South  0 539 851 1968	R139 West  463  0 281 666 1410  (surver R139 West  507 0 308 709 1524  R139 West  507 0 308 8139 Kest F139 West  507 0 308 728 728 728 728 739 343 344	### Provided From the Company of the	R139 East	TOTALS  1235 1312 1129 1259 1259 1259 1259 1370 1370 1370 1371 1371 1372 1372 1372 1372 1376 1376 1376 1376 1376 1376 1376 1376	From R107 South R139 West R107 North R139 West R107 North R139 East TOTALS  TO From R107 South R139 West R107 North R139 East TOTALS  2032 PM Peak TO TO From R107 South R139 West R107 North R139 East TOTALS  2042 PM Peak TOTALS	0 561 500 470 1531 R107 South 0 614 548 514 1676 R107 South 0 617 548 514 5548 514 5548 554 554 554 554 554 554 554 554 5	R139 West  499 0 141 640 1280  (surve R139 West 547 0 154 691 1392  R139 West 547 0 154 547 0 154 819 819 819 819 819 819 819 819 819 819	R107 North	R139 East	. + subject de TOTALS
Total   Tota	From R107 South R139 West R107 North R139 East TOTALS  2032 AM Peak  To From R107 South R139 East TOTALS  2032 AM Peak  To From R107 South R139 East TOTALS  2032 AM Peak  To From R107 South R139 East TOTALS  2042 AM Peak  To From R107 South R139 East TOTALS	R107 South  R107 South  0 539 851 1943  R107 South  0 539 851 1943  R107 South  0 539 851 553 1943	R139 West  463  0 281 666 1410  (survey 709 1524  (survey 8139 West  507 0 308 709 1524  (survey 8139 West  5139 West  6139 West  6139 West  728  728  728  739  749  750  750  750  750  750  750  750  75	### Provided Fill growth face  ### R107 North  ### 458  ### 194  ### 194  ### 63  ### 715  ##	R139 East  314  314  314  316  626  71  1011  WiTHOUT SUBJECT  71  8139 East  335  676  788  0  1089  ECT DEVELOPMENT  685  788  100  R139 East  343  685  788  1106  R139 East  343  843  843  843  843  843  843  84	.+ subject dev.)  TOTALS  1235 1312 1129 1259 1259 1259 14935  DEVELOPMENT d development)  TOTALS  1344 1427 1237 1332 1332 1365 1376 1376 1376 1376 1376 1376 1376 1376	To From R107 South R139 West R107 North R139 East TOTALS  2032 PM Peak  To From R107 South R139 West R107 North R139 East TOTALS  2032 PM Peak  To From R107 South R139 West R107 North R139 East TOTALS	0 561 500 470 1531 8107 South 0 614 548 503 1665 814 1676 8107 South 0 614 548 514 1676 816 548 554 548 554 554 554 554 554 554 554	R139 West  499 0 141 640 1280  R139 West  547 0 154 691 1392  (surver  700 1401  (surver  R139 West  677 0 154 700 1401	R107 North	R139 East	. + subject de TOTALS  177 144 46 66 67 112 121 121 121 121 121 121 121 121 12
R107 South   0   550   545   371   1466   R107 South   0   593   969   556   2   R139 West   584   0   230   741   1555   R139 West   666   0   224   771   1   R107 North   923   334   0   84   1341   R107 North   594   167   0   43   43   44   44   44   45   45   45	From To From R107 South R139 West R107 North R139 East TOTALS  2032 AM Peak  2032 AM Peak  2032 AM Peak  TOTALS	R107 South  R107 South  0 539 851 1943  R107 South  0 539 851 1943  R107 South  0 539 851 553 1943	R139 West  463  0 281 666 1410  (surve R139 West  507 0 308 709 1524  (surve R139 West  507 6 308 709 1524  R139 West  507 6 308 308 728 1543  R139 West  507 6 6 6 6 6 7 7 7 7 8 7 8 8 7 8 8 1652	### Provided Fill growth face ### R107 North ### A58 ### 194 ### 194 ### 194 ### 195 #	R139 East  314 626 71 1011 without subsett 618 676 676 1089 ECT DEVELOPMENT 6196 633 634 635 78 636 646 647 647 647 647 647 647 647 647 64	TOTALS  1235 1312 1129 1259 1259 1259 1259 1259 1259 12	From R107 South R139 West R107 North R139 East TOTALS  2032 PM Peak  To From R107 South R139 West R107 North R139 West R107 North R139 West R107 North R139 East TOTALS  2032 PM Peak  To From R107 South R139 West R107 North R139 East TOTALS	0 561 500 470 1531 8107 South 0 614 548 503 1665 814 1676 8107 South 0 614 548 514 1676 816 548 554 548 554 554 554 554 554 554 554	R139 West  499 0 1411 640 1280  (surve)  R139 West 547 0 154 691 1392  (surve) 647 0 154 700 1401  R139 West 547 700 1401  R139 West 593 0 157 700 159	R107 North	R139 East	** subject de TOTALS**  177 144** 144** 146** 166** 166** 167** 170 1151* 17
R139 West         584         0         230         741         1555         R139 West         666         0         284         771         1           R107 North         923         334         0         84         1341         R197 North         594         167         0         43           R139 East         625         787         75         0         1487         R139 East         557         758         73         0         1	From To From R107 South R139 West R107 North R139 East TOTALS  2032 AM Peak  To From R107 South R139 East TOTALS  2032 AM Peak  To To From To From R107 South R139 West R107 North R139 East TOTALS  2042 AM Peak  To From R107 South R139 West R107 North R139 East TOTALS  2042 AM Peak  To From R107 South R139 West R107 North R139 East TOTALS	R107 South  R107 South  0 539 851 1943  R107 South  0 539 851 1943  R107 South  0 539 851 578 1968	R139 West  463  0 281 666 1410  (surve R139 West  507  0 308 709 1524  (surve R139 West  507  0 308 719 308 719 308 728 308 1543  (surve R139 West  507  154  (surve R139 West  507  154  (surve R139 West  507  1550  1652	### Provided Fill growth face ### R107 North ### A58 ### 194 ### A58 ### 194 ### A58 ### ### A58 ### ### ### ### ### ### ### ### ### #	R139 East  314 626 71 1011 WITHOUT SUBJECT A factor + committed dev R139 East 335 676 78 0 1089 ECT DEVELOPMENT A factor + committed dev R139 East 343 685 78 0 1106 R139 East 343 685 78 84 10 1179 ECT DEVELOPMENT R139 East	TOTALS  1235 1312 1129 1259 1259 1259 1259 1259 1259 12	To From R107 South R139 West R107 North R139 West R107 North R139 East TOTALS  2032 PM Peak  To From R107 South R139 West R107 North R139 East TOTALS  2032 PM Peak  To To From R107 South R139 East TOTALS  2042 PM Peak  To From R107 South R139 East TOTALS	0 561 500 470 1531 R107 South 0 614 548 5114 1676 R107 South 0 666 594 546 1806	R139 West  499 0 1411 640 1280 (surve) R139 West 547 0 154 691 1392 (surve) R139 West 647 700 1401 (surve) R139 West 547 7700 1401 (surve) R139 West 547 750 650 1547 750 650 1550 650 157 750 750 750 750 750 750 750 750 750 7	R107 North	tor + committed det  R139 East  471 6651 37 1159 WITHOUT SUBJECT th factor + committed R139 East 495 697 400 0 1232 ECT DEVELOPMENT tor + committed det R139 East 400 1236 8139 East 400 1336 400 1336 657 657 756 643 0 1336 657 13	. + subject de TOTALS
R107 North         923         334         0         84         1341         R107 North         594         167         0         43         43           R139 East         625         787         75         0         1487         R139 East         557         758         73         0         1	From R107 South R139 West R107 North R139 East TOTALS  2032 AM Peak To From R107 South R139 East TOTALS  2032 AM Peak To From R107 South R139 East TOTALS  2032 AM Peak To From R107 South R139 West R107 North R139 East TOTALS  2042 AM Peak To From R107 South R139 West R107 North R139 East TOTALS  2042 AM Peak To From R107 South R139 West R107 North R139 West R107 North R139 East TOTALS	R107 South  R107 South  0 539 851 1943  R107 South  0 539 851 943  R107 South  0 584 923 600 2107	R139 West  463  0 281 666 1410  (surve R139 West  507 0 308 709 1524  (surve R139 West  507 0 308 308 709 1524  (surve R139 West  507 154  (surve R139 West  507 0 154 1543	### Provided Fill growth face  ### R107 North  ### A58    1944   0   63   715   715   715   715   716   717   717   718   718   719	R139 East  314 626 71 1011 WITHOUT SUBJECT 676 1089 ECT DEVELOPMENI 68139 East 335 676 788 1089 ECT DEVELOPMENI 68139 East 343 685 78 80 1106 ET 3685 78 80 1106 ET 37 80 ET 3885 ET 3	.+ subject dev.)  TOTALS  1235 1312 1129 1259 1259 1259 1259 1344 1427 1332 5340 IN OPERATION TOTALS 1352 1436 1237 1312 1352 1436 1237 1376 5401  DEVELOPMENT TOTALS 1352 1436 1237 1376 5401  DEVELOPMENT TOTALS 1436 1237 1376 5401	TO From R107 South R139 West R107 North R139 East TOTALS  2032 PM Peak  To From R107 South R139 West R107 North R139 East TOTALS  2032 PM Peak  To From R107 South R139 West R107 North R139 East TOTALS  2042 PM Peak  To From R107 South R139 West R107 North R139 East TOTALS	0   561   500   470   1531   R107 South   0   614   548   514   1676   R107 South   0   666   594   1806   R107 South   0   666   1806   R107 South   0   666   1806   Control of the state of the sta	R139 West  499 0 141 640 1280 (surve R139 West 547 0 154 691 1392 (surve R139 West 647 0 154 691 154 691 154 154 154 700 1401 R139 West 593 0 167 749 1509	R107 North	R139 East	. + subject de TOTALS
	From To From R107 South R139 West R107 North R139 East TOTALS  2032 AM Peak  To From R107 South R139 East TOTALS  2032 AM Peak  To To From R107 South R139 East TOTALS  2032 AM Peak  To To From R107 South R139 East TOTALS  2042 AM Peak  To From R107 South R139 West R107 North R139 East TOTALS  2042 AM Peak  To From R107 South R139 Seast TOTALS  2042 AM Peak  To From R107 South R139 Seast TOTALS	R107 South  R107 South  R107 South  R107 South  G 539 851 553 1943  R107 South  G 539 851 578 1968  R107 South  G 584 923 600 2107	R139 West  463  0 281 666 1410  (survet R139 West  507 0 308 709 1524  R139 West  507 0 308 8 728 728 1543  (survet R139 West  550 0 334 768 1652	eyed + Til growth face  R107 North  458 194 0 63 715 eyed flows + Til growt R107 North  502 212 0 70 784  WITH SUBD eyed + Til growth face R107 North  502 212 0 70 784  WITH SUBD eyed + Til growth face R107 North  502 212 0 70 784  WITH SUBD eyed + Til growth face R107 North  545 230 WITH SUBD eyed + Til growth face R107 North  545	R139 East  314 314 315 314 316 326 71 1011 WITHOUT SUBECT 325 676 676 78 30 1089 ECT DEVELOPMENT 8139 East 343 685 78 80 1106 WITHOUT SUBECT 78 8139 East 10 1106 WITHOUT SUBECT 8139 East 1106 WITHOUT SUBECT 8139 East 1106 WITHOUT SUBECT 8139 East 1106 R139 East 1179 ECT DEVELOPMENT 8139 East 363 732 844 0 1179	. + subject dev.)  TOTALS  1235  1312  1129  1259  4935  DEVELOPMENT do development)  TOTALS  1344  1427  1237  1332  5340  If N OPERATION  TOTALS  1352  1436  1237  1376  DEVELOPMENT do development)  TOTALS  1458  1540  TOTALS  1458  1546  1341  1443  1578  If N OPERATION  - * subject dev.)  TOTALS  1458  1546  1341  1443  15788  If N OPERATION  - * subject dev.)  TOTALS	From R107 South R139 West R107 North R139 West R107 North R139 East TOTALS  TO From R107 South R139 West R107 North R139 East TOTALS  TO From R107 South R139 West R107 North R139 East TOTALS  TOTALS  TOTALS  TOTALS  TOTALS  Z042 PM Peak TOTALS  TOTALS  Z042 PM Peak TOTALS  TOTALS  TOTALS	0   561   500   470   1531     R107 South   0   614   548   514   1676   R107 South   0   666   594   546   1806   R107 South   0   666   1806   R107 South   0   667   668   668   668   688	R139 West  499 0 141 440 1280  (survey 630 1547 0 154 691 1392  R139 West  547 700 1401  (survey 710 1401  (survey 8139 West  593 0 167 749 1509  (survey 8139 West  593 80 80 80 80 80 80 80 80 80 80 80 80 80	R107 North   816   239   0   611   1116	tor + committed dev  R139 East  471 6651 377 0 1159 WITHOUT SUBECT 405 697 400 1233 ECT DEVELOPMENT 401 1238 ECT DEVELOPMENT 401 401 401 401 401 401 401 401 401 401	. + subject de TOTALS  1782  1485  1783  1485  1783  1485  1783  1583  1783  1783  1783  1783  1783  1783  1783  1783  1783  1783  1783  1783  1783  1783  1784  1785  1
TOTALS 2132 1671 850 1196 5849 TOTALS 1817 1518 1326 1370 6	From To From R107 South R139 West R107 North R139 East TOTALS  2032 AM Peak To From R107 South R139 West R107 North R139 Seast TOTALS  2032 AM Peak To From R107 South R139 West R107 North R139 East TOTALS  2032 AM Peak To From R107 South R139 West R107 North R139 East TOTALS  2042 AM Peak To From R107 South R139 Seast TOTALS  2042 AM Peak To From R107 South R139 West R107 North R139 Seast TOTALS	R107 South  R107 South  0 539 851 553 1943  R107 South  0 539 851 1968  R107 South  0 584 923 600 2107	R139 West  463  0 281 666  1410  (surve R139 West  507 0 308 709 1524  R139 West  650 650 6334 758 1652  (surve R139 West  650 650 650 650 650 650 650 650 650 65	### Provided Fill growth face ### R107 North ### A58 ### 1944 ###	R139 East  314 626 71 1011 WITHOUT SUBJECT 676 1089 ECT DEVELOPMENT GAS 685 78 81 1099 ECT DEVELOPMENT GAS 78 84 101 1179 ECT DEVELOPMENT GAS 84 107 1179 ECT DEVELOPMENT GAS 84 1179 ECT DEVELOPMENT GAS 84 1179 ECT DEVELOPMENT GAS 84 1179 ECT DEVELOPMENT GAS 87 1179 ECT DEVELOPMENT	TOTALS  1235 1312 1129 1259 1259 1259 1259 1259 1259 1344 1427 1332 5340  IN OPERATION TOTALS 1352 1436 1436 1436 1443 15788 IN OPERATION - + subject dev.)  TOTALS 1458 1546 1341 1443 5788 IN OPERATION - + subject dev.)  TOTALS 1458 1546 1341 1443 5788	From R107 South R139 West R107 North R139 East TOTALS  2032 PM Peak  From R107 South R139 West R107 North	R107 South   0   666   594   1806   1904   1806	R139 West  499 0 141 441 640 1280  (surve R139 West 547 0 154 991 1392  (surve R139 West 547 0 154 154 154 154 154 154 154 154 150 155 1593 0 167 749 1509  (surve R139 West	peped + Til growth face  R107 North  816 239 0 611 1116  R107 North  884 262 0 67 1223  R107 North 894 262 0 67 1223  R107 North 894 262 0 67 1223  R107 North 894 262 0 67 123  R107 North 894 894 11 growth face R107 North 895 894 895 895 896 897 1223 898 898 898 898 898 898 898 898 898 89	R139 East	TOTALS  Development of development o

2024 Light	AADT			SURVEYED	TRAFFIC FLOWS	2024	Heavy	AADT			SURVEYED T	RAFFIC FL
Vehicles		D400111		2400 5	TOTALS		Vehicles To		D4001W	D407.W	D400 F	TOTA
From R107 South	R107 South	R139 West	R107 North	R139 East		From R107	Courth	R107 South	R139 West	R107 North	R139 East	IOIA
R139 West	5391	6132	6947 3138	4302 7431	17388 15961	R139		311	369 0	179 283	265 470	1
R107 North	6543	2660	2	660	9865	R107 I		161	263	0	25	
R139 East TOTALS	5115 <b>17056</b>	7391 <b>16184</b>	684 <b>10771</b>	12393	13190 56404	R139		275 <b>747</b>	454 1086	21 483	7 <b>60</b>	;
	17000	10104	10//1					, 47	1000	400		
2024 Light Vehicles				BASELINE (surveyed flows + )	TRAFFIC FLOWS  [II growth factor)	2024	Heavy Vehicles				BASELINE T (surveyed flows + T)	
То	R107 South	R139 West	R107 North	R139 East	TOTALS		To	R107 South	R139 West	R107 North	R139 East	TOTA
R107 South	7	6132	6947	4302	17388	From R107 S	South	0	369	179	265	
R139 West	5391	1	3138	7431	15961	R139	West	311	0	283	470	:
R107 North R139 East	6543 5115	2660 7391	2 684	660	9865 13190	R107 I R139		161 275	263 454	0 21	25 0	
TOTALS	17056	16184	10771	12393	56404	TOTA		747	1086	483	760	
cooc Light							Heavy				•	
2026 Vehicles			Oti	her committed dev	elopment flows	2026	Vehicles			Oth	ner committed deve	elopment
From	R107 South	R139 West	R107 North	R139 East	TOTALS	From	To	R107 South	R139 West	R107 North	R139 East	TOTA
R107 South					0	R107 S						
R139 West					0	R139						
R107 North R139 East					0	R107 I R139						
TOTALS	0	0	0	0	0	TOTA	ALS	0	0	0	0	
Light				WITHOUT SUBJECT	DEVELOPMENT	000=	Heavy			,	WITHOUT SUBJECT	DEVELO
Vehicles		(surve	eyed flows + TII grow			2027	Vehicles		(surve	eyed flows + TII growt		
From	R107 South	R139 West	R107 North	R139 East	TOTALS	From	To	R107 South	R139 West	R107 North	R139 East	TOT
R107 South	8	6598	7475	4629	18710	R107		0	433	210	311	
R139 West R107 North	5800 7040	1 2862	3376	7995 710	17172 10614	R139		365 189	309	332 0	552 29	
R139 East	5503	7952	736	0	14191	R139	East	323	533	25	0	
TOTALS	18351	17413	11589	13334	60687	TOT	ALS	877	1275	567	892	
2027 Light		s	UBJECT DEVELOPMI	ENT FLOWS - OPER	ATIONAL PHASE	2027	Heavy		s	UBJECT DEVELOPME	NT FLOWS - OPERA	TIONAL
Vehicles							Vehicles To					
From	R107 South	R139 West	R107 North	R139 East	TOTALS	From		R107 South	R139 West	R107 North	R139 East	TOTA
R107 South R139 West	0	0	0	197	197	R107 S		0	0	0	0	
R107 North	0	0	0	181 0	181	R139		0	0	0	0	
R139 East	0 193	0 183	0	0	0 376	R107 I R139	North East	0	0	0	0	
	0	0	0	0	0	R107 I	North East	0	0	0	0	
R139 East TOTALS Light	0 193	0 183 183	0 0 0 with subj	0 378 ECT DEVELOPMEN	0 376 754	R107 I R139	North East ALS Heavy	0	0 0 <b>0</b>	0 0 0 with subj	0 0 0	
R139 East TOTALS  2027 Light Vehicles	0 193 193	0 183 183	0 0 WITH SUBJ	0 378  ECT DEVELOPMENT tor + committed der	0 376 754 T IN OPERATION v. + subject dev.)	R107 I R139	North East ALS	0 0	0 0 0	0 0 0 WITH SUBJI	0 0 0	. + subjec
R139 East TOTALS  2027 Light Vehicles To From	0 193 193 193	0 183 183 (surv	0 0 0 WITH SUBJ eyed + Til growth fac	0 0 378  ECT DEVELOPMEN tor + committed de	0 376 754  TIN OPERATION v. + subject dev.)  TOTALS	R107 I R139 TOT.	North East ALS Heavy Vehicles	0 0 0	0 0 0 (surv	0 0 WITH SUBJI eyed + Til growth fact	0 0 0 ECT DEVELOPMENT tor + committed dev	
R139 East TOTALS  2027 Light Vehicles To From R107 South	0 193 193 193 R107 South	0 183 183 (surv R139 West	0 0 0 WITH SUBJ eyed + Til growth fac R107 North	0 0 378  ECT DEVELOPMEN tor + committed de  R139 East 4826	754 TIN OPERATION v. + subject dev.) TOTALS 18907	R107 I R139 TOT. 2027 From R107 S	North East ALS Heavy Vehicles To	0 0 0	0 0 0 (surv	0 0 WITH SUBJI eyed + Til growth fact R107 North	0 0 0 ECT DEVELOPMENT for + committed dev R139 East	r. + subjec
R139 East TOTALS  2027 Light Vehicles To From R107 South R139 West R107 North	0 193 193 193	0 183 183 183 (surv R139 West 6598 1 2862	0 0 0 WITH SUBJ eyed + Til growth fac	0 0 378  ECT DEVELOPMEN tor + committed de	0 376 754 TIN OPERATION v. + subject dev.) TOTALS 18907 17353 10614	R107 / R139 TOT. 2027 From R107 S R139 R107 I	North East ALS Heavy Vehicles To South West North	0 0 0	0 0 0 (surv R139 West 433 0 309	0 0 0 WITH SUBJI eyed + Til growth fact R107 North 210 332	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	r. + subjec
R139 East TOTALS  2027 Light Vehicles To From R107 South R139 West	0 193 193 193 R107 South 8 5800 7040 5696	0 183 183 183 (surv R139 West 6598 1 2862 8135	0 0 WITH SUBJ eyed + Til growth fac R107 North 7475 3376 2 736	0 0 378 ECT DEVELOPMEN ttor + committed der R139 East 4826 8176 710	0 376 754 T IN OPERATION v. + subject dev.) TOTALS 18907 17353 10614 14567	R107 / R139 TOT. 2027 From R107 8 R139 R107 R139	North East ALS Heavy Vehicles To South West North East	R107 South  0 365 189 323	0 0 0 (surv	0 0 0 WITH SUBJI eyed + Til growth fact R107 North 210 332 0 25	0 0 0 ECT DEVELOPMENT for + committed dev R139 East 311 552 29 0	TOTA
R139 East TOTALS  2027 Light Vehicles To From R107 South R139 West R107 North R139 East TOTALS	0 193 193 193 R107 South 8 5800 7040	0 183 183 183 (surv R139 West 6598 1 2862	0 0 WITH SUBJ eyed + Til growth fac R107 North 7475 3376 2 736 11589	0 0 378 ECT DEVELOPMEN tor + committed de R139 East 4826 8176 710 0	0 376 754 TIN OPERATION v. + subject dev.) TOTALS 18907 17353 10614 14567 61441	R107   R139   TOT.  2027   From   R107   R139   R107   R139   R107   R139   R107   R10	North East ALS Heavy Vehicles To South West North East ALS	0 0 0 R107 South 0 365 189	0 0 0 (surv R139 West 433 0 309	0 0 WITH SUBJI eyed + Til growth fact R107 North 210 332 0 25 567	0 0 0 0 eccT DEVELOPMENT for + committed dev R139 East 311 552 29 0	r. + subjec
R139 East TOTALS  2027 Light Vehicles To From R107 South R139 West R107 North R139 East	0 193 193 193 R107 South 8 5800 7040 5696	0 183 183 183 (surv R139 West 6598 1 2862 8135 17596	0 0 WITH SUBJ eyed + Til growth fac R107 North 7475 3376 2 736 11589	0 0 378 378 ECT DEVELOPMENT to r + committed de R139 East 4826 8176 710 0 13712	0 376 754 II N OPERATION v. + subject dev.) TOTALS 18907 17353 10614 14567 61441	R107 / R139 TOT. 2027 From R107 8 R139 R107 R139	North East ALS Heavy Vehicles To South West North East	R107 South  0 365 189 323	(surv R139 West 433 0 309 533 1275	0 0 WITH SUBJI eyed + Til growth fact R107 North 210 332 0 25 567	0 0 0 0 0 ECT DEVELOPMENT for + committed dev R139 East 311 552 29 0 892	TOTA  DEVELOR
R139 East   TOTALS	0 193 193 193 R107 South 8 5800 7040 5696	0 183 183 183 (surv R139 West 6598 1 2862 8135 17596	0 0 0 WITH SUBJ eyed + Til gowth fac R107 North 7475 3376 2 736 11589	0 0 378 378 ECT DEVELOPMENT to r + committed de R139 East 4826 8176 710 0 13712	0 376 754 II N OPERATION v. + subject dev.) TOTALS 18907 17353 10614 14567 61441	R107   R139   TOT.   2027   From R107   R139   R107   R139   TOT.   R139   TOT.   R139   TOT.   R1393   TOT.	North East ALS Heavy Vehicles To South West North East ALS Heavy	R107 South  0 365 189 323	(surv R139 West 433 0 309 533 1275	0 0 0 WITH SUBJI eyed + Til growth fact R107 North 210 332 0 25	0 0 0 0 0 ECT DEVELOPMENT for + committed dev R139 East 311 552 29 0 892	TOTA  DEVELOR d develop
R139 East     TOTALS     2027	8 5800 7040 18544	0 183 183 183 (surve R139 West 6598 1262 8135 17596 (surve	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	378 378 ECT DEVELOPMEN tor + committed de R139 East 4826 8176 710 0 13712 WITHOUT SUBJECT	0 376 754 FIN OPERATION v. + subject dev.) TOTALS 18907 17353 10614 14567 61441 DEVELOPMENT ad development)	R107   R139   TOT.   Prom   R107   R139   R107   R139   TOT.   R139   TO	North East ALS Heavy Vehicles To South West North East ALS Heavy Vehicles To	R107 South  0 365 189 323 877	(surve	0 0 0 0 WITH SUBJI 2004 + Til growth fact R107 North 210 332 0 0 25 567	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTA  DEVELOR  d develor
R139 East TOTALS  2027 Light Vehicles TO From TO R107 South R139 West R107 North R139 East TOTALS  2032 Light Vehicles To From R107 South R139 West	R107 South  8 5800 7040 5696 18544  R107 South	0 183 183 183 (surv R139 West 17596 (surv R139 West 17596 )	0 0 0 WITH SUBB payed + Till growth fac Fill g	0 0 0 378 378 ECT DEVELOPMENT R139 East 4826 8176 710 0 13732 WITHOUT SUBJECT R139 East 8136 8176 8176 8176 8176 8176 8176 8176 817	0 376 754 778 OPERATION	From R107: R139 TOT.  2027  From R107: R139 R107 t R139 TOT.  2032	North East ALS Heavy Vehicles To South West Heavy Vehicles To To South South West To To South West	R107 South  0 365 189 323 877  R107 South	(surv R139 West 433 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 WITH SUBJI PROPERTY OF THE PROPERTY OF T	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTA  DEVELOI  d develop
R139 East     TOTALS     TOTAL	R107 South  8 5800 7040 5696 18544  R107 South  8 6356 7715	0 183 183 183 183 (surv R139 West 6598 115 17596 (surv R139 West 17230 115 115 115 115 115 115 115 115 115 11	0 0 0 0 WITH SUB- wyed + Til growth face R107 North 7475 33766 2 2 7366 11589 11589 R107 North R107 North	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 376 754 71 M OPERATION × + subject dev.) TOTALS 18907 17953 10614 14567 61441 TOTALS 20501 18819 11631	From R1071 R139 TOT.  2027 From R1071 R139 R1071 R1393 TOT.	North East ALS Heavy Vehicles To South West North East ALS Heavy Vehicles To South West North Esst ALS North North Esst North Esst	R107 South  0 365 189 323 877  R107 South  0 449 232	(surv R139West 433 0309 533 1275 (surve R139West	0 0 0 WITH SUBI SUBJECT SUBJEC	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTA  DEVELOR  d develor
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R139 East	R107 South  8 5800 7040 5696 18544  R107 South  8 6356 7715 6031	0 183 183 183 (surv R139 West 6598 1 2862 8135 17596 1 1 3136 8134 8135 8134 8135 8134 8135 8134 8134 8134 8134 8134 8134 8134 8134	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 378 378 867 DEVELOPMENT to r + committed de R139 East 4826 8176 710 0 13712 without subject the factor + committed R139 East 5072 8762 778	0 376 754 TIN OPERATION & + subject dev.) TOTALS 18907 17353 10614 14567 61441 1702 CEVELOPMENT TOTALS 20501 18819 11631 115551 665502	From R1071 R139 From R1071 R139 R1071 R139 R1071 R139 R1071 R139 R1071 R139 R1071 R139	North East ALS Heavy Vehicles To South West North East ALS To South West North East ALS To South West ALS ALS	R107 South  0 365 189 323 877  R107 South  0 449 232 397	(surv R139West 433 0 309 533 1275 R139West 532 0 379 6555	0 0 0 WITH SUBING PRIOR THE PRIOR TH	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	DEVELO
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R139 East	R107 South  8 5800 7040 5696 18544  R107 South  8 6356 7715 6031 20110  R107 South  8 6356 7715 6356	0 183 183 183 (surv R139 West 6598 1 2 862 8 135 17596 8 139 1936 8 139 13136 8 139 13136 8 139 13264 13964 1 19264	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 378 8CET DEVELOPMENT to r + committed de R139 East 4826 8176 710 1 3712 WITHOUT SUBJECT this latest + committed to r + committed de R139 East 5072 8762 8762 8762 8778 98943 778 1 4990 WITHOUT SUBJECT LIVE OPEN TO REPORT	0 376 754 IN OPERATION & + subject dev.) TOTALS 18907 17353 16614 14567 61441 TOTALS 20501 18819 11631 15551 66502 IN OPERATION & + subject dev.) TOTALS 20501 1819 11631 15551 20508 19000 11631 15927 67256	R1071 R139 TOT. 2027 From R1071 R139 TOT. 2032 From R1071 R139 R1071 R139 R1071 R139 TOT. 2032 From R1071 R139 R1071 R1399 R1071 R1399 R1071 R1399 R1071 R1399 R1071 R1399 R1071	North East ALS Heavy Vehicles To South West North East ALS Heavy Vehicles To South West North East ALS Heavy Vehicles To South West North East ALS Heavy Vehicles To To South West North Heavy Vehicles To	R107 South  R107 South  0 365 189 323 877  R107 South  0 449 232 397 1078	Gurv R139 West 433 0 309 533 1275 (surv R139 West 532 0 379 655 1566 1566 1566 1566	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 0 0 0 0 0 0	DEVELOI  TOTA  DEVELOI  TOTA  TOTA  TOTA  DEVELOI  TOTA  DEVELOI  TOTA  DEVELOI  TOTA
R139 East	R107 South  8 5800 7040 5696 18544  R107 South  8 6356 6031 20110  R107 South  8 8 6350 6031 20110	0 183 183 183 183 183 183 183 183 183 183	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 37878 37878 ECT DEVELOPMENT to r + committed dee R139 East 4826 81767 710 0 13712 WITHOUT SUBJECT 7878 0 14612 ECT DEVELOPMENT to r + committed dee R139 East 0 14612 ECT DEVELOPMENT TO F + committed dee R139 East 0 14612 ECT DEVELOPMENT TO r + committed dee R139 East 0 14690 WITHOUT SUBJECT TO F + committed dee R139 East 14890 WITHOUT SUBJECT TO F + committed dee R139 East	0 376 7754 TIN OPERATION ** + subject dev.) TOTALS 18907 17953 10614 14567 61441 TOTALS 20591 18819 11631 15551 66502 TOTALS 20698 19000 11631 15927 67256 707266	R1071 R139 TOT. 2027 From R1075 R139 R1071 R139 TOT. 2032 From R1071 R139 TOT. 2032 From R1071 R139 TOT. 2042 From R1072 R139 R1071	North East ALS Heavy Vehicles To South West North East ALS Heavy Vehicles To South West To South West To South West ALS Heavy Vehicles To South West ALS Heavy Vehicles To South West To South West To South	R107 South	GSUPVEST  (SUPVEST  (SUPVE	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 0 0 0 0 0 0	DEVELOI  TOTA  DEVELOI  TOTA  TOTA  TOTA  DEVELOI  TOTA  DEVELOI  DEVELOI  DEVELOI  DEVELOI  DEVELOI  DEVELOI  DEVELOI  DEVELOI
R139 East	R107 South  R107 South  8 5800 7040 5696 18544  R107 South  8 6356 7715 6031 20110  R107 South  8 6356 7715 6224 20303	0 183 183 (surv R139 West 6598 17596 (surv R139 West 7230 1 1 19081 1	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	0 376 754 TIN OPERATION A: * subject dev.) TOTALS 18907 17353 10614 14567 61441 10 EVELOPMENT at development) TOTALS 20501 18819 11631 15551 66502 TIN OPERATION A: * subject dev.) TOTALS 20698 19000 11631 15927 67256 DEVELOPMENT at development) TOTALS	R1071 R139 TOT. 2027 From R1071 R139 TOT. 2032 From R1071 R139 R1071 R139 R1071 R139 TOT. 2032 From R1071 R139 R1071 R1399 R1071 R1399 R1071 R1399 R1071 R1399 R1071 R1399 R1071	North East ALS Heavy Vehicles To South West To South Orth East ALS Heavy Vehicles To South Orth East ALS	R107 South  0 365 189 323 877  R107 South  0 449 232 397 1078  R107 South  0 449 1330 1078	Gurve R139 West 433 0 309 533 1275  R139 West 532 0 379 6555 1566 R139 West 532 0 (surve R139 West 635 1566	0 0 WITH SUBJUST 11 growth fact R107 North 210 332 0 25 567 yeed flows + Til growt 696 WITH SUBJUST 11 growth 696 WITH SUBJUST 11 growth 696 408 408 408 408 696 8107 North 258 408 696 R107 North 322 5599	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	DEVELOI  TOTA  DEVELOI  TOTA  TOTA  TOTA  DEVELOI  TOTA  DEVELOI  DEVELOI  DEVELOI  DEVELOI  DEVELOI  DEVELOI  DEVELOI  DEVELOI
R139 East	R107 South  R107 South	0 183 183 183 183 (surv R139 West 6558 6558 17596 (surv R139 West 7230 1 1 3136 8714 19081 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	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 0 0 0 0 0 0	0 376 754 TIN OPERATION * + subject dev.) TOTALS 18907 17353 10614 14567 61441 10EVELOPMENT dd development) TOTALS 20501 18819 11631 15551 66502 TIN OPERATION * + subject dev.) TOTALS 20698 19000 11631 15927 67256 TOTALS 20698 19000 TOTALS 20698 19010 TOTALS	R1071 R139 TOT.  2027 From R1075 R139 R1071 R139 TOT.  2032 From R1071 R139 TOT.  2032 From R1071 R139 TOT.  2042 From R1071 R139 R1071 R139 R1071 R139 R1071 R139	North East ALS Heavy Vehicles To South West North East ALS Heavy Vehicles To South West To South West ALS Heavy Vehicles To South Heavy Vehicles To South West North East ALS Heavy Vehicles To South West North East ALS Heavy Vehicles To South West North East ALS Heavy Vehicles To South East ALS Heavy Vehicles To South East ALS Heavy Vehicles To	R107 South	Gauny R139 West 433 433 433 533 1275 (surny R139 West 532 0 379 655 1566 R139 West 532 0 (surny R139 West 655 1566 (surny R139 West 655 1566	0 0 WITH SUBING PRIOR THI growth face R107 North 210 332 0 25 567  yeed flows + Til growt on the subing sub	0   0   0   0   0   0   0   0   0   0	DEVELOI TOTA  DEVELOI TOTA  TOTA  DEVELOI TOTA  DEVELOI TOTA
R139 East	R107 South  R107 South  8 5800 7040 5696 18544  R107 South  8 6356 7715 6031 20110  R107 South  8 6356 7715 6331 20110	0 183 (surv.) R139 West 6598 112 2862 8135 17596 (surv.) R139 West 7230 11 3136 8714 19081 13136 8897 19264 (surv.) R139 West 7230 19264 1939 West 7839 19264 13430 8897 19264 13430 8897 19264 13430 8897 19264 13430 8897 19264 13430 8897 19264 13430 8897 19264 13430 8897 19264 13430 8897 19264 13430 8897 19264 13430 8897 19264 13430 8897 19264 13430 8897 13400 8897 13400 8897 13400 8897 13400 8897 13400 8897 13400 8	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 038 378 ECT DEVELOPMENT to r + committed der R139 East 4826 8176 710 13712 WITHOUT SUBJECT th factor + committed R139 East 5072 8762 8762 8762 8762 8762 8762 8762 14612 ECT DEVELOPMENT to r + committed der R139 East 14612 WITHOUT SUBJECT th factor + committed der R139 East 1478 9549 8544 8444 8444	0 376 754 7754 776 7754 77754 77754 77754 77754 77754 77754 77755 77755 77755 77757 7777 7777 7777 7777 7777 7777 7777 7777	R1071 R139 TOT. 2027 From R1071 R139 TOT. 2032 From R1071 R139	North East ALS Heavy Vehicles To South West North East ALS Heavy Vehicles To South West To South West ALS Heavy Vehicles To South Heavy Vehicles To South West North East ALS Heavy Vehicles To South West North East ALS Heavy Vehicles To South West North East ALS Heavy Vehicles To South East ALS Heavy Vehicles To South East ALS Heavy Vehicles To	R107 South  R107 South  0 365 189 323 877  R107 South  0 449 232 397 1078  R107 South  0 1078	0 0 0 (surve R139 West 433 309 533 1275 1566 155 1566 1566 1566 1664 0 0 473 8 164 1664 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 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	DEVELOI TOTA  DEVELOI TOTA  TOTA  DEVELOI TOTA  DEVELOI TOTA
R139 East	R107 South  R107 South	0 183 183 183 183 183 183 183 183 183 183	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 0 0 0 0 0 0	0 376 754 7754 776 7754 776 776 7776 7776 7	R1071 R139 TOT.  2027 From R1075 R139 R1071 R139 TOT.  2032 From R1071 R139 TOT.  2032 From R1071 R139 TOT.  2042 From R1071 R139 R1071 R139 R1071 R139 R1071 R139	North East ALS Heavy Vehicles To South West North East ALS Heavy Vehicles To South Heavy Vehicles To To South Heavy Vehicles To To Heavy Vehicles	R107 South	Gurve R139 West 433 309 533 1275 655 1566 654 664 64 64 3177 1954	0 0 0 WITH SUBJING R107 North 210 332 325 567 yeed floors + Til growt face R107 North 258 408 0 300 696 WITH SUBJING 258 408 0 300 696 R107 North 258 408 0 300 300 696 WITH SUBJING 300 696 330 696	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	DEVELOI  TOTA  I IN OPER  TOTA  TOTA  I IN OPER  TOTA  I IN OPER  TOTA  I IN OPER  TOTA  I IN OPER
R139 East	R107 South  R107 South  8 5800 7040 5696 18544  R107 South  8 6356 7715 6031 20110  R107 South  9 6892 8364 6539 21804	0 183 183 (surv R139 West 6598 126 (surv R139 West 7230 1 1 3136 8714 19081 1 1 3136 8897 19264 1 3400 9448 20688 20688	0 0 0 0 WITH SUBI PROVIDED THE	0 0 0 0 0 37878 8578 8576 8176 710 13712 WITHOUT SUBJECT th factor + committed der 139 East 14826 8762 8762 8762 8762 8762 8762 8762 8	0 376 754 TIN OPERATION	R1071 R139 TOT.  2027  From R1071 R139 TOT.  2032  From R1071 R139	North East ALS Heavy Vehicles To South West North East ALS To South West North East ALS Heavy Vehicles To South West North East ALS Heavy Vehicles To South West North East ALS To South West North East ALS ALS Heavy Vehicles To South Meavy Vehicles To South Meavy Vehicles To South ALS	R107 South  R107 South  0 365 189 323 877  R107 South  0 449 232 397 1078  R107 South  0 449 1334 1078	Gurry R139 West 433 0 309 533 1275 R139 West 532 0 379 655 1566 Surry R139 West 655 1566 F139 West 139 West 1592 1593 1593 1593 1593 1593 1593 1593 1593	0 0 WITH SUBJ. 210 332 0 25 567 yeed flows + Til growt face R107 North 228 408 0 30 696 WITH SUBJ. 258 408 0 30 696 R107 North 258 408 0 30 696 WITH SUBJ. 258 408 0 30 696 WITH SUBJ. 30 696 896 WITH SUBJ.	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTA
R139 East	R107 South	0 183 183 183 (surv R139 West 6598 17596 (surv R139 West 7230 1 1 3136 8714 19081 7230 1 1 3136 8897 19264 8897 19264 8898 1 1 3400 9448 20688 20688 (surv R139 West R139 West 8139 West 8	0 0 0 0 WITH SUBI PROVIDED THE	0 0 0 3788 8576 EST DEVELOPMEN tor + committed der R139 East 4826 710 0 13712 WITHOUT SUBJECT this factor + committed ser 10 14612 EST DEVELOPMEN tor + committed der R139 East 0 14990 WITHOUT SUBJECT this factor + committed ser S499 8444 0 15842 EST DEVELOPMEN tor + committed ser R139 East	0 376 754 TIN OPERATION & + subject dev.) TOTALS 18907 17353 10614 14567 61441 10 EVELOPMENT and development) TOTALS 20501 18819 11631 15551 66502 TIN OPERATION & + subject dev.) TOTALS 20698 19000 11631 15927 67256 DEVELOPMENT and development) TOTALS 20288 19000 11631 15927 67256 TOTALS 2021 15927 1703 1701 18611 1701 18611 1701 18611 1701 18611 1701 18611 1701 18611 1701 18611 1701 18611 1701 18611 1701 18611 1701 18611 1701 18611 18611 1701 18611	R1071 R139 TOT.  2027  From R1071 R139 TOT.  2032  From R1071 R139 TOT.  2032  From R1071 R139 TOT.  2032  From R1071 R139 TOT.  2042  From R1071 R139 TOT.  2042	North East ALS Heavy Vehicles To South West North East ALS Heavy Vehicles To To South West North East ALS Heavy Vehicles To	R107 South  R107 South  0 365 189 323 877  R107 South  0 449 232 397 1078  R107 South  0 449 1334 1078	Gurv R139 West 655 1566 R139 West 6473 379 6555 1566 R139 West 6473 379 655 1566 R139 West 655 1566 R139 West 655 1566	0 0 0 WITH SUBJ. R107 North 210 332 0 25 567 yeed flows + Til growt face R107 North 258 408 0 30 696 WITH SUBJ. 258 408 0 30 696 R107 North 322 509 0 38 869 WITH SUBJ.	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	DEVELOI  TOTA  DEVELOI  TOTA
R139 East	R107 South  R107 South  8 5890 7040 5696 18544  R107 South  8 6356 7715 6031 20110  R107 South  8 6356 7715 6224 20303  R107 South  9 6892 21804  R107 South	0 183 183 (surv.) R139 West 6598 112 2862 8135 17596 (surv.) R139 West 7230 13136 8714 19081 7230 11318 8897 19264 8139 West 7839 9448 20688 8139 9448 8139	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 37878 37878 ECT DEVELOPMENT tor + committed dee R139 East 4826 81767 710 0 137112 WITHOUT SUBJECT 8762 8778 0 14612 ECT DEVELOPMENT tor + committed dee R139 East 14612 ECT DEVELOPMENT tor + committed dee R139 East 14819 9499 WITHOUT SUBJECT this factor + committed dee R139 East 14818 5269 8943 1788 0 14990 WITHOUT SUBJECT this factor + committed dee R139 East 5493 9499 9499 8494 10 15842 ECT DEVELOPMENT tor + committed dee R139 East	0 376 7754 TIN OPERATION ** * subject day.) TOTALS 18907 17353 10614 14567 61441 106VELOPMENT ** od development) TOTALS 20501 18819 11631 15551 66502 TIN OPERATION ** overlapment ** of development ** overlapment TOTALS 20698 19000 11631 15927 67256 ** OPERATION TOTALS 20228 20403 126211 18861 72103 17611 18861 72103 17611 18861 72103	R1071 R139 TOT. 2027 From R1071 R139 R1071 R139 TOT. 2032 From R1077 R139 TOT. 2032 From R1071 R139 TOT. 2042 From R1071 R139 TOT. 2042 From R1071 R139 TOT.	North East ALS Heavy Vehicles To South West North East ALS Heavy Vehicles To South	R107 South  R107 South	Gauny  R139 West  433  0309  533  1275  (sunw  R139 West  532  (sunw  (suny  (s	0 0 0 WITH SUBJ. 210 221 232 232 24 25 567 25 567 27 25 408 408 408 408 408 408 408 408 408 408	O O O O O O O O O O O O O O O O O O O	DEVELOR TOTA  DEVELOR TOTA
R139 East	R107 South	0 183 183 183 (surv R139 West 6598 17596 (surv R139 West 7230 1 1 3136 8714 19081 7230 1 1 3136 8897 19264 8897 19264 8898 1 1 3400 9448 20688 20688 (surv R139 West R139 West 8139 West 8	0 0 0 0 WITH SUBI PROVIDED THE	0 0 0 3788 8576 EST DEVELOPMEN tor + committed der R139 East 4826 710 0 13712 WITHOUT SUBJECT this factor + committed ser 10 14612 EST DEVELOPMEN tor + committed der R139 East 0 14990 WITHOUT SUBJECT this factor + committed ser S499 8444 0 15842 EST DEVELOPMEN tor + committed ser R139 East	0 376 754 TIN OPERATION & + subject dev.) TOTALS 18907 17353 10614 14567 61441 10 EVELOPMENT and development) TOTALS 20501 18819 11631 15551 66502 TIN OPERATION & + subject dev.) TOTALS 20698 19000 11631 15927 67256 DEVELOPMENT and development) TOTALS 20288 19000 11631 15927 67256 TOTALS 2021 15927 1703 1701 18611 1701 18611 1701 18611 1701 18611 1701 18611 1701 18611 1701 18611 1701 18611 1701 18611 1701 18611 1701 18611 1701 18611 18611 1701 18611	R1071 R139 TOT.  2027  From R1071 R139 TOT.  2032  From R1071 R139 TOT.  2032  From R1071 R139 TOT.  2032  From R1071 R139 TOT.  2042  From R1071 R139 TOT.  2042	North East ALS Heavy Vehicles To South West North East ALS Heavy Vehicles To	R107 South  R107 South  0 365 189 323 877  R107 South  0 449 232 397 1078  R107 South  0 449 1334 1078	Gurv R139 West 655 1566 R139 West 6473 379 6555 1566 R139 West 6473 379 655 1566 R139 West 655 1566 R139 West 655 1566	0 0 0 WITH SUBJ. R107 North 210 332 0 25 567 yeed flows + Til growt face R107 North 258 408 0 30 696 WITH SUBJ. 258 408 0 30 696 R107 North 322 509 0 38 869 WITH SUBJ.	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	DEVELOP  TOTA  TOT

				Peak H	our Traffic Flo	w Matrices (	Passenger Car Units	- Junction 2				
2024	AM Peak	(08:00-09:00)			SURVEYED	TRAFFIC FLOWS	2024 PM Peak	(17:00-18:00)			SURVEYED 1	RAFFIC FLOWS
	То	R107 South	Mayne River	R107 North	Main Street (E)	TOTALS	То	R107 South	Mayne River	R107 North	Main Street (E)	TOTALS
From R107	7 South	6	Ave (W) 68	587	0	661	R107 South	12	Ave (W) 78	948	0	1038
	iver Ave (W) 7 North	61	0	140	0	201	Mayne River Ave (W) R107 North	51	0	142	0	193
	Street (E)	974	222 0	21 0	0	1217 0	Main Street (E)	575 0	177 0	27 0	0	779 0
TO	TALS	1041	290	748	0	2079	TOTALS	638	255	1117	0	2010
2024	AM Peak				BASELINE (surveyed flows +	TRAFFIC FLOWS	2024 PM Peak				BASELINE T	RAFFIC FLOWS
	To	R107 South	Mayne River	R107 North	Main Street (E)	TOTALS	То	R107 South	Mayne River	R107 North	Main Street (E)	TOTALS
From R107	7 South	6	Ave (W) 68	587	0	661	From R107 South	12	Ave (W) 78	948	0	1038
	iver Ave (W) 7 North	61 974	0 222	140 21	0	201	Mayne River Ave (W) R107 North	51	0 177	142 27	0	193
	Street (E)	0	0	0	0	1217 0	Main Street (E)	575 0	0	0	0	779 0
TO	OTALS	1041	290	748	0	2079	TOTALS	638	255	1117	0	2010
2026	AM Peak			0	ther committed dev	elopment flows	2026 PM Peak			Ot	her committed deve	elopment flows
	То	R107 South	Mayne River	R107 North	Main Street (E)	TOTALS	То	R107 South	Mayne River	R107 North	Main Street (E)	TOTALS
From R107	7 South		Ave (W)			0	From R107 South		Ave (W)			0
	iver Ave (W)					0	Mayne River Ave (W)					0
	7 North Street (E)					0	R107 North Main Street (E)					0
TO	TALS	0	0	0	0		TOTALS	0	0	0	0	0
2027	AM Peak				WITHOUT SUBJECT		<b>2027</b> PM Peak				WITHOUT SUBJECT	DEVELOPMENT
2027					rth factor + committe	ed development)			(surv		th factor + committe	d development)
From	To	R107 South	Mayne River Ave (W)	R107 North	Main Street (E)	TOTALS	From	R107 South	Ave (W)	R107 North	Main Street (E)	TOTALS
	7 South iver Ave (W)	6 66	73 0	632 151	0	711 217	R107 South Mayne River Ave (W)	13 55	84 0	1020 153	0	1117 208
	7 North	1048	239	23		1310	R107 North	619	190	29	0	838
	Street (E) OTALS	0 1120	0 <b>312</b>	0 <b>806</b>	0	2238	Main Street (E) TOTALS	0 687	0 274	0 1202	0	0 2163
	777.20	1120	012	000		2200	TOTALO	007	2/4	1202	· ·	2100
2027	AM Peak		S	UBJECT DEVELOPM	ENT FLOWS - OPER	ATIONAL PHASE	2027 PM Peak		s	UBJECT DEVELOPM	ENT FLOWS - OPERA	ATIONAL PHASE
From	То	R107 South	Mayne River Ave (W)	R107 North	Main Street (E)	TOTALS	From	R107 South	Mayne River Ave (W)	R107 North	Main Street (E)	TOTALS
	7 South iver Ave (W)					0	R107 South Mayne River Ave (W)					0
	7 North					0	R107 North					0
	Street (E) OTALS	0	0	0	0	0	Main Street (E) TOTALS	0	0	0	0	0
2027	AM Peak		(surv		JECT DEVELOPMEN ctor + committed de		2027 PM Peak		(sun		JECT DEVELOPMENT ctor + committed dev	
From	То	R107 South	Mayne River Ave (W)	R107 North	Main Street (E)	TOTALS	To	R107 South	Mayne River Ave (W)	R107 North	Main Street (E)	TOTALS
From R107	7 South	6	73	632	0	711	R107 South	13	84	1020	0	1117
	iver Ave (W) 7 North	66 1048	239	151 23	0	217 1310	Mayne River Ave (W) R107 North	55 619	190	153 29	0	208 838
Main S	Street (E)	0	0	0		0	Main Street (E)	019	0		0	0
TO	OTALS	1120	312	806	0	2238	TOTALS	687	274	1202	0	2163
2032	AM Peak				WITHOUT SUBJECT		2032 PM Peak				WITHOUT SUBJECT	
	То	R107 South	Mayne River		vth factor + committee Main Street (E)	TOTALS	То	R107 South	Mayne River		th factor + committe	d development) TOTALS
From	7 Carrette		Ave (W)	R107 North	, ,		From		Ave (W)	R107 North	Main Street (E)	
	7 South iver Ave (W)	72	08	692 165	0	779 237	R107 South Mayne River Ave (W)	14 60	92	1118 167	0	1224 227
	7 North	1148	262	25	0	1435	R107 North	678	209	32	0	919
	Street (E) OTALS	1227	342	882	0	2451	Main Street (E) TOTALS	752	301	0 1317	0	2370
2032	AM Peak			WITH SUB	JECT DEVELOPMEN	IN OPERATION	2032 PM Peak			WITH SUB.	JECT DEVELOPMENT	IN OPERATION
2032	То		(surv		ctor + committed de		Z032 PM Peak		(surv		ctor + committed dev	
From		R107 South	Ave (W)		Main Street (E)	TOTALS	From	R107 South	Ave (W)		Main Street (E)	TOTALS
	7 South	7	80	692		779 237	R107 South Mayne River Ave (W)	14 60	92	1118 167	0	1224 227
Mayne Rr	iver Ave (W)		0	Inn								919
R107	7 North	72 1148	0 262	165 25	0	1435	R107 North	678	209		0	
R107 Main S		72 1148 0	<b>262</b> 0	25 0	0	1435 0	Main Street (E) TOTALS	0	0	0	0	0
R107 Main S	7 North Street (E) DTALS	72 1148	262	25	0	1435 0 2451	Main Street (E) TOTALS			0 <b>1317</b>	0	2370
R107 Main S	7 North Street (E) OTALS AM Peak	72 1148 0	262 0 <b>342</b> (surve	25 0 882	0 0 WITHOUT SUBJECT	1435 0 2451 DEVELOPMENT ed development)	Main Street (E) TOTALS  2042 PM Peak	0	0 <b>301</b> (surv	0 1317 eyed flows + Til grow	0 0 WITHOUT SUBJECT th factor + committe	0 2370 DEVELOPMENT
R107 Main S	7 North Street (E) DTALS	72 1148 0	262 0 <b>342</b>	25 0 882	0 0 0	1435 0 2451 DEVELOPMENT	Main Street (E) TOTALS	0	301	0 1317	0 0 WITHOUT SUBJECT	0 2370 DEVELOPMENT
R107 Main S TO 2042 From R107	7 North Street (E) DTALS  AM Peak To 7 South	72 1148 0 1227 R107 South	262 0 342 (surve Mayne River Ave (W)	25 0 882 eyed flows + Til grov R107 North 750	0 0 0 WITHOUT SUBJECT	1435 0 2451 DEVELOPMENT ad development) TOTALS	Main Street (E) TOTALS  2042 PM Peak To From R107 South	0 752 R107 South	(surw Mayne River Ave (W)	0 1317 eyed flows + Til grow R107 North	0 0 WITHOUT SUBJECT th factor + committe Main Street (E)	0 2370 DEVELOPMENT d development) TOTALS
R107 Main S TO 2042 From R107 Mayne Ri	7 North Street (E) DTALS  AM Peak To	72 1148 0 1227	262 0 342 (surve Mayne River Ave (W)	25 0 <b>882</b> eyed flows + Til grov <b>R107 North</b>	0 0 0 WITHOUT SUBJECT th factor + committe Main Street (E) 0 0	1435 0 2451 DEVELOPMENT ad development)	Main Street (E) TOTALS  2042 PM Peak To	752	0 301 (surv	0 1317 eyed flows + Til grow R107 North 1212 182	0 0 WITHOUT SUBJECT th factor + committe Main Street (E)	0 2370  DEVELOPMENT d development)  TOTALS  1327 247
From R107 Main S R107 R107 Mayne Ri R107 Main S	7 North Street (E) DTALS  AM Peak  To 7 South iver Ave (W) 7 North Street (E)	72 1148 0 1227 R107 South 8 78 1245	262 342 (surver Ave (W) 87 0 284	25 0 882 eyed flows + Til grov R107 North 750 179 27	0 0 0 0 0 WITHOUT SUBJECT th factor + committee Main Street (E) 0 0 0 0 0 0 0	1435 0 2451 DEVELOPMENT ad development) TOTALS 845 257 1556 0	Main Street (E) TOTALS  2042 PM Peak  To From R107 South Mayne River Ave (W) R107 North Main Street (E)	0 752 R107 South 15 65 735	(surv (surv Mayne River Ave (W) 100 0 226	0 1317  eyed flows + Til grow  R107 North  1212  182  35  0	WITHOUT SUBJECT th factor + committe  Main Street (E)  0 0 0	0 2370  DEVELOPMENT d development)  TOTALS  1327 247 996 0
R107 Main S TO 2042 From R107 Mayne Ri R107 Main S	7 North Street (E) DTALS  AM Peak  To 7 South iver Ave (W) 7 North	72 1148 0 1227 R107 South 8 78 1245	262 342 (surver Mayne River Ave (W) 87 0 284	25 0 882 syed flows + Til grov R107 North 750 179 27	0 0 0 0 0 WITHOUT SUBJECT th factor + committee Main Street (E) 0 0 0 0 0 0 0	1435 0 2451 DEVELOPMENT ad development) TOTALS 845 257 1556	Main Street (E) TOTALS  2042 PM Peak  To From R107 South Mayne River Ave (W) R107 North	752 R107 South 15 65 735	0 301 (surw Mayne River Ave (W) 100 0 226	0 1317  eyed flows + Til grow  R107 North  1212  182  35  0	0 0 WITHOUT SUBJECT th factor + committe  Main Street (E) 0 0	0 2370  DEVELOPMENT d development)  TOTALS  1327 247 996 0
R107 Main S TO 2042 From R107 Mayne Ri R107 Main S	7 North Street (E) DTALS  AM Peak  To 7 South iver Ave (W) 7 North Street (E)	72 1148 0 1227 R107 South 8 78 1245	262 342 (surve Mayne River Ave (W) 87 0 284 0 371	25 0 882 eyed flows + Til grow R107 North 750 179 27 0 956	0 0 0 0 0 WITHOUT SUBJECT th factor + committee Main Street (E) 0 0 0 0 0 0 0	1435 0 2451 DEVELOPMENT ad development) TOTALS 845 257 1556 0 2658	Main Street (E) TOTALS  2042 PM Peak  To From R107 South Mayne River Ave (W) R107 North Main Street (E)	0 752 R107 South 15 65 735	(surv Mayne River Ave (W) 100 0 226 0	0 1317  syed flows + Til grow  R107 North  1212 182 35 0 1429  WITH SUB.	WITHOUT SUBJECT th factor + committe  Main Street (E)  0 0 0	0 2370 DEVELOPMENT d development) TOTALS 1327 247 996 0 2570
From Mayne Ri R107 Mayne Ri R107 Mayne Ri TO	7 North Street (E) DTALS  AM Peak To 7 South iver Ave (W) 7 North Street (E) DTALS	72 1148 0 1227 R107 South 8 78 1245	262 0 342 (surve Mayne River Ave (W) 87 0 284 0 371	25 0 882 eyed flows + Til grow R107 North 750 179 27 0 956	O O O O WITHOUT SUBJECT And factor + committe  Main Street (E) O O O O O O O O O O O O O O O O O O O	1435 0 2451 DEVELOPMENT ad development) TOTALS 845 257 1556 0 2658	Main Street (E) TOTALS  2042 PM Peak To From R107 South Mayne River Ave (W) R107 North Main Street (E) TOTALS  2042 PM Peak To	0 752 R107 South 15 65 735	0 301 (surw Mayne River Ave (W) 100 0 226 0 326	0 1317  syed flows + Til grow  R107 North  1212 182 35 0 1429  WITH SUB.	WITHOUT SUBJECT th factor + committe  Main Street (E)  0  0  0  0  UECT DEVELOPMENT	0 2370 DEVELOPMENT d development) TOTALS 1327 247 996 0 2570
R107 Main S TO 2042  From R107 Mayne Ri R107 Main S TO 2042  From R107	7 North Street (E) DTALS  AM Peak  To 7 South 1 Wer Ave (W) 7 North Street (E) DTALS  AM Peak  To 7 South 7 South 7 North	72 1148 0 1227 R107 South 8 78 1245 0 1331	262 0 (surviv.)  (surviv.)  Mayne River Ave (W)  284 0 371 (surv.)  (surv.)  87 87 887	25 0 882 882 4994 flows + Ill grow R107 North 750 179 27 0 956 WITH SUB	0 0 0 WiTHOUT SUBJECT WHITHOUT SUBJECT CAN	1435 0 2451 DEVELOPMENT of development) TOTALS 845 257 1556 0 2658 IN OPERATION	Main Street (E) TOTALS  2042 PM Peak  To From R107 South Mayne River Ave (W) R107 North Main Street (E) TOTALS  2042 PM Peak  To From R107 South	0 752 R107 South 15 65 735 0 815 R107 South 15	(surv Mayne River Ave (W)  100  226  326  (surv Mayne River Ave (W)  100  326	0 1317  seyed flows + Til grow R107 North 1212 182 35 0 1429 WITH SUB. R107 North	WITHOUT SUBJECT th factor + committee  Main Street (E)  0 0 0 0 DECT DEVELOPMENT tot + committed dev	DEVELOPMENT d development) TOTALS 1327 247 996 0 2570 IN OPERATION TOTALS
From R107  2042  From R107  Mayne Ri R107  Main S  TO  2042	7 North Street (E) TTALS  AM Peak  To 7 South Iver Ave (W) 7 North Street (E) TO 7 South Iver Ave (W) 7 North To 7 South Iver Ave (W) TO 7 South Iver Ave (W)	72 1148 0 1227 R107 South 8 78 1245 0 1331	262 0 342 (surve Ave (W) 371 (surve Ave (W) 371 (surve Ave (W) 87 6	25 0 882 0 882 0 99ed flows + Ill grov R107 North 750 179 277 0 956 WITH SUB	WITHOUT SUBJECT th factor - committee Main Street (E) 0 0 0 UCT DEVELOPMEN Main Street (E) 0 0 Main Street (E)	1435 0 2451 DEVELOPMENT at development) TOTALS 845 257 1556 0 2658 IN OPERATION 7 + subject dev.) TOTALS	Main Street (E) TOTALS  2042 PM Peak  To From R107 South Mayne River Ave (W) R107 North Main Street (E) TOTALS  2042 PM Peak  To From R107 South Mayne River Ave (W) Mayne River Ave (W)	R107 South  15 65 735 815  R107 South  15 65 65 65 65 65 65 65 65 66 66	(surv Ave (W)  Mayne River Ave (W)  100  226  0  326  (surv Ave (W)  100  100  100  100  100  100  100  1	0 1317 1317 1317 1212 1322 335 0 1429 WITH STARR WITH THE PROVING	Main Street (E)  BECT DEVELOPMENT  Total Committee dev  Main Street (E)  O  O  D  D  D  D  D  D  D  D  D  D  D	0 2370 DEVELOPMENT of development) TOTALS 1327 247 996 0 2570 IN OPERATION TOTALS
From R107 Main S TO 2042  From R107 Mayne Ri R107 Main S TO 2042  From R107 Mayne Ri R107 Mayne Ri R107 Mayne Ri R107 Mayne Ri R107	7 North Street (E) DTALS  AM Peak  To 7 South 1 Wer Ave (W) 7 North Street (E) DTALS  AM Peak  To 7 South 7 South 7 North	72 1148 0 1227 R107 South 8 78 1245 0 1331	262 0 (surviv.)  (surviv.)  Mayne River Ave (W)  284 0 371 (surv.)  (surv.)  87 87 887	25 0 882 882 4994 flows + Ill grow R107 North 750 179 27 0 956 WITH SUB	O O O O O O O O O O O O O O O O O O O	1435 0 2451 DEVELOPMENT of development) TOTALS 845 257 1556 0 2658 IN OPERATION	Main Street (E) TOTALS  2042 PM Peak  To From R107 South Mayne River Ave (W) R107 North Main Street (E) TOTALS  2042 PM Peak  To From R107 South	0 752 R107 South 15 65 735 0 815 R107 South 15	(surv Mayne River Ave (W)  100  226  326  (surv Mayne River Ave (W)  100  326	0 1317 1317 1317 1317 1317 1317 1317 131	WITHOUT SUBJECT th factor + committee  Main Street (E)  0 0 0 0 DECT DEVELOPMENT tot + committed dev	0 2370  DEVELOPMENT d development)  TOTALS  1327 247 996 0 0 2570  'IN OPERATION (+ subject dev.)  TOTALS

RAFFIC FLO	SURVEYED T			AADT	2024 Heavy	RAFFIC FLOWS	SURVEYED			AADT	2024 Light
TOTAL	Main Chrant (F)	R107 North	Mayne River	R107 South	Vehicles To	TOTALS	Main Charact (F)	R107 North	Mayne River	R107 South	Vehicles To
	Main Street (E)		Ave (W)		From		Main Street (E)		Ave (W)		From
4	0	473 13	11 0	0	R107 South Mayne River Ave (W)	10753 1720		9828 1148	801	123 572	R107 South Mayne River Ave (W)
-	0	0	21	447	R107 North	11209		290	1731	9186	R107 North
		0	0	0	Main Street (E)	3		0	0	3	Main Street (E)
9	0	486	32	449	TOTALS	23685	3	11266	2532	9884	TOTALS
	BASELINE T				2024 Heavy	RAFFIC FLOWS					2024 Light
II growth fa	(surveyed flows + T		Mayne River		Vehicles To		(surveyed flows + 1		Mayne River		Vehicles To
101712	Main Street (E)	R107 North	Ave (W)	R107 South	From	TOTALS	Main Street (E)	R107 North	Ave (W)	R107 South	From
- 4	0	473 13	11 0	0	R107 South Mayne River Ave (W)	10753 1720		9828 1148	801	123 572	R107 South Mayne River Ave (W)
-	0	13	21	447	R107 North	11209		290	1731	9186	R107 North
		0	0	0	Main Street (E)	3		0	0	3	Main Street (E)
9	0	486	32	449	TOTALS	23685	3	11266	2532	9884	TOTALS
elopment fl	ther committed deve	01			2026 Heavy	lopment flows	ther committed dev	01			2026 Light
TOTAL	Main Street (E)	R107 North	Mayne River	R107 South	Vehicles To	TOTALS	Main Street (E)	R107 North	Mayne River	R107 South	Vehicles To
TOTAL	main Street (E)	K107 North	Ave (W)	K107 50utii	From		main Street (E)	K107 NOTUI	Ave (W)	K107 50utii	From
					R107 South Mayne River Ave (W)	0					R107 South Mayne River Ave (W)
					R107 North	0					R107 North
					Main Street (E)	0					Main Street (E)
	0	0	0	0	TOTALS	0	0	0	0	0	TOTALS
	WITHOUT SUBJECT				2027 Heavy		WITHOUT SUBJECT				2027 Light
	rth factor + committe		(surve		Vehicles To		vth factor + committe		(surve		Vehicles To
TOTAL	Main Street (E)	R107 North	Ave (W)	R107 South	From	TOTALS	Main Street (E)	R107 North	Ave (W)	R107 South	From
	0	555	13	0	R107 South	11569		10574	862	132	R107 South
	0	15	0	2	Mayne River Ave (W)	1850	0	1235	0	615	Mayne River Ave (W) R107 North
	0	0	25 0	525 0	R107 North Main Street (E)	12060 3	0	312	1862 0	9884	R107 North Main Street (E)
11	0	570	38	527	TOTALS	25482	3	12121	2724	10634	TOTALS
					Heavy						Light
ITIONAL PH	ENT FLOWS - OPERA	JBJECT DEVELOPM			Vehicles	TIONAL PHASE	IENT FLOWS - OPERA	JBJECT DEVELOPM			Vehicles
TOTAL	Main Street (E)	R107 North	Mayne River Ave (W)	R107 South	From	TOTALS	Main Street (E)	R107 North	Mayne River Ave (W)	R107 South	From
			,		R107 South	0			,		R107 South
					Mayne River Ave (W)	0					
					R107 North	0					Mayne River Ave (W) R107 North
	0	0	0	0			0	0	0	0	
UN ODERA			0	0	R107 North Main Street (E) TOTALS	0	1		0	0	R107 North Main Street (E) TOTALS
	O  JECT DEVELOPMENT ctor + committed dev	WITH SUB.	(surve	0	R107 North Main Street (E) TOTALS  Heavy Vehicles	0 0 0 IN OPERATION	O JECT DEVELOPMENT ctor + committed dev	WITH SUB	(SULV	0	R107 North Main Street (E) TOTALS  2027 Light Vehicles
	JECT DEVELOPMENT	WITH SUB.	(surve	0 R107 South	R107 North Main Street (E) TOTALS  2027 Heavy Vehicles To	0 0 0 IN OPERATION	JECT DEVELOPMENT	WITH SUB	(surve	0 R107 South	R107 North Main Street (E) TOTALS  2027 Light Vehicles To
.+subject o	JECT DEVELOPMENT ctor + committed dev	WITH SUB.	(surve Mayne River Ave (W)	R107 South	R107 North Main Street (E) TOTALS  Heavy Vehicles	0 0 0 IN OPERATION + subject dev.)	JECT DEVELOPMENT ctor + committed dev Main Street (E)	WITH SUB eyed + Til growth far R107 North	(survi Mayne River Ave (W)	R107 South	R107 North Main Street (E) TOTALS  2027 Light Vehicles
. + subject o	JECT DEVELOPMENT ctor + committed dev Main Street (E)	WITH SUB. eyed + Til growth fac R107 North	(surve		R107 North Main Street (E) TOTALS  2027 Heavy Vehicles To From	O O O O O O O O O O O O O O O O O O O	JECT DEVELOPMENT ctor + committed dev Main Street (E)	WITH SUB eyed + TII growth fa	(surve		R107 North Main Street (E) TOTALS  2027 Light Vehicles To
.+subject o	DECT DEVELOPMENT ctor + committed dev  Main Street (E)  0 0 0	WITH SUB. Peyed + Til growth face R107 North 555 15	(surve Mayne River Ave (W) 13 0 25	R107 South 0 2 525	R107 North Main Street (E) TOTALS  2027 Heavy Vehicles To From R107 South Mayne River Ave (W) R107 North	0 0 0 IN OPERATION + subject dev.) TOTALS 11569 1850 12060	Main Street (E)	with sub eyed + Til growth far R107 North 10574 1235 312	(survi Mayne River Ave (W) 862 0 1862	R107 South  132 615 9884	R107 North Main Street (E) TOTALS  2027 Light Vehicles To From R107 South Mayne River Ave (W) R107 North
TOTAL	DECT DEVELOPMENT ctor + committed dev  Main Street (E)  0 0 0 0	WITH SUB. Private + Till growth factor  R107 North  555  15  0	(surve Mayne River Ave (W) 13 0 25 0	R107 South  0 2 525 0	R107 North Main Street (E) TOTALS  2027 Heavy Vehicles To From R107 South Mayne River Ave (W) R107 North Main Street (E)	0 0 0 IN OPERATION -+ subject dev.) TOTALS 11569 1850 12060 3	Main Street (E)  1 0 2	WITH SUB eyed + Til growth far R107 North 10574 1235 312	(survi)  Mayne River Ave (W)  862  0  1862	R107 South  132 615 9884 3	R107 North Main Street (E) TOTALS 2027 Light Vehicles To From R107 South Mayne River Ave (W) Main Street (E)
TOTAL	Main Street (E)  0 0 0 0	WITH SUB. R107 North  555  15  0  570	(surve Mayne River Ave (W) 13 0 25	R107 South 0 2 525	R107 North Main Street (E) TOTALS  2027 Heavy Vehicles To From R107 South Mayne River Ave (W) R107 North Main Street (E) TOTALS	0 0 0 IN OPERATION + subject dev.) TOTALS 11569 1850 12060 3 25482	JECT DEVELOPMENT ctor + committed dev Main Street (E)  1 0 2 0 3	with sub eyed + Til growth far R107 North 10574 1235 312	(survi Mayne River Ave (W) 862 0 1862	R107 South  132 615 9884	R107 North Main Street (E) TOTALS  2027 Light Vehicles To From R107 South Main Street (E) TOTALS  TOTALS
TOTAL  S  TOTAL  S  DEVELOPM	DECT DEVELOPMENT ctor + committed dev  Main Street (E)  0 0 0 0	WITH SUB. R107 North  555 15 0 0 570	(surve Mayne River Ave (W) 13 0 25 0 38	R107 South  0 2 525 0	R107 North Main Street (E) TOTALS  2027 Heavy Vehicles To From R107 South Mayne River Ave (W) R107 North Main Street (E)	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Main Street (E)  1 0 2	with Sub eyed + Til growth far R107 North 10574 1235 312 0 12121	(surve Mayne River Ave (W) 862 0 1862 0 2724	R107 South  132 615 9884 3	R107 North Main Street (E) TOTALS  2027 Light Vehicles To From R107 South Mayne River Ave (W) R107 North Main Street (E)
TOTAL  S  TOTAL  S  DEVELOPM	JECT DEVELOPMENT ctor + committed dev Main Street (E) 0 0 0 0 without subject	WITH SUB. R107 North  555 15 0 0 570	Mayne River Ave (W)  13  0  25  0  38	R107 South  0 2 525 0	R107 North Main Street (E) TOTALS  2027 Heavy Vehicles To From R107 South Mayne River Ave (W) R107 North Main Street (E) TOTALS  2032 Heavy Vehicles	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Main Street (E)  1 0 2 0 3 WITHOUT SUBJECT	with Sub eyed + Til growth far R107 North 10574 1235 312 0 12121	(surve Mayne River Ave (W) 862 0 1862 2724 (surve	R107 South  132 615 9884 3	R107 North Main Street (E) TOTALS  2027 Light Vehicles To From R107 South Mayne River Ave (W) R107 North Main Street (E) TOTALS  2032 Light Vehicles To
TOTAL  TOTAL  TOTAL	JECT DEVELOPMENT tor + committed dev Main Street (E) 0 0 0 0 0 without Subsect th factor + committee Main Street (E)	### SUB #### SUB ### S	Mayne River Ave (W)  13  0  25  0  38  (surve	R107 South  0 2 525 525 0 527	R107 North Main Street (E) TOTALS  2027 Heavy Vehicles  From R107 South Mayne River Ave (W) R107 North Main Street (E) TOTALS  Heavy Vehicles	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	JECT DEVELOPMENT tor + committed dee Main Street (E)  1 0 2 0 3 WITHOUT SUBJECT wh factor + committe Main Street (E)	with sub ayed + Til growth far R107 North 10574 1235 312 0 12121 yed flows + Til grow	Mayne River Ave (W)  862 0 1862 0 2724  (surve	R107 South  132 615 9884 3 10634	R107 North Main Street (E) TOTALS  2027 Light Vehicles To From R107 South Mayne River Ave (W) R107 North Main Street (E) TOTALS  2032 Light Vehicles To From
TOTAL  TOTAL  TOTAL  TOTAL  TOTAL	JECT DEVELOPMENT Lotor + committeed deve Main Street (E) 0 0 0 0 without subject th factor + committee	with SUB.  R107 North  555 15 0 570  yed flows + Til grow	Mayne River Ave (W)  13  0  25  0  38	R107 South  0 2 525 0 527	R107 North Main Street (E) TOTALS  2027 Heavy Vehicles TO From R107 South Mayne River Ave (W) R107 North Main Street (E) TOTALS  Heavy Vehicles TO From	0 0 0 0 IN OPERATION -+ subject dev.) TOTALS 11569 1850 12060 3 25482 DEVELOPMENT d development)	JECT DEVELOPMENT tor + committed dee Main Street (E)  1 0 2 0 3 WITHOUT SUBJECT wh factor + committe Main Street (E)	with Sub eyed + Til growth far R107 North 10574 1235 312 0 12121	(surve Mayne River Ave (W) 862 0 1862 2724 (surve	R107 South 132 615 9884 3 10634	R107 North Main Street (E)  2027 Light Vehicles  To From R107 South Mayne River Ave (W) Main Street (E) TOTALS  2032 Light Vehicles To From R107 South
TOTAL  TOTAL  TOTAL	JECT DEVELOPMENT Lote + committed dev Main Street (E) 0 0 0 0 WITHOUT SUBJECT Rh factor + committee Main Street (E)	WITH SUB. R107 North  555 15 0 570 570 yed flows + Til grow R107 North 682	Mayne River Ave (W)  13  0 25 0 38  (surve Mayne River Ave (W)  15	R107 South	R107 North Main Street (E) TOTALS  2027 Heavy Vehicles  From R107 South Mayne River Ave (W) R107 North Main Street (E) TOTALS  10 From R107 South Mayne River Ave (W) R107 North Mayne River Ave (W) R107 North Mayne River Ave (W) R107 North	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	JECT DEVELOPMENT Loter + committed dee  Main Street (E)  1  2  3  WITHOUT SUBJECT the factor + committed  Main Street (E)  1  1  1  1  1  1  1  1  1  1  1  1  1	with sub eyed + Til growth far R107 North 10574 1235 312 0 12121 yed flows + Til grow R107 North	(surve Mayne River Ave (W) 862 0 1862 0 2724 (surve Mayne River Ave (W) 944	R107 South 132 615 9884 3 10634  R107 South	R107 North Main Street (E) TOTALS  2027 Light Vehicles To R107 South Mayne River Ave (W) R107 North Main Street (E) TOTALS  2032 Light Vehicles To From R107 South Mayne River Ave (W) R107 North Mayne River Ave (W) R107 North R107 N
.+ subject of TOTAL  \$ 12  DEVELOPM d developm TOTAL	JECT DEVELOPMENT Lote + committed dev Main Street (E) 0 0 0 0 WITHOUT SUBSET this factor + committee Main Street (E) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WITH SUB.  R107 North  S555  15  0  0  570  S70  R107 North  0  0  0  0  0  0  0  0  0  0  0  0  0	(surve (W)  Mayne River Ave (W)  1 3 3 0 25 0 38  (surve Ave (W)  16 0 30 0	R107 South  0 2 525 0 527  R107 South  0 3 645	R107 North Main Street (E) TOTALS  2027 Heavy Vehicles To From R107 South Mayne River Ave (W) R107 North Main Street (E) To TALS  2032 Heavy Vehicles To From R107 South Mayne River Ave (W) R107 North Main Street (E)	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	JECT DEVELOPMENT LOT + committee dev  Main Street (E)  1 0 0 0 3 WITHOUT SUBSETT With factor + committee Main Street (E) 1 0 2 0 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0	WITH SUB R107 North 10574 1235 312 0 12121  R107 North 11588 1354 1354 0 0 0	(survey)  Mayne River Ave (W)  862 0 1862 0 2724  (survey)  Mayne River Ave (W)  944 0 2041	R107 South  132 615 9884 3 10634  R107 South  145 674 10831 4	R107 North Main Street (E)  2027 Light Vehicles  To R107 South Mayne River Ave (W) Anin Street (E)  To From  R107 South Main Street (E)  To From R107 South Mayne River Ave (W) R107 North Main Street (E)
TOTAL  S  S  TOTAL  S  S  TOTAL  S  S  TOTAL  S  TOTAL  A  TOTAL  TOTAL	JECT DEVELOPMENT Lote + committed dev Main Street (E)  0 0 0 without subset Main Street (E) 0 0 without subset Main Street (E) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WITH SUB. R107 North 555 15 0 0 570  R107 North 682 19 0 701	Mayne River Ave (W)  25 0 38 (surver Ave (W)  16 0 30	R107 South  0 2 525 525 527  R107 South  0 3 645	R107 North Main Street (E) TOTALS  2027 Heavy Vehicles  From R107 South Mayne River Ave (W) R107 North Main Street (E) TOTALS  10 From R107 South Mayne River Ave (W) R107 North Mayne River Ave (W) R107 North Mayne River Ave (W) R107 North	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	JECT DEVELOPMENT LOT **Committed dev  Main Street (E)  1  0  2  0  3  WITHOUT SUBSET  Main Street (E)  1  0  2  0  3  3	WITH SUB R107 North  10574  1235  312  0  12121  R107 North  11588  1354  1354  342  0  13284	(SULPVI) Mayne River Ave (W) 862 0 1862 0 2724 (SULPVI) Mayne River Ave (W) 944 0 2041	R107 South 132 615 9884 3 10634  R107 South 145 674 10831	R107 North Main Street (E) TOTALS  2027 Light Vehicles To R107 South Mayne River Ave (W) R107 North Main Street (E) TOTALS  2032 Light Vehicles To From R107 South Mayne River Ave (W) R107 North Mayne River Ave (W) R107 North R107 N
TOTAL	JECT DEVELOPMENT  Details of the second of t	WITH SUB.	(surver Ave (W))  Mayne River Ave (W)  13  0  25  0  38  (surver Ave (W))  16  0  30  0  46	R107 South  0 2 525 0 527  R107 South  0 3 645	R107 North Main Street (E) TOTALS  2027 Heavy Vehicles To From R107 South Mayne River Ave (W) R107 North Main Street (E) To TALS  2032 Heavy Vehicles To From R107 South Mayne River Ave (W) R107 North Main Street (E) TOTALS	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	JECT DEVELOPMENT JECT D	WITH SUB RIOT North 10574 1235 3121 0 12121 12121 RIOT North 11588 1354 1354 342 342 342 WITH SUB	(surve (W)  Mayne River Ave (W)  862  0  1862  0  2724  (surve Mayne River Ave (W)  944  0  2985	R107 South  132 615 9884 3 10634  R107 South  145 674 10831 4	R107 North Main Street (E) TOTALS  2027 Light Vehicles To From R107 South Majne River Ave (W) R107 North Main Street (E) TOTALS  2032 Light Mayne River Ave (W) R107 North Majne River (E) TOTALS
TOTAL	JECT DEVELOPMENT  Main Street (E)  O O O O WITHOUT SUBJECT Ath factor + committle  Main Street (E)  O O O O O O O O O O O O O O O O O O	WITH SUB.	Mayne River Ave (W) 13 0 25 0 38  (surve (W) 13 30 0 46	R107 South  0 2 525 0 527  R107 South  0 3 645	R107 North Main Street (E) TOTALS  2027 Heavy Vehicles To From R107 South Mayne River Ave (W) R107 North Main Street (E) TOTALS  To From R107 South Mayne River Ave (W) R107 North Main Street (E) TOTALS  To From R107 South Mayne River Ave (W) R107 North Main Street (E) TOTALS	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	JECT DEVELOPMENT LOT **Committed dev  Main Street (E)  1  0  2  0  3  WITHOUT SUBSET  Main Street (E)  1  0  2  0  3  3	WITH SUB PRIOR THE PRIOR T	(surve Mayne River Ave (W) (surve W) (surve Mayne River Ave (W) (surve Mayne River Ave (W) (surve Mayne River Ave (W) (surve Mayne River	R107 South  132 615 9884 3 10634  R107 South  145 674 10831 4	R107 North
TOTAL  E  DEVELOPM d developm  TOTAL  E  13  IN OPERAT+ subject of	Main Street (E)  WITHOUT SUBJECT  Main Street (E)  WITHOUT SUBJECT  Main Street (E)  D D D D D D D D D D D D D D D D D D	WITH SUB.  R107 North  555  15  0  0  570  R107 North  682  19  0  WITH SUB.  WITH SUB.  WITH SUB.  WITH SUB.  WITH SUB.  WITH SUB.  R107 North	(surver   Ave (W)   13   0   25   5   0   0   14   15   15   15   15   15   15   15	R107 South  0 2 525 50 527  R107 South  0 3 645 0 648	R107 North Main Street (E) TOTALS  TO From R107 South Mayne River Ave (W) R107 North Main Street (E) TOTALS  Heavy Vehicles To TALS  R107 South Mayne River Ave (W) R107 North Main Street (E) TOTALS  To From R107 South Mayne River Ave (W) R107 North Main Street (E) TOTALS  Heavy Vehicles	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	JECT DEVELOPMENT  JECT DEVELOPMENT  Main Street (E)  1  0  2  0  3  WITH factor + committee of the factor + committee of t	with Sub weeped + Til growth far R107 North 10574 1235 3122 0 12121 1212	(surve River Ave (W) (surve River Ave (W) (surve River Ave (W) (surve Ave (W) 2985	R107 South  132 615 9884 3 10634  R107 South  145 674 10831 4 11654	R107 North Main Street (E) TOTALS  2027 Light Vehicles R107 South Majne River Ave (W) R107 North Main Street (E) TOTALS  2032 Light Vehicles To From R107 South Majne River Ave (W) R107 North Majne River (E) TOTALS
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TOTAL  11: 12: 12: 13: 14: 15: 16: 16: 17: 18: 18: 18: 18: 18: 18: 18: 18: 18: 18	JECT DEVELOPMENT  Main Street (E)  O O O O WITHOUT SUBSCT  Main Street (E)  O O O O WITHOUT SUBSCT  Main Street (E)  O O O O O O O O O O O O O O O O O O	WITH SUB.  R107 North  555 15 0 0 0 0 707  R107 North  682 19 0 701  R107 North  682 19 0 10 10 10 10 10 10 10 10 10 10 10 10 1	(surve (W) (surve (W) (surve (W) (W) (w) (surve (W) (W) (surve (W) (W) (surve (W) (w) (w) (surve (W) (w) (w) (surve (W) (w	R107 South  0 2 2 525 5 0 0 527	R107 North Main Street (E) TOTALS  2027 Heavy Vehicles To From R107 South Mayne River Ave (W) R107 North Main Street (E) TOTALS  To From R107 South Mayne River Ave (W) R107 North Main Street (E) TOTALS  To From R107 South Mayne River Ave (W) R107 North Main Street (E)	0   0   0   0   0   0   0   0   0   0	JECT DEVELOPMENT  Main Street (E)  1  0  2  0  3  WITHOUT SUBSCREET  1  0  2  0  3  JECT DEVELOPMENT  JECT OF COMMITTED  Main Street (E)  4  1  1  2  2  2  3  3  JECT DEVELOPMENT  JECT OF COMMITTED  Main Street (E)  1  2  2  3  JECT DEVELOPMENT  JECT OF COMMITTED  AMON STREET  AMON STREET	WITH SUB PROPERTY THE GOOD THE SUB- REST OF THE SUB- REST	(surve Ave (W) 4 0 4 0 4 0 4 0 4 0 4 0 0 2 0 4 1 0 0 0 2 0 4 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	R107 South  132 615 9884 3 10634  R107 South  145 674 11654  R107 South  145 674 10831 44 10831 44 10931	R107 North Main Street (E)  TOTALS  2027 Light Vehicles  To From R107 South Main Street (E) TOTALS  2032 Light Vehicles To From R107 South Mayne River Ave (W) R107 North Main Street (E) TOTALS  2032 Light Vehicles To From R107 South Mayne River Ave (W) R107 North Main Street (E) To From R107 South Mayne River Ave (W) R107 North Main Street (E)
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.+ subject of TOTAL  1: 1: 1: 1: 1: 1: 1: 1: 1: 1: 1: 1: 1:	JECT DEVELOPMENT  Main Street (E)  O O O O O WITHOUT SUBJECT  A Committee  Main Street (E)  O O O O O O O O O O O O O O O O O O	WITH SUB.  R107 North  555  15  0  0  0  0  R107 North  682  19  0  701  WITH SUB. 851  19  0  0  701  WITH SUB. 851  0  0  701  WITH SUB. 851  0  0  874  WITH SUB. 851	(SUPVE   AVE (W)	R107 South  0 2 525 0 527  R107 South 0 3 645 0 648  R107 South 0 4 4 0 808  R107 South	R107 North Main Street (E) TOTALS  TO From R107 South Mayne River Ave (W) R107 North Main Street (E) TOTALS  10 From R107 South Mayne River Ave (W) R107 North Main Street (E) TOTALS  2032 Heavy Vehicles  TO From R107 South Mayne River Ave (W) R107 North Main Street (E) TOTALS  2032 Heavy Vehicles  To From R107 South Mayne River Ave (W) R107 North Main Street (E) TOTALS  2042 Heavy Vehicles  To From R107 South Mayne River Ave (W) R107 North Main Street (E) TOTALS	O O O O O O O O O O O O O O O O O O O	JECT DEVELOPMENT  Main Street (E)  Main Street (E)  Main Street (E)  Main Street (E)  Development  Main Street (E)  A development  Main Street (E)  Main Street (E)  Main Street (E)  Main Street (E)	WITH SUB PROPERTY TIL growth far R107 North  10574 1235 3121 0 12121 10 1225 10 12121 10 11588 1354 342 13284 WITH SUB 1354 342 1342 1342 1342 1342 1342 1342 1342	(surve   Ave (W)   1024   10	R107 South  132 615 9884 3 10634  R107 South  145 674 10831 4 11654  R107 South  145 674 10831 44 11654  R107 South  145 674 10831 44 11654  R107 South  157 731 11743 4 12635	R107 North Main Street (E)  2027   Light Vehicles  To   To   R107 South Mayne River Ave (W) R107 North Main Street (E)  TO   To   R107 South Mayne River Ave (W) R107 North Main Street (E) TO   To   R107 South Mayne River Ave (W) R107 North Main Street (E) TO   To   R107 South Mayne River Ave (W) R107 North Main Street (E) To   To   R107 South Mayne River Ave (W) R107 North Main Street (E) To   To   R107 South Mayne River Ave (W) R107 North Main Street (E) To   To   R107 South Mayne River Ave (W) R107 North Main Street (E) To   To   R107 South Main Street (E) To   To   R107 South Main Street (E) To   To   R107 South

<b>2024</b> AM I	Peak (08:0	00-09:00)		SURVEYED	RAFFIC FLOWS
From	0 R10	7 North	Belmayne (East)	R107 South	TOTALS
R107 North		0	90	704	794
Belmayne (Eas	st)	115	0	507	622
R107 South		561	223	0	784
TOTALS		676	313	1211	2200

From	11207 1101111	(East)	11207 000111	
R107 North	0	90	704	794
Belmayne (East)	115	0	507	622
R107 South	561	223	0	784
TOTALS	676	313	1211	2200

2024	PM Peak	(17:00-18:00)		SURVEYED	TRAFFIC FLOW
From	То	R107 North	Belmayne (East)	R107 South	TOTALS
R107	North	0	86	544	630
Belmayr	ne (East)	89	0	222	31:
R107	South	835	383	0	121
TOT	ALS	924	469	766	2159

024	AM Peak			BASELINE (surveyed flows + 1	RAFFIC FLOWS
rom	То	R107 North	Belmayne (East)	R107 South	TOTALS
R107	North	0	90	704	794
Belmay	ne (East)	115	0	507	622
D407	Caush	F04	202	0	704

2024	PM Peak			BASELINE	TRAFFIC FLOWS
2024	FITTEAK			(surveyed flows + 1	(III growth factor
From	To	R107 North	Belmayne (East)	R107 South	TOTALS
R107	North	0	86	544	630
Belmayı	ne (East)	89	0	222	311
R107	South	835	383	0	1218
TOT	ALS	924	469	766	2159

2026	AM Peak		Ot	her committed dev	elopment flows
From	То	R107 North	Belmayne (East)	R107 South	TOTALS
	7 North				0
	yne (East) 7 South				0
TC	TALS	0	0	0	0

2026	PM Peak		Ot	her committed dev	elopment flows
From	То	R107 North	Belmayne (East)	R107 South	TOTALS
R107	North				0
Belmay	ne (East)				0
R107	South				0
TO:	TALS	0	0	0	0

2027	127 AM Peak	WITHOUT SUBJECT DEVELOPMENT					
		(surve	yed flows + TII grow	th factor + committe	d development)		
From	То	R107 North	Belmayne (East)	R107 South	TOTALS		
R107	North	0	97	757	854		
Belmay	ne (East)	124	0	546	670		
R107	South	604	240	0	844		
TO.	TALS	728	337	1303	2368		

2027	2027 PM Peak			WITHOUT SUBJECT	DEVELOPMENT
2027	THITCUK	(surve	yed flows + TII growt	th factor + committe	d development)
From	То	R107 North	Belmayne (East)	R107 South	TOTALS
R107	North	0	93	585	678
Belmay	ne (East)	96	0	239	335
R107	South	898	412	0	1310
TO:	TALS	994	505	824	2323

From	R107 North	Belmayne (East)	R107 South	TOTALS
R107 North	0	6	0	6
Belmayne (East)	10	0	0	10
R107 South	0	0	0	0
TOTALS	10	6	0	16

2027	PM Peak	SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHAS				
From	То	R107 North	Belmayne (East)	R107 South	TOTALS	
R107	North	0	7	0	7	
Belmay	ne (East)	7	0	0	7	
R107	South	0	0	0	0	
TO	ΓALS	7	7	0	14	

2027	AM Peak	WITH SUBJECT DEVELOPMEN		IN OPERATION	
2027	Airii cak	(surw	eyed + TII growth fac	tor + committed dev	r. + subject dev.)
From	То	R107 North	Belmayne (East)	R107 South	TOTALS
R107	North	0	103	757	860
Belmay	ne (East)	134	0	546	680
R107	South	604	240	0	844
TO.	TALS	738	343	1303	2384

2027	PM Peak	WITH SUBJECT DEVELOPMENT IN OPT					
2027	THICAK	(surve	(surveyed + TII growth factor + committed dev. + subject dev.				
From	To	R107 North	Belmayne (East)	R107 South	TOTALS		
R107	North	0	100	585	685		
Belmayı	ne (East)	103	0	239	342		
R107	South	898	412	0	1310		
TOT	ALS	1001	512	824	2337		

WITHOUT SUBJECT DE			
(surveyed flows + TII growth factor + committed develo			
R107 North	Belmayne (East)	R107 South	TOTALS
0	106	830	936
136	0	598	734
661	263	0	924
797	369	1428	2594
	R107 North  0 136 661	R107 North   Belmayne (East)	R107 North         Belmayne (East)         R107 South           0         106         830           136         0         598           661         263         0

2032	PM Peak	•		WITHOUT SUBJECT DEVELOPM	
2002	THICAK	(surve	(surveyed flows + TII growth factor + con		d development)
From	To	R107 North	Belmayne (East)	R107 South	TOTALS
R107	North	0	101	641	742
Belmay	ne (East)	105	0	262	367
R107	South	985	452	0	1437
T01	ALS	1090	553	903	2546

2032 AM Peak	WITH SUBJECT DEVELOPMENT IN OPERATIO (surveyed + Til growth factor + committed dev. + subject de			
From	R107 North	Belmayne (East)	R107 South	TOTALS
R107 North	0	112	830	942
Belmayne (East)	146	0	598	744
R107 South	661	263	0	924
TOTALS	807	375	1428	2610

2032	PM Peak	WITH SUBJECT DEVELOPMENT IN OPERA (surveyed + Till growth factor + committed dev. + subject			
From	To	R107 North	Belmayne (East)	R107 South	TOTALS
R107	North	0	108	641	749
Belmayr	ne (East)	112	0	262	374
R107	South	985	452	0	1437
TOT	ALS	1097	560	903	2560

2042	AM Peak	WITHOUT SUBJECT DEVELOPM (surveyed flows + Til growth factor + committed developm			
From	То	R107 North	Belmayne (East)	R107 South	TOTALS
R107	North	0	115	900	1015
Belmay	ne (East)	147	0	648	795
R107	South	717	285	0	1002
TO	TALS	864	400	1548	2812

2042	PM Peak	(surve		WITHOUT SUBJECT	
From	To	R107 North	Belmayne (East)	R107 South	TOTALS
R107	North	0	110	695	805
Belmay	ne (East)	114	0	284	398
R107	South	1067	490	0	1557
TOT	TALS	1181	600	979	2760

2042 AM Peak	WITH SUBJECT DEVELOPMENT IN OPERATION				
2042 Airii cuk	(surve	eyed + TII growth fac	tor + committed de	v. + subject dev.)	
From	R107 North	Belmayne (East)	R107 South	TOTALS	
R107 North	0	121	900	1021	
Belmayne (East)	157	0	648	805	
R107 South	717	285	0	1002	
TOTALS	874	406	1548	2828	

2042	PM Peak	WITH SUBJECT DEVELOPMENT IN OPERAT (surveyed + TII growth factor + committed dev. + subject d			
From	То	R107 North	Belmayne (East)	R107 South	TOTALS
R107	North	0	117	695	812
Belmay	ne (East)	121	0	284	405
R107	South	1067	490	0	1557
TOT	TALS	1188	607	979	2774

2024 Light Vehicles	AADT		SURVEYED	TRAFFIC FLOWS
From	R107 North	Belmayne (East)	R107 South	TOTALS
R107 North	0	804	7597	8401
Belmayne (East)	861	1	3444	4306
R107 South	8282	3268	1	11551
TOTALS	9143	4073	11042	24258

2024	Light			BASELINE	RAFFIC FLOWS
	Vehicles			(surveyed flows + T	II growth factor)
From	То	R107 North	Belmayne (East)	R107 South	TOTALS
R107	North	0	804	7597	8401
Belmay	rne (East)	861	1	3444	4306
R107	South	8282	3268	1	11551
TO	TALS	9143	4073	11042	24258

2026 Light Vehicles		Ot	her committed dev	elopment flows
From	R107 North	Belmayne (East)	R107 South	TOTALS
R107 North				0
Belmayne (East)				0
R107 South				0
TOTALS	0	0	0	0

2027	Light			WITHOUT SUBJECT	DEVELOPMENT		
2027	Vehicles	(surveyed flows + TII growth factor + committed developmen					
From	To	R107 North	Belmayne (East)	R107 South	TOTALS		
R107	7 North	0	865	8174	9039		
Belmay	/ne (East)	926	1	3706	4633		
R107	7 South	8911	3516	1	12428		
TO	TALS	9837	4382	11881	26100		

2027	ehicles	SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE			
From	To R1	.07 North	Belmayne (East)	R107 South	TOTALS
R107 Nor	th	0	95	0	95
Belmayne (E	ast)	104	0	0	104
R107 Sout	th	0	0	0	0
TOTALS		104	95	0	199

	2027 Ligh	Light		WITH SUB	ECT DEVELOPMEN	IN OPERATION			
_	2027	Vehicles	(surv	(surveyed + TII growth factor + committed dev. + subject					
	From	То	R107 North	Belmayne (East)	R107 South	TOTALS			
	R107 North		0	960	8174	9134			
	Belmay	ne (East)	1030	1	3706	4737			
	R107	South	8911	3516	1	12428			
П	TO	TALS	9941	4477	11881	26299			

2032 Light				MITHOUT SORTECT	DEVELOPMENT
2032	Vehicles	(surve	yed flows + TII grow	th factor + committe	ed development)
From	То	R107 North	Belmayne (East)	R107 South	TOTALS
R107	North	0	948	8957	9905
Belmay	rne (East)	1015	1	4061	5077
R107	South	9765	3853	1	13619
TO	TALS	10780	4802	13019	28601

2032	Light	WITH SUBJECT DEVELOPMENT IN OPERATION						
2032	Vehicles	(surv	(surveyed + TII growth factor + committed dev. + subject					
From	То	R107 North	Belmayne (East)	R107 South	TOTALS			
R107	North	0	1043	8957	10000			
Belmay	rne (East)	1119	1	4061	5181			
R107	South .	9765	3853	1	13619			
TO	TALS	10884	4897	13019	28800			

2042 Light	Light			WITHOUT SUBJECT	DEVELOPMENT
2042	Vehicles	(surve	eyed flows + TII grow	th factor + committe	ed development)
From	То	R107 North	Belmayne (East)	R107 South	TOTALS
R107	7 North	0	1028	9712	10740
Belmay	/ne (East)	1101	1	4403	5505
R107	7 South	10587	4178	1	14766
TO	TALS	11688	5207	14116	31011

	2042	Light		WITH SUBJ	ECT DEVELOPMENT	IN OPERATION
	2042	Vehicles	(surve	eyed + TII growth fac	tor + committed dev	v. + subject dev.)
	From	То	R107 North	Belmayne (East)	R107 South	TOTALS
ſ	R107	North	0	1123	9712	10835
	Belmay	ne (East)	1205	1	4403	5609
	R107	South	10587	4178	1	14766
	TO	TALS	11792	5302	14116	31210

2024	Heavy Vehicles	AADT		SURVEYED	TRAFFIC FLOWS
From	То	R107 North	Belmayne (East)	R107 South	TOTALS
R107	North	0	20	422	442
Belmay	ne (East)	29	0	45	74
R107	South	441	49	0	490
T01	ALS	470	69	467	1006

2024	Heavy			BASELINE	RAFFIC FLOWS
2024	Vehicles			(surveyed flows + 1	II growth factor)
From	То	R107 North	Belmayne (East)	R107 South	TOTALS
R107	North	0	20	422	442
Belmay	ne (East)	29	0	45	74
R107 South		441	49	0	490
TOTALS		470	69	467	1006
		•			

2026	Heavy Vehicles		Ot	her committed dev	elopment flows
From	То	R107 North	Belmayne (East)	R107 South	TOTALS
R107	North				0
Belmay	ne (East)				0
R107	South				0
TO.	TALS	0	0	0	0

2027	Heavy			WITHOUT SUBJECT	DEVELOPMENT
2027	Vehicles	(surve	yed flows + TII grow	th factor + committe	d development)
From	То	R107 North	Belmayne (East)	R107 South	TOTALS
R107	North	0	23	495	518
Belmay	ne (East)	34	0	53	87
R107	South	518	58	0	576
TO	TALS	552	81	548	1181

2027	Heavy Vehicles	si	JBJECT DEVELOPM	ENT FLOWS - OPERA	ATIONAL PHASE
From	To /	R107 North	Belmayne (East)	R107 South	TOTALS
R107 N	lorth	0	0	0	0
Belmayne	e (East)	0	0	0	0
R107 S	outh	0	0	0	0
TOTA	LS	0	0	0	0

	2027	Heavy Vehicles	(surv		tor + committed de	
	From	То	R107 North	Belmayne (East)	R107 South	TOTALS
- [	R107	North	0	23	495	518
	Belmay	ne (East)	34	0	53	87
	R107	South	518	58	0	576
- [	TO	TALS	552	81	548	1181

2032	Heavy Vehicles	(surve		WITHOUT SUBJECT th factor + committee	
From	То	R107 North	Belmayne (East)	R107 South	TOTALS
R107	North	0	29	609	638
Belmay	ne (East)	42	0	65	107
R107	South	636	71	0	707
TO.	TALS	678	100	674	1452

2032	Heavy Vehicles	(surv		tor + committed dev	
From	То	R107 North	Belmayne (East)	R107 South	TOTALS
R107	North	0	29	609	638
Belmay	ne (East)	42	0	65	107
R107	'South	636	71	0	707
TO	TALS	678	100	674	1452

2042	Heavy Vehicles	(surve	yed flows + TII grow	WITHOUT SUBJECT th factor + committe	
From	To	R107 North	Belmayne (East)	R107 South	TOTALS
R107	North	0	36	759	795
Belmay	ne (East)	52	0	81	133
R107	South	793	88	0	881
TOT	TALS	845	124	840	1809

2042	Heavy Vehicles	(surv		tor + committed dev	
From	То	R107 North	Belmayne (East)	R107 South	TOTALS
R107	North	0	36	759	795
Belmay	ne (East)	52	0	81	133
R107	South	793	88	0	881
TO:	TALS	845	124	840	1809

TRAFFIC FLO	SURVEYED			(17:00-18:00)	2024 PM Peak	RAFFIC FLOWS	SURVEYED			(08:00-09:00)	<b>2024</b> AM Peak
TOTAL	Clare Hall (S)	R139 East	Belmayne Ave	R139 West	То	TOTALS	Clare Hall (S)	R139 East	Belmayne Ave	R139 West	То
			(N)		From R139 West				(N)		From R139 West
	191 35	713 89	126 1	12 200	Belmayne Ave (N)	932 425	100 36	713 200	102	17 185	Belmayne Ave (N)
	137	4	85	757	R139 East	915	69	4	125	717	R139 East
	0	115	38	134	Clare Hall (S)	434	0.0	161	62	211	Clare Hall (S)
	363	921		1103	TOTALS	2706	205	1078	293	1130	TOTALS
TRAFFIC FLO	DACEL INC.					RAFFIC FLOWS	BACCUNE				
	(surveyed flows + T				2024 PM Peak		(surveyed flows + 1				<b>2024</b> AM Peak
TOTAL	Clare Hall (S)	R139 East	Belmayne Ave (N)	R139 West	From	TOTALS	Clare Hall (S)	R139 East	Belmayne Ave (N)	R139 West	From
1 10	191	713		12	R139 West	932	100	713	102	17	R139 West
5 ;	35	89	1	200	Belmayne Ave (N)	425	36	200	4	185	Belmayne Ave (N)
	137	4	85	757	R139 East	915	69	4	125	717	R139 East
_	0	115		134	Clare Hall (S)	434	0	161	62	211	Clare Hall (S)
3 20	363	921	250	1103	TOTALS	2706	205	1078	293	1130	TOTALS
velopment f	her committed dev	Ot			2026 PM Peak	lopment flows	her committed dev	Ot			<b>2026</b> AM Peak
TOTAL	Clare Hall (S)	R139 East	Belmayne Ave	R139 West	То	TOTALS	Clare Hall (S)	R139 East	Belmayne Ave	R139 West	То
_			(N)		From R139 West	0			(N)		From R139 West
					Belmayne Ave (N)	0					Belmayne Ave (N)
					R139 East	0					R139 East
					Clare Hall (S)	0					Clare Hall (S)
i	0	0	0	0	TOTALS	0	0	0	0	0	TOTALS
	WITHOUT SUBJECT				2027 PM Peak		WITHOUT SUBJECT				2027 AM Peak
	th factor + committe	yed flows + TII grow	Belmayne Ave	R139 West	То	d development)	th factor + committe	yed flows + TII grow	Belmayne Ave	R139 West	То
	Clare Hall (S)		(N)		From R139 West		Clare Hall (S)		(N)		From R139 West
	206	767		13	Belmayne Ave (N)	1003	108 39	767	110	18	Belmayne Ave (N)
	38 147	96 4	91	215 814	R139 East	457 983	74	215	134	199 771	R139 East
-	147	124	41	144	Clare Hall (S)	467	0	173	67	227	Clare Hall (S)
	391	991	269	1186	TOTALS	2910	221	1159	315	1215	TOTALS
RATIONAL PH	ENT FLOWS - OPERA	JBJECT DEVELOPM		1100	2027 PM Peak	TIONAL PHASE	ENT FLOWS - OPERA	JBJECT DEVELOPM			
TOTAL	Clare Hall (S)	R139 East	Selmayne Ave (N)	R139 West	2027 PM Peak	TOTALS	Clare Hall (S)	R139 East	Belmayne Ave (N)	R139 West	2027 AM Peak To
TOTAL			Selmayne Ave (N)		<b>2027</b> PM Peak		Clare Hall (S)		Belmayne Ave (N)		2027 AM Peak To From R139 West
TOTAL	Clare Hall (S)	<b>R139 East</b>	Belmayne Ave (N) 0	<b>R139 West</b>	2027 PM Peak To From R139 West	TOTALS	Clare Hall (S)	R139 East	Belmayne Ave (N)	<b>R139 West</b>	2027 AM Peak To
TOTAL	0 0 0 0	<b>R139 East</b> 34  0  0 0	Belmayne Ave	R139 West 0 0 20	2027 PM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S)	17 0 44 0	0 0 0 0	<b>R139 East</b> 17  0 0 0	Belmayne Ave (N)  0 0 0 0	R139 West 0 0 44	To From R139 West Belmayne Ave (N) R139 East Clare Hall (S)
TOTAL	0 0 0	<b>R139 East</b> 34  0 0	Belmayne Ave	R139 West 0 0 20	2027 PM Peak To From R139 West Belmayne Ave (N) R139 East	17 0 44	Clare Hall (S)  0 0 0	<b>R139 East</b> 17  0 0	Belmayne Ave (N)  0 0 0 0	R139 West 0 0 44	2027 AM Peak To From R139 West Belmayne Ave (N) R139 East
TOTAL	Clare Hall (S)  0  0  0  0  0  ECT DEVELOPMENT	R139 East  34  0  0  34  WITH SUBJ	Belmayne Ave (N) 0 0 0 0 0 0 0	R139 West 0 0 20	2027 PM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S)	17 0 44 0 61	Clare Hall (S)  0 0 0 0 0 0 ECT DEVELOPMENT	R139 East  17 0 0 0 17 17	Belmayne Ave (N)  0 0 0 0 0 0 0	R139 West 0 0 44	To From R139 West Belmayne Ave (N) R139 East Clare Hall (S)
TOTAL  O  O  O  O  O  O  O  O  O  O  O  O  O	Clare Hall (S)  0 0 0 0 0 0 0 text DEVELOPMENT	R139 East  34  0  0  34  WITH SUBJ	Belmayne Ave (N) 0 0 0 0 0 0 0	R139 West 0 0 20 20	TO From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS	TOTALS  17 0 44 0 61  IN OPERATION .+ subject dev.)	Clare Hall (S)  0 0 0 0 0 0 0 ECT DEVELOPMENT	R139 East  17	Belmayne Ave (N)  0 0 0 0 0 0 0	R139 West 0 0 44 44 44	2027 AM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS
TOTAL	Clare Hall (S)  0  0  0  0  0  ECT DEVELOPMENT	R139 East  34  0  0  34  WITH SUBJ	Betmayne Ave (N) 0 0 0 0 0 (surve	R139 West 0 0 20	2027 PM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 PM Peak  To From	17 0 44 0 61	Clare Hall (S)  0 0 0 0 0 0 ECT DEVELOPMENT	R139 East  17 0 0 0 17 17	Betmayne Ave (N) 0 0 0 0 0 (surve	R139 West 0 0 44	2027 AM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 AM Peak  To From
TOTAL  TOTAL  TOTAL  TOTAL	Clare Hall (S)  0 0 0 0 0 0 0 text DEVELOPMENT	R139 East  34  0  0  34  WITH SUBJ	Betmayne Ave (N) 0 0 0 0 (survey) Betmayne Ave (N)	R139 West 0 0 20 20	2027 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS 2027 PM Peak To From R139 West	TOTALS  17 0 44 0 61  IN OPERATION .+ subject dev.)	Clare Hall (S)  0 0 0 0 0 0 0 ECT DEVELOPMENT	R139 East  17	Betmayne Ave (N) 0 0 0 0 (surviv	R139 West 0 0 44 44 44	2027 AM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS 2027 AM Peak
TOTAL  TOTAL  TOTAL  TIN OPERA  TOTAL  TOTAL  TOTAL	Clare Hall (S)  0 0 0 0 0 0 0 0 0 Ctor DEVELOPMENT Ctor + committed dev Ctare Hall (S) 206 38	R139 East  34  0  0  34  WITH SUBJ  WITH SUBJ  R139 East  801  96	Si   Belmayne Ave	R139 West  0 0 20 20 20 1 133 215	2027 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 PM Peak To From R139 West Belmayne Ave (N)	17 0 44 0 61 IN OPERATION + subject dev.) TOTALS 1020 457	Clare Hall (S)  O O O O O O O CECT DEVELOPMENT ctor + committed dev Clare Hall (S) 108 39	R139 East  17 0 0 17 17 WITH SUBJ. wyed + Til growth fac R139 East 784 215	Si   Belmayne Ave	R139 West  0 0 44 44 0 44  R139 West  18 199	To From R139 West Belmayne Ave (N) TO TO From R139 Fast Clare Hall (S) TOTALS  TO TALS  TO TALS  TO THE R139 West Belmayne Ave (N)
TOTAL  NT IN OPERAT  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL	Clare Hall (S)  0 0 0 0 0 0 0 0 0 0 Clare Hall (S) 206 38 147	R139 East  34  0  0  34  WITH SUBJ R139 East  R139 East  801  96 4	Si   Belmayne Ave	R139 West  0 0 0 20 0 20  R139 West  13 215 834	2027 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 PM Peak To From R139 West Belmayne Ave (N) R139 East	TOTALS  17 0 44 0 61  IN OPERATION + subject dev.)  TOTALS  1020 457 1027	Clare Hall (S)  0 0 0 0 0 0 0 ECT DEVELOPMENT tor+committed dev Clare Hall (S) 108 39 74	R139 East  17 0 0 17 17 WITH SUBJ R139 East  R139 East  784 215 4	Si   Belmayne Ave	R139 West  0 0 444 44 44  18139 West  188 199 815	Z027 AM Peak  To  From  R139 West Belmayne Ave (N)  R139 East Clare Hall (S)  TOTALS  Z027 AM Peak  To  From  R139 West Belmayne Ave (N)  R139 East
TOTAL  O O O O O O O O O O O O O O O O O O	Clare Hall (S)  0 0 0 0 0 0 0 0 ECT DEVELOPMENT tot + committed dev Clare Hall (S) 206 38 147 0	R139 East  34  0  0  34  WITH SUBJ  R139 East  801  96  4  124	State   Stat	R139 West 0 0 0 20 20 20 20 8139 West 13 4144 1444	2027 PM Peak To R139 West Belimayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 PM Peak To From R139 West Belimayne Ave (N) R139 East Clare Hall (S)	TOTALS  17     0     44     0     61  IN OPERATION + subject dev.)  TOTALS  1020 457 1027 467	Clare Hall (S)  0 0 0 0 0 0 ECT DEVELOPMENT tor + committed dev Clare Hall (S) 108 39 74	R139 East  17 0 0 0 17 WITH SUBJ R139 East  784 215 4 173	State	R139 West  0 0 44 0 44  R139 West  18 199 815 227	To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 AM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS
TOTAL	Clare Hall (S)  0 0 0 0 0 0 0 0 0 Correct DEVELOPMENT Ctor + committed dev Clare Hall (S) 206 38 147 0 391	R139 East  34 0 0 34 34 WITH SUBJUST S	State   Stat	R139 West  0 0 0 20 0 20  R139 West  13 215 834	2027 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 PM Peak To From R139 West Belmayne Ave (N) R139 East	17 17 18 19 19 19 19 19 19 19 19 19 19 19 19 19	Clare Hall (S)  0 0 0 0 0 0 0 0 0 0 CECT DEVELOPMENTED HALL (S) 1088 39 744 0 221	17 0 0 0 0 17 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	Si   Belmayne Ave	R139 West  0 0 444 44 44  18139 West  188 199 815	Z027 AM Peak  To  From  R139 West Belmayne Ave (N)  R139 East Clare Hall (S)  TOTALS  Z027 AM Peak  To  From  R139 West Belmayne Ave (N)  R139 East
TOTAL  TO	Clare Hall (S)  0 0 0 0 0 0 0 0 ECT DEVELOPMENT tot + committed dev Clare Hall (S) 206 38 147 0	R139 East  34  0 0 34  WITH SUBJ. R139 East  801 96 4 1124 11025	Simayne Ave	R139 West 0 0 0 20 20 20 20 8139 West 13 4144 1444	2027 PM Peak To R139 West Belimayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 PM Peak To From R139 West Belimayne Ave (N) R139 East Clare Hall (S)	17 0 44 0 61 IN OPERATION + subject dev.) TOTALS 1020 457 1027 2971	Clare Hall (S)  0 0 0 0 0 0 ECT DEVELOPMENT tor + committed dev Clare Hall (S) 108 39 74	R139 East  17 0 0 0 17 with sues R139 East 784 215 4 1733 1176	Starve   S	R139 West  0 0 44 0 44  R139 West  18 199 815 227	To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 AM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS
TOTAL  TO	Clare Hall (S)  0 0 0 0 0 0 0 ECT DEVELOPMENT tor + committed dex Clare Hall (S) 38 147 0 391	R139 East  34  0 0 34  WITH SUBJ. R139 East  801 96 4 1124 11025	Simayne Ave	R139 West 0 0 0 20 20 20 20 8139 West 13 4144 1444	2027 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS	17 0 44 0 61 IN OPERATION + subject dev.) TOTALS 1020 457 1027 2971	Clare Hall (S)  0 0 0 0 0 0 0 ECT DEVELOPMENT tor + committed dee 108 39 74 0 221	R139 East  17 0 0 0 17 with sues R139 East 784 215 4 1733 1176	Belmayne Ave (N)  0 0 0 0 (survey (N)  110 4 1344 67 3315	R139 West  0 0 44 0 44  R139 West  18 199 815 227	To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  TOTALS  TOTALS  TOTALS  TOTALS  AM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  TOTALS
TOTAL	Clare Hall (S)  0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 1 0	R139 East  34  0  0  34  WITH SUBJ R139 East  801  96  4  1224  1025	Belmayne Ave (N)  0 0 0 0 0 0 (surve (N)  136 141 269  Belmayne Ave (N) (surve (N) (surv	R139 West 0 0 20 0 20 8 R139 West 13 13 144 1206	2027 PM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 PM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS	17 0 44 0 61 IN OPERATION + subject dev.) TOTALS 1020 457 1027 2971 DEVELOPMENT d development)	Clare Hall (S)  0 0 0 0 0 0 ECT DEVELOPMENT for + committed dee 108 108 39 74 0 221 WITHOUT SUBJECT	R139 East  17 0 0 17 WITH SUBJUST STEEL ST	Starve   S	R139 West  0 0 444 44 44  R139 West  18 199 815 227 1259	To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  TO From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  AM Peak  To From To From To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS
TOTAL	Clare Hall (S)  O O O O O O O O O O O O O O O O O O	R139 East  34  0  0  34  WITH SUBJ WITH SUBJ R139 East  801  96  4  1025  R139 East  R139 East	Belmayne Ave (N)  0 0 0 0 0 0 (surve (N)  136 141 269  Belmayne Ave (N) (surve (N) (surv	R139 West  0 0 20 0 20 8 133 West  133 1444  1206	2027 PM Peak To R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS	177 0 444 0 61 IN OPERATION + subject dev.) TOTALS 1020 457 1027 467 2971 DEVELOPMENT d development)	Clare Hall (S)  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	R139 East  17 0 0 17 WITH SUBJUST 118 growth face R139 East 784 215 4 173 1176 R139 East R139 East	Belmayne Ave (N)  0 0 0 0 0 0 (surver)  134 134 67 315	R139 West  0 0 444 44 44  R139 West  18 199 815 227 1259	To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 AM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 AM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS
TOTAL	Clare Hall (S)  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	R139 East  34  0 0 0 34  WITH SUBJ R139 East  801 96 4 124 1025  R139 East  R139 East  811 105 5 5	Simple Ave	R139 West  0 0 20 0 20 8139 West  13 215 834 1444 1206  R139 West  14 236 833	Z027 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS Z027 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS TOTALS Z032 PM Peak To From R139 West Belmayne Ave (N) R139 East	177 0 444 0 61 IN OPERATION * subject dev.) TOTALS 1020 457 1027 467 2971 DEVELOPMENT to dievelopment) TOTALS 1099 501	Clare Hall (S)  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	R139 East  17 0 0 0 17 WITH SUBJ. R139 East 784 215 4 173 1176 R139 East 1173 1276 R139 East 5 841	Simple   S	R139 West  0 444 44 44  R139 West  18 199 815 2277 1259  R139 West  20 218 8454	To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 AM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 AM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS
TOTAL	Clare Hall (S)  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	R139 East  34  0  0  344  WITH SUBJUST TILL	Simayne Ave	R139 West  0 0 20 1 20 1 21 21 8139 West  13 215 8344 144 1206  R139 West  14 236 893 1588	2027 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) Clare Hall (S)	17 0 444 0 61 IN OPERATION + subject dev.) 1020 457 1027 467 2971 TOTALS 1099 501 1078	Clare Hall (S)  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	R139 East  17 0 0 0 177 WITH SUBJUST 7844 215 44 173 1176  R139 East 1176  R139 East 54 43 173 1176	Starwage Ave (N)	R139 West  0 0 444  0 444  R139 West  18 199 81515  227 1259  R139 West  20 218 845 249	To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 AM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 AM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS
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TOTAL	Clare Hall (S)  O O O O O O O O O O O O O O O O O O O	R139 East  34  0  0  34  WITH SUBJ 801  96  4  1024  1025  R139 East  811  1055  136  1077  WITH SUBJ 1078  WITH SUBJ 1078  WITH SUBJ 1078  R139 East  R139 East  R139 East	Simayne Ave (N)	R139 West  0 0 20 0 1 20 8139 West  13 215 834 1244 1206  R139 West  14 R139 West  R139 West	2027 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 PM Peak To From R139 West Delmayne Ave (N) R139 East Clare Hall (S) TOTALS	177 0 444 0 61 IN OPERATION 1027 467 2971 DEVELOPMENT 1 development) 1078 501 1078 1078 1078 1078 1078 1078 1078 10	Clare Hall (S)  O O O O O O O O O O O O O O O O O O O	R139 East  17 0 0 0 17 WITH SUBJUST SU	Standard Ave	R139 West  0 0 444  444  R139 West  18 199 815 227 1259  R139 West  20 218 845 249 1332	TO From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 AM Peak  TO From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2022 AM Peak  TO From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 AM Peak  TO From TOTALS  2032 AM Peak  TO From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS
TOTAL  TO	Clare Hall (S)  O O O O O O O O O O O O O O O O O O	R139 East  34  WITH SUBJ 86  4  1025  R139 East  801  966  4 1124  1025  R139 East  841  105  5  136  1087  WITH SUBJ WITH SUBJ WITH SUBJ WITH SUBJ R139 East  841  841  841  841  841  845  846  847  WITH SUBJ WITH SUBJ WITH SUBJ R139 East  R139 East	Stimayne Ave	R139 West  0 20 0 20 R139 West  13 215 834 144 1206  R139 West  13 158 893 158 1301	2027 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hail (S) TOTALS  2027 PM Peak 2027 PM Peak R139 West Belmayne Ave (N) R139 East Clare Hail (S) TOTALS  2032 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hail (S) TOTALS	177 0 444 0 61 IN OPERATION 1027 457 1027 467 2971 DEVELOPMENT d development) 1076LS 1109 501 1078 511 1078 1116	Clare Hall (S)  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	R139 East  17 0 0 17 WITH SUBJUST SUBJ	Standard Ave	R139 West  0 0 44 40 44 19 1815 227 1259  R139 West 20 218 845 249 1332	TO From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 AM Peak  TO From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 AM Peak  TO From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 AM Peak  TO From R139 West Clare Hall (S) TOTALS
TOTAL	Clare Hall (S)  O O O O O O O O O O O O O O O O O O	R139 East  34  0  0  34  WITH SUBJ.  801  96  4  124  1025  R139 East  841  105  5  136  1087  WITH SUBJ.  R139 East  841  105  5  136  1087	Simple Ave	R139 West  0 0 20 1 20 1 21 21 21 21 21 21 21 23 834 144 1206  R139 West 14 236 833 1588 1301  R139 West	2027 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 PM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 PM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS	TOTALS  17 0 444 0 61 IN OPERATION + subject dev.)  TOTALS  1020 457 1027 467 2971  DEVELOPMENT TOTALS 1099 501 1078 1199 501 1078 1199 1078 110	Clare Hall (S)  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	R139 East  17 0 0 0 177 with Subast 7844 215 44 173 1176 R139 East 1841 236 55 190 1272 with Subast 1187 R139 East R139 East R139 East	Stanware Ave	R139 West  0 444 0 444  R139 West 18 199 81515 227 1259  R139 West 20 218 845 249 1332  R139 West	TO From R139 West Belmayne Ave (N) R139 Fast Clare Hall (S) TOTALS  2027 AM Peak  TO From R139 West Belmayne Ave (N) R139 Fast Clare Hall (S) TOTALS  2027 AM Peak  TO From R139 West Belmayne Ave (N) R139 Fast Clare Hall (S) TOTALS  2032 AM Peak  To From R139 West Belmayne Ave (N) R139 Fast Clare Hall (S) TOTALS  2032 AM Peak  TO From R139 West Belmayne Ave (N) R139 Fast Clare Hall (S) TOTALS
TOTAL	Clare Hall (S)  O O O O O O O O O O O O O O O O O O	R139 East  34  WITH SUBJ 86  4  1025  R139 East  801  966  4 1124  1025  R139 East  841  105  5  136  1087  WITH SUBJ WITH SUBJ WITH SUBJ WITH SUBJ R139 East  841  841  841  841  841  845  846  847  WITH SUBJ WITH SUBJ WITH SUBJ R139 East  R139 East	Survey   S	R139 West  0 20 0 20 R139 West  13 215 834 144 1206  R139 West  13 158 893 158 1301	2027 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hail (S) TOTALS  2027 PM Peak 2027 PM Peak R139 West Belmayne Ave (N) R139 East Clare Hail (S) TOTALS  2032 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hail (S) TOTALS	177 0 444 0 61 IN OPERATION 1027 457 1027 467 2971 DEVELOPMENT d development) 1076LS 1109 501 1078 511 1078 1116	Clare Hall (S)  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	R139 East  17 0 0 17 WITH SUBJUST SUBJ	Standard Ave	R139 West  0 0 44 40 44 19 1815 227 1259  R139 West 20 218 845 249 1332	TO From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 AM Peak  TO From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 AM Peak  TO From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 AM Peak  TO From R139 West Clare Hall (S) TOTALS
TOTAL  TO	Clare Hall (S)  O O O O O O O O O O O O O O O O O O	R139 East  34  0 0 0 34  WITH SUBJUST	Simayne Ave	R139 West  0 20 0 20 1 20 R139 West  13 215 834 1444 1206  R139 West  14 236 833 158 1301	2027 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 PM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 PM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 PM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS	177 10 444 0 61 IN OPERATION + subject dev.) 1020 457 1027 467 2971 DEVELOPMENT d development) 1078 511 1078 512 3190 IN OPERATION - subject dev.) TOTALS	Clare Hall (S)  O O O O O O O O O O O O O O O O O O O	R139 East  17 0 0 17 WITH SUBJUST 118 growth fact R139 East 784 215 4 173 1176 R139 East 1176 R139 East 1177 R139 East R139 East R139 East R41 235 5 100 1272 WITH SUBJUST 118 growth fact R139 East R139 East R58 S58 S58	Stummer Ave (N)	R139 West  0 0 444 10 44 19 18 199 815 227 1259  R139 West 20 218 845 249 1332  R139 West 20 218 8888	To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 AM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2022 AM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 AM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS
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TOTAL	Clare Hall (S)  O O O O O O O O O O O O O O O O O O	R139 East  34  WITH SUBJ  96  44 1025  4124 1025  WITH SUBJ  97  8139 East  841  105  5  136  1087  WITH SUBJ  WITH SUBJ  WITH SUBJ  WITH SUBJ  105  105  136  1121	Simayne Ave (N)	R139 West  0 0 20 1 20 R139 West  13 215 834 144 1206  R139 West  14 236 833 1588 1301  R139 West  14 1301	2027 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 PM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 PM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS	TOTALS  17 0 444 0 61 IN OPERATION 4- subject dev.)  TOTALS  1020 457 1027 467 2971  DEVELOPMENT 1 OTALS 3190 IN OPERATION 4- subject dev.)  TOTALS 11078 511 1078 512 3190 IN OPERATION 4- subject dev.)  TOTALS 1116 501 1112 512 3251	Clare Hall (S)  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	R139 East  17 0 0 0 17 17 with Subases R139 East 784 215 4 173 1176 R139 East 841 236 5 190 1272 With Subases R139 East 841 236 5 190 1272 R139 East R139 East R139 East R139 East R139 East	Stanward Ave (N)	R139 West  0 444 0 444 18139 West 18 199 8155 2227 1259  R139 West 20 218 845 249 1332  R139 West 20 218 845 249 1332	TO From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 AM Peak  TO From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 AM Peak  TO From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 AM Peak  TO From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS
TOTAL	Clare Hall (S)  O O O O O O O O O O O O O O O O O O	R139 East  34  0 0 0 34  WITH SUBJ  WITH SUBJ  WITH SUBJ  WITH SUBJ  R139 East  801 96 4 124 1025  4 1124 1025  September SubJ  R139 East	Simple Ave	R139 West  0 0 20  20 1 20  R139 West  13 215 8344 144 1206  R139 West  14 236 833 1588 1301  R139 West	2027 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 PM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 PM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 PM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2042 PM Peak  To From R139 West Clare Hall (S) TOTALS	TOTALS  17 0 444 0 61 IN OPERATION 4- subject dev.)  TOTALS 1020 467 2971 1027 467 2971 107ALS 1099 501 11078 512 3190 IN OPERATION 4- subject dev.)  TOTALS 1116 501 1112 512 3251	Clare Hall (S)  0 0 0 0 0 0 0 0 0 ECT DEVELOPMENT tor + committed dev Clare Hall (S) 108 39 74 0 221 without subsect the development the dector + committed dev Clare Hall (S) 118 42 241 Clare Hall (S) 118 42 241 811 0 118 42 81 118 42 81 100 118 81 42 81 118 42 81 81 90 241	R139 East  17 0 0 0 17 17 WITH SUBJOY	Standard Ave	R139 West  0 0 444  444  R139 West  18 199 8155 2277 1259  R139 West  20 218 84545 249 1332  R139 West	To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 AM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 AM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 AM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 AM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2042 AM Peak  To From To F
TOTAL  NY IN OPERATOR  NY Subject to the developm  TOTAL	Clare Hall (S)  O O O O O O O O O O O O O O O O O O	R139 East  34  WITH SUBJ PORT OF THE GROWN A THE GROWN	Simple Ave	R139 West  0 20 1 20 1 20 8139 West 13 215 834 1444 1206  R139 West 14 236 893 158 1301  R139 West 14 236 8133 158 1321	2027 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hail (S) TOTALS  2027 PM Peak 2027 PM Peak 2027 PM Peak R139 West Belmayne Ave (N) R139 East Clare Hail (S) TOTALS  2032 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hail (S) TOTALS  2032 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hail (S) TOTALS  2042 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hail (S) TOTALS	TOTALS  17 0 444 0 61 IN OPERATION + subject dev.)  TOTALS 1020 467 2971 DEVELOPMENT d development)  TOTALS 1109 501 11078 512 3190 IN OPERATION + subject dev.)  TOTALS 1116 501 1112 512 512 3251 DEVELOPMENT d development	Clare Hall (S)  O O O O O O O O O O O O O O O O O O O	R139 East  17 0 0 17 WITH SUBJUST SUBJ	Standard Ave	R139 West  0 0 444  44  R139 West  18 199 815 227 1259  R139 West  20 218 845 249 1332  R139 West  R139 West  20 218 889 249 249 1376	TO From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 AM Peak  TO From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 AM Peak  TO From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 AM Peak  TO From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 AM Peak  TO FROM R139 East Clare Hall (S) TOTALS
TOTAL	Clare Hall (S)  O O O O O O O O O O O O O O O O O O O	R139 East  34  0  0  34  WITH SUBJ SUBJ SUBJ SUBJ SUBJ SUBJ SUBJ SUBJ SUBJ	Simayne Ave	R139 West  0 0 20  20 1 20  R139 West  13 215 8344 144 1206  R139 West  14 236 893 1301  R139 West  14 236 893 1301  R139 West  15 56  R139 West	2027 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 PM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 PM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 PM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS	TOTALS  17 0 444 0 61 IN OPERATION + subject dev.)  TOTALS 1020 457 1027 467 2971 DEVELOPMENT d development) TOTALS 1108 511 1078 511 1116 501 1112 3251 DEVELOPMENT d development TOTALS	Clare Hall (S)  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	R139 East  17 0 0 0 17 WITH SUBJ. syed 11 ig rowth fac R139 East  784 215 4 173 1176  R139 East  841 236 5 190 1272 WITH SUBJ. 858 236 5 5 190 1289	Stantanana Ave	R139 West  0 0 444  0 444  R139 West  18 199 8155 227 1259  R139 West  20 218 845 249 1332  R139 West  R139 West  22 218 889 1376	To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 AM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 AM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 AM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 AM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2042 AM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS
TOTAL	Clare Hall (S)  O O O O O O O O O O O O O O O O O O O	R139 East  34  0 0 0 34  WITH SUBJ 801  96 4 124 1025  1035  136 137  WITH SUBJ 96 6 14 124 1025  105 105 105 105 105 105 105 105 105 1	Simple Ave	R139 West  0 0 20  13 215  8139 West  13 215  834  1244  1206  R139 West  14 236  893  158  1301  R139 West  14 226  R139 West  15 256  968	2027 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 PM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 PM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 PM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2042 PM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS	177 10 444 0 161 IN OPERATION 1027 467 2971 DEVELOPMENT 1028 1029 1078 501 1116 501 1112 512 3251 DEVELOPMENT 107ALS 1099 107ALS 1099 107ALS 1099 107ALS 1116 501 1122 512 3251 DEVELOPMENT 107ALS	Clare Hall (S)  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	R139 East  17 0 0 0 17 WITH SUBJUST SU	Standard Ave	R139 West  0 0 444  10 444  R139 West  18 199 815 227 1259  R139 West  20 218 845 249 1332  R139 West  22 236 899 249 1376	TO From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 AM Peak  TO From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2022 AM Peak  TO From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 AM Peak  TO From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 AM Peak  TO From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2042 AM Peak  TO From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS
TOTAL  TO	Clare Hall (S)  O O O O O O O O O O O O O O O O O O O	R139 East  34  0  0  34  WITH SUBJ SUBJ SUBJ SUBJ SUBJ SUBJ SUBJ SUBJ SUBJ	Simayne Ave (N)   Serinaryne	R139 West  0 0 20  20 1 20  R139 West  13 215 8344 144 1206  R139 West  14 236 893 1301  R139 West  14 236 893 1301  R139 West  15 56  R139 West	2027 PM Peak To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 PM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 PM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 PM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS	TOTALS  17 0 444 0 61 IN OPERATION + subject dev.)  TOTALS 1020 457 1027 467 2971 DEVELOPMENT d development) TOTALS 1108 511 1078 511 1116 501 1112 3251 DEVELOPMENT d development TOTALS	Clare Hall (S)  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	R139 East  17 0 0 0 17 WITH SUBJ. syed 11 ig rowth fac R139 East  784 215 4 173 1176  R139 East  841 236 5 190 1272 WITH SUBJ. 858 236 5 5 190 1289	Stantanana Ave	R139 West  0 0 444  0 444  R139 West  18 199 8155 227 1259  R139 West  20 218 845 249 1332  R139 West  R139 West  22 218 889 1376	To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2027 AM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 AM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 AM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2032 AM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS  2042 AM Peak  To From R139 West Belmayne Ave (N) R139 East Clare Hall (S) TOTALS

AM Peak			WITH SUBJ	ECT DEVELOPMENT	IN OPERATION	2042	PM Peak			WITH SUBJ	ECT DEVELOPMENT	IN OPERATION
Altireak		(survi	eyed + TII growth fac	tor + committed dev	. + subject dev.)	2042	FITTER		(surv	eyed + TII growth fac	tor + committed dev	r. + subject dev.)
То	R139 West	Belmayne Ave (N)	R139 East	Clare Hall (S)	TOTALS	From	То	R139 West	Belmayne Ave (N)	R139 East	Clare Hall (S)	TOTALS
139 West	22	130	928	128	1208	R139	West	15	161	945	244	1365
ayne Ave (N)	236	5	256	46	543	Belmay	ne Ave (N)	256	1	114	45	416
139 East	961	160	5	88	1214	R13	9 East	988	109	5	175	1277
re Hall (S)	270	79	206	0	555	Clare	Hall (S)	171	49	147	0	367
TOTALS	1489	374	1395	262	3520	TO	TALS	1430	320	1211	464	3425

				AADT Ti	affic Flow Ma	trices (Ligh	t and Heavy	Vehicles)	- Junction 4				
2024	Light Vehicles	AADT			SURVEYED	RAFFIC FLOWS	2024	Heavy Vehicles	AADT			SURVEYED	TRAFFIC FLOW
From	To	R139 West	Belmayne Ave (N)	R139 East	Clare Hall (S)	TOTALS	From	To	R139 West	Belmayne Ave (N)	R139 East	Clare Hall (S)	TOTALS
R1391		11	1370	9316	1678	12375	R139	West	78	59	600	23	76
Belmayne R139		1672 9707	951	1153 20	330 1196	3176 11874		e Ave (N) East	46 601	9	14 2	1 15	62
Clare H		1840	355	1197	5	3397		Hall (S)	23	6	11	0	4
TOTA	ALS	13230	2697	11686	3209	30822	10	ALS	748	76	627	39	149
2024	Light Vehicles				BASELINE 1	RAFFIC FLOWS	2024	Heavy Vehicles				BASELINE (surveyed flows +	TRAFFIC FLOV
	То	R139 West	Belmayne Ave	R139 East	Clare Hall (S)	TOTALS		To	R139 West	Belmayne Ave	R139 East	Clare Hall (S)	TOTALS
From R1391	West	11	(N) 1370	9316	1678	12375	From R139	West	78	(N) 59	600	23	76
Belmayne		1672	21	1153	330	3176		e Ave (N)	46	2	14	1	6
R139 Clare H		9707 1840	951 355	20 1197	1196 5	11874 3397		East Hall (S)	601	9	2 11	15 0	62 4
TOTA	ALS	13230	2697	11686	3209	30822	TO	ALS	748	76	627	39	149
2026	Light			Ot	her committed dev	elopment flows	2026	Heavy			Ot	her committed dev	relopment flov
	Vehicles To		Belmayne Ave					Vehicles To		Belmayne Ave			
From		R139 West	(N)	R139 East	Clare Hall (S)	TOTALS	From		R139 West	(N)	R139 East	Clare Hall (S)	TOTALS
R139 \ Belmayne						0		West e Ave (N)					
R139	East					0		East					
Clare H		0	0			0		Hall (S)					
1017	ALO	U	U	0	0		10	ALS	0	0	0	0	•
2027	Light Vehicles		(surve		WITHOUT SUBJECT th factor + committe		2027	Heavy Vehicles		(surve		WITHOUT SUBJECT th factor + committe	
	To	R139 West	Belmayne Ave	R139 East	Clare Hall (S)	TOTALS		To	R139 West	Belmayne Ave	R139 East	Clare Hall (S)	TOTALS
From R139	West	12	(N) 1474	10024	1805	13315	From R139	West	92	(N) 69	704	27	89:
Belmayne	e Ave (N)	1799	23	1241	355	3418		e Ave (N)	54	2	16	1	7:
R139 Clare H		10444 1980	1023 382	22 1288	1287	12776 3655		East Hall (S)	706 27	11 7	2 13	18 0	73
TOTA		14235	2902	12575	3452	33164		ALS	879	89	735	46	
2027	Light		SU	IBJECT DEVELOPM	ENT FLOWS - OPERA	ITIONAL PHASE	2027	Heavy		SI	IBJECT DEVELOPM	ENT FLOWS - OPER	ATIONAL PHAS
_	Vehicles To	R139 West	Belmayne Ave	R139 East	Clare Hall (S)	TOTALS		Vehicles To	R139 West	Belmayne Ave	R139 East	Clare Hall (S)	TOTALS
From R1391	West	0	(N)	378	0	378	From R139	West	0	(N)	0	0	
Belmayne	e Ave (N)	0	0	0	0	0	Belmayr	e Ave (N)	0	0	0	0	
R139 Clare H		376 0	0	0	0	376 0		East Hall (S)	0	0	0	0	
TOTA		376	0	378	0	754		ALS	0	0	0	0	
2027	Light			WITH SUBJ	ECT DEVELOPMENT	IN OPERATION	2027	Heavy			WITH SUB	ECT DEVELOPMEN	T IN OPERATION
2027	Vehicles To		Belmayne Ave		tor + committed dev		2027	Vehicles To		(surve		tor + committed de	
From R139	Wast	R139 West	(N)	R139 East	Clare Hall (S)	TOTALS	From	West	R139 West	(N)	R139 East	Clare Hall (S)	TOTALS
Belmayne		12 1799	1474 23	10402 1241	1805 355	13693 3418		e Ave (N)	92 54	69	704 16	27 1	89:
R139		10820	1023	22	1287	13152		East	706	11	2	18	
Clare H		1980 14611	382 2902	1288 12953	5 3452	3655 33918		ALS	27 <b>879</b>	7 <b>89</b>	735	0 46	174
	Light				WITHOUT SUBJECT	DEVELOPMENT		Heavy				WITHOUT SUBJECT	DEVELOPMEN
2032	Vehicles				th factor + committe		2032	Vehicles				th factor + committe	
From	То	R139 West	Belmayne Ave (N)	R139 East	Clare Hall (S)	TOTALS	From	To	R139 West	Belmayne Ave (N)	R139 East	Clare Hall (S)	TOTALS
R139		13	1615	10984	1978	14590	R139	West	112	85	865	33	109
Belmayne R139		1971 11445	25 1121	1359 24	389 1410	3744 14000		e Ave (N) East	66 867	3 13	20 3	1 22	90
Clare H	fall (S)	2169	419	1411	6	4005	Clare	Hall (S)	33	9	16	0	5
TOTA	ALS	15598	3180	13778	3783	36339	TO	ALS	1078	110	904	56	2148
	Light												T IN ODERATION
2032			face		ECT DEVELOPMENT		2032	Heavy		/mir-		tor + committed de	
2032	Vehicles To	R139 West	Belmayne Ave	yed + TII growth fac	tor + committed dev		2032	Heavy Vehicles To	R139 West	Belmayne Ave	yed + TII growth fac	tor + committed de	v. + subject dev
2032 From R139	Vehicles To	R139 West	Belmayne Ave (N)	ryed + TII growth fac R139 East	tor + committed dev	r. + subject dev.) TOTALS	From	Vehicles	R139 West	Belmayne Ave (N)	ryed + TII growth fac	ctor + committed de	v. + subject dev
From R139 V Belmayne	Vehicles To West e Ave (N)	R139 West 13 1971	Belmayne Ave	yed + TII growth fac	tor + committed dev	TOTALS 14968 3744	From R139 Belmayr	Vehicles To West e Ave (N)	R139 West 112 66	Belmayne Ave	yed + TII growth fac	tor + committed de	v. + subject dev TOTALS 109
From R139 1 Belmayne R139	Vehicles To West e Ave (N) East	13 1971 11821	Belmayne Ave (N) 1615 25 1121	R139 East 11362 1359 24	Clare Hall (S)  1978 389 1410	TOTALS  14968 3744 14376	From R139 Belmayr R130	Vehicles To West e Ave (N)	112 66 867	85 3 13	R139 East 865 20 3	Clare Hall (S)  33  1 22	TOTALS  109: 90:
From R139 V Belmayne	Vehicles To West e Ave (N) East Hall (S)	13 1971	Belmayne Ave (N) 1615 25	R139 East 11362 1359	Clare Hall (S)  1978 389	TOTALS 14968 3744	From R139 Belmayr R130 Clare	Vehicles To West e Ave (N)	112 66	Belmayne Ave (N) 85 3	R139 East 865 20	Clare Hall (S)	TOTALS  109: 90:
From R139 V Belmayne R139 Clare H	Vehicles To West e Ave (N) East Hall (S)	13 1971 11821 2169	Belmayne Ave (N) 1615 25 1121 419	R139 East  11362 1359 24 1411 14156	Clare Hall (S)  1978 389 1410 6	TOTALS  14968 3744 14376 4005 37093	From R139 Belmayr R139 Clare	Vehicles To West e Ave (N) East Hall (S)	112 66 867 33	85 3 13 9	R139 East 865 20 3 16 904	Clare Hall (S) 33 1 22	v. + subject dev TOTALS 109 9 90 5
From R139 V Belmayne R139 Clare H	West e Ave (N) East Hall (S) ALS Light Vehicles	13 1971 11821 2169 15974	Belmayne Ave (N) 1615 25 1121 419 3180	R139 East 11362 1359 24 1411 14156	Clare Hall (S)  1978 389 1410 6 3783  WITHOUT SUBJECT th factor + committee	TOTALS  14968 3744 14376 4005 37093  DEVELOPMENT d development)	From R139 Belmayr R130 Clare	West e Ave (N) East Hall (S) ALS Heavy Vehicles	112 66 867 33 1078	85 3 13 9 110 (surve	R139 East  865 20 3 16 904	Clare Hall (S)  33 1 22 0 56  WITHOUT SUBJECT	TOTALS  109 9 90 5 214  T DEVELOPMEN
From R1391 Belmayne R139 Clare H TOTA	Vehicles To West e Ave (N) East Hall (S) ALS Light Vehicles To	13 1971 11821 2169 15974 R139 West	Belmayne Ave (N)  1615 25 1121 419 3180  (surve: Belmayne Ave (N)	R139 East 11362 1359 24 1411 14156  Red flows + Til grow R139 East	Clare Hall (S)  1978 389 1410 6 3783  WITHOUT SUBJECT th factor + committee  Clare Hall (S)	TOTALS  14968 3744 14376 4005 37093  DEVELOPMENT d development) TOTALS	From R138 Belmayr R138 Clare TO' 2042	Vehicles To West e Ave (N) East Hall (S) ALS Heavy Vehicles To	112 66 867 33 <b>1078</b>	85 3 13 9 110 (surve  Betmayne Ave (N)	R139 East  865 20 3 16 904  yed flows + Til grow  R139 East	Clare Hall (S)  33 1 22 0 56  WITHOUT SUBJECT th factor + committee Clare Hall (S)	TOTALS  109 9 90 5 214  TOTALS  TOTALS
From R1391 Belmayne R139 Clare H TOTA 2042 From R1391	Vehicles To  West e Ave (N) East Hall (S) ALS  Light Vehicles To  West	13 1971 11821 2169 15974 R139 West	Belmayne Ave (N)  1615 25 1121 419 3180  (surve:  Belmayne Ave (N) 1751	R139 East  11362 1359 24 1411 14156  R139 East 11909	tor + committed dev Clare Hall (S) 1978 389 1410 6 3783 WITHOUT SUBJECT th factor + committe Clare Hall (S)	.+ subject dev.)  TOTALS  14968 3744 14376 4005 37093  DEVELOPMENT d development) TOTALS 15819	From R138 Betmayr R138 Clare TO	Vehicles To West e Ave (N) East Hall (S) ALS Heavy Vehicles To West	112 66 867 33 1078 R139 West	Belmayne Ave (N)  85 3 13 9 110  (surve (N) 106	R139 East  865 20 3 16 904  R139 East 1079	Clare Hall (S)  33  1  22  0  56  WITHOUT SUBJECT th factor + committee  Clare Hall (S)	TOTALS  109: 90: 55: 214: FDEVELOPMEN  TOTALS  136:
From R1391 Belmayne R139 Clare H TOT/ 2042  From R1391 Belmayne R139	Vehicles To West e Ave (N) East dall (S) ALS Light Vehicles To West e Ave (N) East	13 1971 11821 2169 15974 R139 West	Belmayne Ave (N)  1615 25 1121 419 3180  (surve: Belmayne Ave (N)	R139 East 11362 1359 24 1411 14156  Red flows + Til grow R139 East	Clare Hall (S)  1978 389 1410 6 3783  WITHOUT SUBJECT th factor + committee  Clare Hall (S)	TOTALS  14968 3744 14376 4005 37093  DEVELOPMENT d development) TOTALS	From R139 Betmayr R133 Clare TO: 2042 From R139 Betmayr R138	Vehicles To West e Ave (N) East Hall (S) ALS Heavy Vehicles To West e Ave (N)	112 66 867 33 <b>1078</b>	85 3 13 9 110 (surve  Betmayne Ave (N)	R139 East  865 20 3 16 904  yed flows + Til grow  R139 East	Clare Hall (S)  33 1 22 0 56  WITHOUT SUBJECT th factor + committee Clare Hall (S)	v. + subject dev TOTALS 109: 99 00: 55: 214: T DEVELOPMENE TOTALS 136: 1136:
From R139 Belmayne R139 Clare H TOTA  2042  From R139 Belmayne R139 Clare H	Vehicles To West e Ave (N) East Hall (S) ALS Light Vehicles To West e Ave (N) East Hall (S)	13 1971 11821 2169 15974 R139 West 14 2137 12409 2352	Belmayne Ave (N) 1615 25 1121 419 3180 (surver) Belmayne Ave (N) 1751 27 1216 454	yed + Til growth fac  R139 East  11362 1359 24 1411 14156  yed flows + Til grow  R139 East  11909 1474 26 1530	tor + committed dev Clare Hall (S)  1978 389 1410 6 3783  WITHOUT SUBJECT th factor + committe Clare Hall (S)  2145 422 1529 6	.+subject dev.) TOTALS 14968 3744 14376 4005 37093  DEVELOPMENT TOTALS 15819 4060 15180 4342	From R138 Belmayr R138 Clare TO 2042 From R138 Belmayr R138	Vehicles To West e Ave (N) East Hall (S) ALS Heavy Vehicles To West e Ave (N) East Hall (S) Heavy Vehicles	112 66 867 33 1078 R139 West 140 83 1081 41	Belmayne Ave (N)	yed flows + Til growth fac  R139 East  865 20 3 16 904  yed flows + Til grow  R139 East  1079 25 4 20	ctor + committed der Ctare Hall (S)  33  1  22  0  56  WITHOUT SUBJECT th factor + committe Ctare Hall (S)  41  2  27	v. + subject dev  TOTALS  109: 9: 9: 214:  DEVELOPMEN  TOTALS  136: 11: 112: 7:
From R1391 Belmayne R139 Clare H TOT/ 2042  From R1391 Belmayne R139	Vehicles To West e Ave (N) East Hall (S) Light Vehicles To West e Ave (N) East Hall (S) ALS	13 1971 11821 2169 <b>15974</b> R139 West 14 2137 12409	Belmayne Ave (N)  1615 25 1121 419 3180  (surve Belmayne Ave (N) 1751 27 1216	Provided Fill growth factors and the second	tor + committed dev Clare Hall (S) 1978 389 1410 6 3783 WITHOUT SUBJECT this factor + committed 2145 422 1529 6 6 4102	- + subject dev.)  TOTALS  14968 3744 14376 4005 37093  DEVELOPMENT d development)  TOTALS  15819 4060 15180 4342 39401	From R138 Belmayr R138 Clare TO 2042 From R138 Belmayr R138	Vehicles To West e Ave (N) East Hall (S) ALS Heavy Vehicles To West e Ave (N) East Hall (S) ALS	112 66 867 33 1078 R139 West 140 83	Belmayne Ave (N)  85 3 13 9 110  (surve  Belmayne Ave (N)  106 4 16	yed + Til gowth fac  R139 East  865 20 3 3 166 904  R139 East  1079 25 4 20 1128	Clare Hall (S)  333 1 222 05 56 WITHOUT SUBJECT this factor + committed one Clare Hall (S) 41 2 2 77 0	v. + subject dev TOTALS 109 90 55 214 TOZECHOPMEN d developmen TOTALS 111 112 7 268
From R139 Belmayne R139 Clare H TOTA  2042  From R139 Belmayne R139 Clare H	Vehicles To West e Ave (N) East Hall (S) ALS Light Vehicles To West e Ave (N) East Hall (S) ALS Light Vehicles To Light Vehicles	13 1971 11821 2169 15974 R139 West 14 2137 12409 2352	Betmayne Ave (N) 1615 25 1121 419 3180  Survey (N) 1751 27 1216 4544 3448	Provided Till growth fact Till growth fa	tor + committed dev Clare Hall (S)  1978 389 1410 6 3783  WITHOUT SUBJECT th factor + committe Clare Hall (S)  2145 422 1529 6	.+ subject dev.) TOTALS  14968 3744 14376 4005 37093  DEVELOPMENT d development) TOTALS  15819 4060 15180 4342 39401	From R138 Belmayr R138 Clare TO 2042 From R138 Belmayr R138	Vehicles To West e Ave (N) East Heavy Vehicles To West e Ave (N) East Heavy Vehicles To Heavy Vehicles To Heavy Vehicles Heavy Vehicles	112 66 867 33 1078 R139 West 140 83 1081 41	Belmayne Ave (N) 85 3 13 9 110 (survey) 106 4 16 11 137	R139 East	ctor + committed der Ctare Hall (S)  33  1  22  0  56  WITHOUT SUBJECT th factor + committe Ctare Hall (S)  41  2  27	v. + subject dev  TOTALS  109  90  5  214  **T DEVELOPMEN ed developmen  TOTALS  136  111  112  7  268  **T IN OPERATIO OPERATIO
From R139 Belmayne R139 Clare H TOT/ 2042 From R139 Belmayne R139 Clare H TOT/ 2042	Vehicles To West e Ave (N) East fall (S) ALS Light Vehicles To West e Ave (N) East fall (S) ALS Light Vehicles To Light Vehicles To	13 1971 11821 2189 15974 R139 West 14 2137 12409 2355 16912	Betmayne Ave (N) 1615 25 1121 419 3180 (survee (N) 1751 27 1216 4544 3448 Betmayne Ave (survee (N) (survee (N)	Provided Fill growth factors and the state of the state o	tor + committed dev Clare Hall (S)  1978 389 1410 6 6 73783 3783 WITHOUT SUBJECT Clare Hall (S) 422 1529 6 4102 ECT DEVELOPMENT tor + committed dev	+ subject dev.)  TOTALS  14968 3744 14376 4005 37093  DEVELOPMENT d development) TOTALS 15819 4060 15180 43422 39401  IN OPERATION + subject dev.) TOTALS	From R138 Betmayr R139 Clare TO' 2042 From R138 Betmayr R139 Clare TO' 2042	Vehicles To West e Ave (N) East Hell (S) ALS Heavy Vehicles To West e Ave (N) Elsast Hall (S) ALS To Heavy Vehicles To	112 66 867 33 1078 R139 West 140 R139 West R139 West R139 West R139 West	Betmayne Ave (N)  85  3  13  9  110  (survey  106  46  11  137	yed + Til growth fac  R139 East  865 20 3	Clare Hall (S)  333 1 222 0 0 566 WITHOUT SUBJECT Clare Hall (S) 277 0 70 1ECT DEVELOPMEN Clare Hall (S) Clare Hall (S)	v. + subject dev TOTALS  109: 90: 5:4 214: FDEVELOPMEN ed developmen TOTALS  136: 11: 112: 7: 268: TIN OPERATION v. + subject dev
From R1391 Belmayne R139 Clare H TOTA  2042  From R1391 Belmayne R139 Clare H TOTA  2042	Vehicles To West e e Ave (N) East Hall (S) ALS Light Vehicles To West e Ave (N) East Hall (S) ALS Light Vehicles To West Uphicles To West	13 1971 11821 2169 15974 R139 West 14 2137 12409 2352 16912	Betmayne Ave (N) 1615 25 1121 419 3180  Betmayne Ave (N) 1751 27 1216 454 3448  Betmayne Ave (N) 1751 1751	yed + Til gowth fac  R139 East  11362 11369 24 14411 14156 R139 East  11909 1474 266 1530 14939 WH YSBUR WH SRUR R139 East  R139 East	Clare Hall (S)  1978 1978 389 1410 6 3783 without subscrib th factor + committed 2145 4122 1529 6 4102 ECT DEVELOPMENT tor + committed tor + committed Clare Hall (S) 2245 422 422 422 422 424 422 422 424 422 424 422 424 422 424 422 424 422 424 422 424 424 422 424	+ subject dev.) TOTALS 14968 3744 14376 4005 37093 DEVELOPMENT TOTALS 15819 4060 15180 4342 39401 IN OPERATION + subject dev.) TOTALS 16197	From R138 Belmayr R134 Clare  2042  From R138 Belmayr R134 Clare TO  2042	Vehicles To West e Ave (N) East Hall (S) ALS Heavy Vehicles To West e Ave (N) East Hall (S) Heavy Vehicles To West Uses Heave Heavy Vehicles To West West West West West West West West	112 66 867 867 33 1078 R139 West 140 R139 West 140 1345	Belmayne Ave (N) 85 3 13 9 110 (survey) 106 4 16 11 137 (survey) 8 8elmayne Ave (N)	yed + Til growth fac  R139 East  865 20 3 16 904  167  R139 East  1079 25 4 20 1128  WH SBUBL  WH SBUBL  WH SBUBL  WH SBUBL  WH SBUBL  WH SBUBL  TIL 189 East  1079 118 Fact  1079 118 Fact  1079 118 Fact  1079 118 Fact  1079	Clare Hall (S)  33  1  22  0  56  WITHOUT SUBJECT Clare Hall (S)  Clare Hall (S)  Clare Hall (S)  27  0  70  CCT DEVELOPMEN	V. + subject dev TOTALS  109: 99: 91: 214: TOTALS  TOTALS  136: 111: 112: 268: TIN OPERATION V. + subject dev TOTALS  136: 1 113: 1 12: 1 136: 1 136: 1 136: 1 136: 1 136: 1 136: 1 136: 1 136: 1 136: 1 136: 1 136: 1 136:
From R139 Belmayne R139 Clare H TOT/ 2042 From R139 Belmayne R139 Clare H TOT/ 2042	Vehicles To West East Hall (S) Light Vehicles To West East Light Vehicles To Light Vehicles To West East Light Vehicles To	13 1971 11821 2189 15974 R139 West 14 2137 12409 2355 16912	Betmayne Ave (N) 1615 25 1121 419 3180 (survee (N) 1751 27 1216 4544 3448 Betmayne Ave (survee (N) (survee (N)	Provided Fill growth factors and the state of the state o	tor + committed dev Clare Hall (S)  1978 389 1410 6 6 73783 3783 WITHOUT SUBJECT Clare Hall (S) 422 1529 6 4102 ECT DEVELOPMENT tor + committed dev	+ subject dev.)  TOTALS  14968 3744 14376 4005 37093  DEVELOPMENT d development) TOTALS 15819 4060 15180 43422 39401  IN OPERATION + subject dev.) TOTALS	From R138 Belmayr R139 R139 Clare T0' 2042 From R138 Clare T0' 2042 From R138 Belmayr R138 R138 R138 R138 R138 R138	Vehicles To West e Ave (N) East Hell (S) ALS Heavy Vehicles To West e Ave (N) Elsast Hall (S) ALS To Heavy Vehicles To	112 66 867 33 1078 R139 West 140 R139 West R139 West R139 West R139 West	Betmayne Ave (N)  85  3  13  9  110  (survey  106  46  11  137	yed + Til growth fac  R139 East  865 20 3	Clare Hall (S)  33  1  22  0  56  Without subsets of the Hall (S)  Clare Hall (S)  41  2  7  0  70  Clare Hall (S)  41  42  44  45  46  Clare Hall (S)  Clare Hall (S)  46  Clare Hall (S)  47  48  49  40  Clare Hall (S)	v. + subject dev  TOTALS  1099 909 514 10 EVELOPMEN ed development TOTALS  1366 11- 1122 2681 TIN OPERATION v. + subject dev

To From Belmayne Ave North Main Street East Belmayne Ave South Main Street West TOTALS  2024 AM Peak  To From Belmayne Ave North	(08:00-09:00)			our Traffic Flo	w Matrices (	Passenger Car	Units)	- Junction 5				
From Belmayne Ave North Main Street East Belmayne Ave South Main Street West TOTALS  2024 AM Peak To From Belmayne Ave North				SURVEYED 1	RAFFIC FLOWS	<b>2024</b> P	M Peak	(17:00-18:00)			SURVEYED 1	RAFFIC FLOW
Belmayne Ave North Main Street East Belmayne Ave South Main Street West TOTALS  2024 AM Peak To From Belmayne Ave North		Main Street East	Belmayne Ave	Main Street West	TOTALS		То	Belmayne Ave	Main Street	Belmayne Ave	Main Street	TOTALS
Belmayne Ave South Main Street West TOTALS  2024 AM Peak To From Belmayne Ave North	North 0	<b>East</b> 5	South 381	west 0	386	From Belmayne Ave	North	North 2	East 2	South 234	West 0	23
Main Street West TOTALS  2024 AM Peak  To From Belmayne Ave North	10	2	12	11	35	Main Street		6	0	32	6	4
TOTALS  2024 AM Peak  To  From  Belmayne Ave North	234	24	2	5	265	Belmayne Ave		243	5 7	6 52	1	25
From Belmayne Ave North	0 244	40	398	16	698	TOTALS		252	14	324	7	59
From Belmayne Ave North					RAFFIC FLOWS							RAFFIC FLOV
From Belmayne Ave North	Belmayne Ave	Main Street	Belmayne Ave	(surveyed flows + T		2024 P	M Peak To	Belmayne Ave	Main Street	Belmayne Ave	(surveyed flows + T	
	North	East	South	West	TOTALS	From	_	North	East	South	West	TOTALS
	0	5		0	386	Belmayne Ave		2	2		0	23
Main Street East Belmavne Ave South	10 234	24	12	11 5	35 265	Main Street Belmavne Ave		6 243	5	32 6	6	25
Main Street West	0	9	3	0	12	Main Street		1	7		0	- 6
TOTALS	244	40	398	16	698	TOTALS		252	14	324	7	59
2026 AM Peak			Ott	ner committed dev	elonment flows	<b>2026</b> P	M Peak			Ot	her committed deve	elonment flo
To To	Belmayne Ave	Main Street	Belmayne Ave	Main Street		2020	To	Belmayne Ave	Main Street	Belmayne Ave	Main Street	
From	North	East	South	West	TOTALS	From	/	North	East	South	West	TOTALS
Belmayne Ave North					0	Belmayne Ave						
Main Street East Belmayne Ave South					0	Main Street Belmayne Ave						
Main Street West					0	Main Street						
TOTALS	0	0	0	0	0	TOTALS		0	0	0	0	
				WITHOUT SUBJECT	DEVELOPMENT		мр. :				WITHOUT SUBJECT	DEVELOPME
2027 AM Peak	Belmayne Ave	(surve	eyed flows + TII grow Belmayne Ave	h factor + committe	d development)	<b>2027</b> P	M Peak	Belmayne Ave	(surve	eyed flows + TII grow Belmayne Ave		d developme
From	North	East	South	West	TOTALS	From	To	North	East	South	West	TOTALS
elmayne Ave North	0	5	410	0	415	Belmayne Ave Main Street		2	2		0	25
Main Street East Selmayne Ave South	11 252	2 26	13	12 5	38 285	Main Street Belmayne Ave		6 261	5	34 6	6	27
Main Street West	0	10	3	0	13	Main Street		1	8	56	0	6
TOTALS	263	43	428	17	751	TOTALS		270	15	348	7	64
2027 AM Peak		•	UBJECT DEVELOPMI	NT FLOWS - OPERA	ITIONAL PHASE	<b>2027</b> P	M Peak		•	UBJECT DEVELOPMI	ENT ELOWS - OPERA	TIONAL PHA
To	Belmayne Ave	Main Street	Belmayne Ave	Main Street		2027	To	Belmayne Ave	Main Street	Belmayne Ave	Main Street	
From	North	East	South	West	TOTALS	From		North	East	South	West	TOTALS
elmayne Ave North					0	Belmayne Ave						
Main Street East Selmayne Ave South					0	Main Street Belmayne Ave						
Main Street West					0	Main Street						
TOTALS	0	0	0	0	0	TOTALS		0	0	0	0	
			WITH SIIRI	ECT DEVELOPMENT	IN OPERATION					WITH SIIRI	ECT DEVELOPMENT	IN OPERATIO
2027 AM Peak			eyed + TII growth fac	tor + committed dev		2027 P	M Peak			eyed + TII growth fac	tor + committed dev	
From	Belmayne Ave North	Main Street East	Belmayne Ave South	Main Street West	TOTALS	From	To	Belmayne Ave North	Main Street East	Belmayne Ave South	Main Street West	TOTALS
elmayne Ave North	0	5		0	415	Belmayne Ave	North	2	2		0	25
Main Street East	11	2	13	12	38	Main Street		6	0	34	6	4
elmayne Ave South Main Street West	252	26 10	2	5	285	Belmayne Ave		261	5 8	6	1	27
TOTALS	263	43	428	17	751	TOTALS		270	15	56 <b>348</b>	7	64
2032 AM Peak		(surve	eyed flows + TII grow	without subject		<b>2032</b> P	M Peak		(surve	eyed flows + TII grow	WITHOUT SUBJECT	
То	Belmayne Ave	Main Street	Belmayne Ave	Main Street			To	Belmayne Ave	Main Street	Belmayne Ave	Main Street	
From	North	East	South	West	TOTALS	From	/	North	East	South	West	TOTALS
Belmayne Ave North  Main Street East	0	6	449 14	0 13	455 41	Belmayne Ave		2	2	276 38	0	28
Belmayne Ave South	12 276	28	2	6	312	Belmayne Ave		7 287	6	7	1	30
	0	11	4	0	15	Main Street	West	1	8		0	7
Main Street West	288	47	469	19	823	TOTALS		297	16	382	8	70
			WITH SUBJ	ECT DEVELOPMENT	IN OPERATION	<b>2032</b> P	M Peak			WITH SUBJ	ECT DEVELOPMENT	IN OPERATIO
TOTALS			nund + 711	tor + committed dev	. + subject dev.)	2032 F	rireak		(			
TOTALS  2032 AM Peak							_				tor + committed dev	. + subject de
Main Street West TOTALS  2032 AM Peak To	Belmayne Ave	Main Street	Belmayne Ave		TOTALS	From	То	Belmayne Ave	Main Street	Belmayne Ave	Main Street	
Main Street West TOTALS  2032 AM Peak  To	North	Main Street East	Belmayne Ave South	Main Street West	TOTALS 455	From Belmayne Ave	_	North	Main Street East	Belmayne Ave South	Main Street West	TOTALS
Main Street West TOTALS  2032 AM Peak  To From Belmayne Ave North Main Street East		Main Street	Belmayne Ave South	West		Belmayne Ave Main Street	North East		Main Street	Belmayne Ave South	Main Street	TOTALS
Main Street West TOTALS  2032 AM Peak  To From Selimayne Ave North Main Street East Betimayne Ave South	North 0 12 276	Main Street East 6 2 28	Belmayne Ave South 449 14	0 13 6	455 41 312	Belmayne Ave Main Street Belmayne Ave	North East South	North 2 7 287	Main Street East 2 0	Belmayne Ave South 276 38 7	Main Street West  0 7	TOTALS 28 5
Main Street West TOTALS  2032 AM Peak  To From Jetmayne Ave North Main Street East Jetmayne Ave South Main Street West	North 0 12 276 0	Main Street East 6 2 28 11	South 449 14 2	West 0 13 6 0	455 41 312 15	Belmayne Ave Main Street Belmayne Ave Main Street	North East South West	North 2 7 287 1	Main Street East 2 0 6	South 276 38 7 61	Main Street West  0 7 1	TOTALS 28 5 30
Main Street West TOTALS  2032 AM Peak  To From Selimayne Ave North Main Street East Betimayne Ave South	North 0 12 276	Main Street East 6 2 28	8elmayne Ave South  449 14 2 44 469	0 13 6 0	455 41 312 15 823	Belmayne Ave Main Street Belmayne Ave	North East South West	North 2 7 287	Main Street East 2 0	276 38 7 61	Main Street West  0 7 1 0 8	TOTALS 28 5 30 70
Main Street West TOTALS  2032 AM Peak To From Belmayne Ave North Main Street East Belmayne Ave South Main Street West	North 0 12 276 0	6 2 28 11 47	8elmayne Ave South  449 14 2 44 469	West  0 13 6 0 19 WITHOUT SUBJECT	455 41 312 15 823	Belmayne Ave Main Street Belmayne Ave Main Street	North East South West	North 2 7 287 1	### ### ##############################	276 38 7 61 382	Main Street West  0 7 1 0 8	TOTALS 28 8 30 70 DEVELOPME
Main Street West TOTALS  2032 AM Peak To From Seelmayne Ave North Main Street East Belmayne Ave South Main Street West TOTALS	North 0 12 276 0	6 2 28 11 47	8elmayne Ave South  449 14 2 44 469	West  0 13 6 0 19 WITHOUT SUBJECT	455 41 312 15 823 DEVELOPMENT d development)	Belmayne Ave Main Street Belmayne Ave Main Street	North East South West	North 2 7 287 1	### ### ##############################	276 38 7 61	Main Street West  0 7 1 0 8	TOTALS  21  31  70  DEVELOPME d developme
Main Street West TOTALS  2032 AM Peak  To From To From Awa Street East Belmayne Ave South Main Street East TOTALS  2042 AM Peak  To From	North  0 12 276 0 288  Belmayne Ave	6 22 28 11 47  (surver	Belmayne Ave South  449 14 2 44 469  seyed flows + Til grow Belmayne Ave South	West  0 13 6 0 19 WITHOUT SUBJECT h factor + committee Main Street West	455 41 312 15 823  DEVELOPMENT d development) TOTALS	Belmayne Ave Main Street Belmayne Ave Main Street TOTALS 2042 P	North East South West	North   2   7   287   1   297	Bain Street East  2 0 6 8 16 Surret Main Street East	South   276   38   7   61   382	Main Street West  0 7 1 0 8 WITHOUT SUBJECT th factor + committe Main Street West	TOTALS  28  30  70  DEVELOPME d developme TOTALS
Main Street West TOTALS  2032 AM Peak  TO From Beitmanne Ave North Main Street East TOTALS  2042 AM Peak  TOTALS  2042 AM Peak  TO TOTALS	North  0 12 276 0 288  Belmayne Ave North 0	6 2 28 11 47 (surw Main Street East 6	Belmayne Ave   South	West  0 13 6 0 19 WITHOUT SUBJECT h factor + committee Main Street West  0	455 41 312 15 823  DEVELOPMENT d development) TOTALS 493	Belmayne Ave Main Street Belmayne Ave Main Street TOTALS  2042 P	North East South West  M Peak To	North   2   7   7   287   1   1   297	Main Street   East   2	Belmayne Ave   South	Main Street West  0 7 1 0 8 8 WITHOUT SUBJECT th factor + committe Main Street West 0	TOTALS  28  9  30  70  DEVELOPME d developme  TOTALS
Main Street West TOTALS  2032 AM Peak  From To From Beltmayne Ave North Main Street East Lettrayne Ave South Main Street West TOTALS  2042 AM Peak  To From To From Main Street East	North 0 12 276 0 288 Belmayne Ave North 0 13	6 (survet East	Belmayne Ave   South	West  0 13 6 0 19 19 WITHOUT SUBJECT th factor + committee Main Street West  0 14	455 41 312 15 823  DEVELOPMENT d development) TOTALS 493 45	Belmayne Ave Main Street Belmayne Ave Main Street TOTALS 2042 P	North East South West  M Peak To North East	North   2   7   7   287   1   297	Main Street East  2 0 6 8 16 (surw Main Street East  3 0	Belmayne Ave   South	Main Street West  0 7 1 0 8 WITHOUT SUBJECT th factor + committe Main Street West  0 8	TOTALS  28  5  30  70  DEVELOPME of developme  TOTALS  30
Main Street West TOTALS  2032 AM Peak  To From To From Beltmayne Ave North Main Street East TOTALS  2042 AM Peak  To To From To From To From To From To From To From To Main Street East	North  0 12 276 0 288  Belmayne Ave North 0	6 2 28 11 47 (surw Main Street East 6	Belmayne Ave   South	West  0 13 6 0 19 WITHOUT SUBJECT h factor + committee Main Street West  0	455 41 312 15 823  DEVELOPMENT d development) TOTALS 493	Belmayne Ave Main Street Belmayne Ave Main Street TOTALS  2042 P  From Belmayne Ave Main Street	M Peak To North East North West	North   2   7   7   287   1   1   297	Main Street   East   2	Belmayne Ave   South	Main Street West  0 7 1 0 8 8 WITHOUT SUBJECT th factor + committe Main Street West 0	TOTALS  28 5 30 7 70  DEVELOPMEN  TOTALS  30 6 5 32
Main Street West TOTALS  2032 AM Peak  From To From Bain Street East VOTALS  2042 AM Peak  2042 AM Peak  To From To From Reserved To From Rese	North	Main Street   East   6   2   2   2   47     47	Belmayne Ave   South	West	455 41 312 15 823 DEVELOPMENT d development) TOTALS 493 45 339	Belmayne Ave Main Street Belmayne Ave Main Street TOTALS  2042 P  From Belmayne Ave Main Street Belmayne Ave	M Peak To North East South West To North East South West	North   2   7   7   287   1   297	Main Street   East	Belmayne Ave   South	Main Street West  0 7 1 8 8 WITHOUT SUBJECT th factor + committe Main Street West 0 8 1	TOTALS  21  31  37  70  DEVELOPME d developme  TOTALS
Main Street West TOTALS  2032 AM Peak  From To From Belmayne Ave North Main Street East TOTALS  2042 AM Peak  2042 AM Peak  TO From To	North	Main Street   East   6   2   28   11   47	Selmayne Ave	West	455 41 312 15 823 DEVELOPMENT d development) TOTALS 493 45 339 16 893	Belmayne Ave Main Street Belmayne Ave Main Street TOTALS  2042 P  From Belmayne Ave Main Street Belmayne Ave Main Street	North East South West To North East South West	North   2   7   7   287   1   297	Main Street   East	Selmayne Ave	Main Street West  0 7 1 0 8 WITHOUT SUBJECT th factor + committe Main Street West 0 8 1 0	TOTALS  2: 3i 7i DEVELOPME d developme TOTALS  3: 3: 7:
Main Street West TOTALS  2032 AM Peak  From To From Beltmayne Ave North Main Street East Setmayne Ave South Main Street West TOTALS  2042 AM Peak  TO TOTALS  2042 AM Peak  TOTALS  2042 AM Peak	North	Main Street   East	Belmayne Ave	West  133 6 6 19 19 without subscript h factor + committed West  14 6 0 20  Ect DeveLoPMENT tor + committed deve	455 411 312 15 823  DEVELOPMENT d development) TOTALS 493 455 339 16 893	Belmayne Ave Main Street Belmayne Ave Main Street TOTALS  2042 P  From Belmayne Ave Main Street Belmayne Ave Main Street	North East South West  M Peak To North East South West	North   2   7   7   287   1   297     297	Main Street   East	Belmayne Ave	Main Street West  7 7 1 0 8 8 WITHOUT SUBJECT If latcive - committed West Uest 9 9 ECT DEVELOPMENT tor + committed deve	TOTALS  2! 33 70  DEVELOPME d developme  TOTALS 3: 3: 7: 11 N OPERATIO
Main Street West TOTALS  2032 AM Peak  TO From Beimayne Ave North Main Street East Beimayne Ave South Main Street East TOTALS  2042 AM Peak  TO From Beimayne Ave North Main Street West TOTALS  2042 AM Peak  TO From Beimayne Ave North Main Street East Beimayne Ave South Main Street East TOTALS  2042 AM Peak  TOTALS	North	Main Street   East	Belmayne Ave South  449 144 24 44 489  **Provided flows + 111 grown flows + 112  **Belmayne Ave South 457 155 3 449  **South 457 458  **Belmayne Ave Belmayne Ave Belmayne Ave Belmayne Ave Belmayne Ave	West  133 66 0 139 139 WITHOUT SUBJECT h factor + committed West  14 66 66 60 CECT DEVELOPMENT tor + committed dev Main Street	455 411 312 15 823  DEVELOPMENT d development) TOTALS 493 455 339 16 893	Betmayne Ave Main Street Betmayne Ave Main Street TOTALS  2042 P  From Betmayne Ave Main Street Betmayne Ave Main Street TOTALS	North East South West To North East South West	North   2   7   7   287   1   297     297     297     3   8   311   1   1   323       Belmayne Ave	Main Street   East	South   Sout	Main Street West  7 11 0 8 WITHOUT SUBJECT th factor + committee West  9 ECT DEVELOPMENT to + committed dev	TOTALS  2E  5  7  7  DEVELOPMENT  d development  TOTALS  30  5  7  7  TOTALS
Main Street West TOTALS  2032 AM Peak  From To From Editingine Ave North Main Street East Lettlayne Ave South Main Street West TOTALS  2042 AM Peak  To From To From Main Street East Lettlayne Ave South Main Street East Lettlayne Ave South Main Street East Lettlayne Ave South Main Street West TOTALS  2042 AM Peak  To From To From	North	Main Street   East	Belmayne Ave   South   449   144   469	West  13 6 6 19 19 WITHOUT SUBJECT Main Street West 0 144 6 6 0 20 0 ECT DEVELOPMENT to + committed development to the committed development developmen	455 41 312 155 823  DEVELOPMENT d development) TOTALS 493 45 339 16 893	Belmayne Ave Main Street Belmayne Ave Main Street TOTALS  2042 P  From Belmayne Ave Main Street Belmayne Ave Main Street	M Peak To North East South West To North East South West	North   2   7   7   287   11   7   297	Main Street East  0 6 6 8 8 16 16  Main Street East 3 0 6 6 9 18  Main Street East East East East	South   Sout	Main Street West  7 1 1 0 8 WITHOUT SUBJECT Main Street West  9 9 ECT DEVELOPMENT for *Committed devel	TOTALS  28
Main Street West TOTALS  2032 AM Peak  From To From Editingine Ave North Main Street East Lettlayne Ave South Main Street West TOTALS  2042 AM Peak  To From To From Main Street East Lettlayne Ave South Main Street East Lettlayne Ave South Main Street East Lettlayne Ave South Main Street West TOTALS  2042 AM Peak  To From To From	North	Main Street   East	Belmayne Ave	West  133 66 0 139 139 WITHOUT SUBJECT h factor + committed West  14 66 66 60 CECT DEVELOPMENT tor + committed dev Main Street	455 41 312 155 823  DEVELOPMENT d development) TOTALS 493 45 339 16 893	Belmayne Ave Main Street Belmayne Ave Main Street TOTALS  2042 P  From Belmayne Ave Main Street TOTALS  2042 P  From 2042 P	North East South West To North East South West To North East South West	North   2   7   7   287   1   297     297     297     3   8   311   1   1   323       Belmayne Ave	Main Street   East	Belmayne Ave	Main Street West  7 11 0 8 WITHOUT SUBJECT th factor + committee West  9 ECT DEVELOPMENT to + committed dev	TOTALS  DEVELOPMENT d development TOTALS  30  5  7  TOTALS  30  5  TOTALS  30  TOTALS
Main Street West TOTALS  2032 AM Peak  From To From Belimanne Ave North Main Street East 10TALS  2042 AM Peak  TOTALS  2042 AM Peak  To From Main Street West TOTALS  2042 AM Peak  TOTALS  2042 AM Peak  TOTALS	North  0 122 276 0 288  Belmayne Ave North 0 312 312  Belmayne Ave North	Main Street   East	Belmayne Ave	West  0 133 6 0 19 19 19 WITHOUT SUBJECT h factor + committee West 0 14 6 0 20 ECT DEVELOPMENT tor + committee West Wain Street	455 41 312 15 823  DEVELOPMENT 4 development) TOTALS 493 455 339 16 893 IN OPERATION TOTALS 4934 4934	Belmayne Ave Main Street Belmayne Ave Main Street TOTALS  2042 P  From Belmayne Ave Main Street TOTALS  2042 P  From Belmayne Ave Main Street TOTALS	North East South West  To North South West  To North East To North East South Vest	North   2   7   7   287   1   297   297     297     3   8   311   1   1   323     323	Main Street   East	South   276   388   389   7   611   382	Main Street West  7 7 1 0 8 8 WITHOUT SUBJECT Ith factor - committed West 0 8 1 1 0 9 9 ECT DEVELOPMENT tor - committed dev Main Street West 0 Main Street	TOTALS  28 53 30 77 70  DEVELOPMENT d development TOTALS  30 52 77 76

RAFFIC FLO	SURVEYED T			AADT	2024 Heavy Vehicles	RAFFIC FLOWS	SURVEYED 1			AADT	2024 Light Vehicles
TOTAL	Main Street West	Belmayne Ave South	Main Street East	Belmayne Ave North	From	TOTALS	Main Street West	Belmayne Ave South	Main Street East	Belmayne Ave North	From
	3	23	14	2	Belmayne Ave North	2791	14	2722	37	18	elmayne Ave North
:	44	59 1	24 66	22 34	Main Street East Belmayne Ave South	234 2617	15 138	180 58	4 182	35 2239	Main Street East elmayne Ave South
	0	3	45	1	Main Street West	169	136	136	13	2239	Main Street West
	48	86	149	59	TOTALS	5811	167	3096	236	2312	TOTALS
	BASELINE T				2024 Heavy	RAFFIC FLOWS					2024 Light
TOTAL	(surveyed flows + T Main Street	Belmayne Ave	Main Street	Belmayne Ave	Vehicles	TOTALS	(surveyed flows + T Main Street	Belmayne Ave	Main Street	Belmayne Ave	Vehicles To
	West 3	South 23	East 14	North 2	From  Belmayne Ave North	2791	West 14	South 2722	East 37	North 18	From elmayne Ave North
:	44	59	24	22	Main Street East	234	15	180	4	35	Main Street East
:	1 0	3	66 45	34	Belmayne Ave South Main Street West	2617 169	138	58 136	182 13	2239 20	elmayne Ave South Main Street West
;	48	86	149	59	TOTALS	5811	167	3096	236	2312	TOTALS
					Heavy						Light
	Main Street	Belmayne Ave	Main Street	Belmayne Ave	2026 Vehicles		her committed dev	Belmayne Ave	Main Street	Belmayne Ave	2026 Vehicles
TOTAL	West	South	East	North	From	TOTALS	West	South	East	North	From
					Belmayne Ave North Main Street East	0					elmayne Ave North Main Street East
					Belmayne Ave South	0					elmayne Ave South
					Main Street West TOTALS	0					Main Street West TOTALS
	0	0	0	0	IOTALS	0	0	0	0	0	TOTALS
	WITHOUT SUBJECT h factor + committee	eyed flows + TII growt	(surve		2027 Heavy Vehicles		WITHOUT SUBJECT th factor + committe	eyed flows + TII grow	(supa		2027 Light Vehicles
TOTAL	Main Street	Belmayne Ave	Main Street	Belmayne Ave	To	TOTALS	Main Street	Belmayne Ave	Main Street	Belmayne Ave	To
IOIAL	West	South	East	North	From  Belmayne Ave North		West	South	East	North	From Selmayne Ave North
	4 52	27 69	16 28	26	Belmayne Ave North  Main Street East	3003 252	15 16	2929 194	40	19 38	elmayne Ave North Main Street East
	1	1	77	40	Belmayne Ave South	2815	148	62	196	2409	elmayne Ave South
	0 <b>57</b>	4 101	53 174	1 69	Main Street West TOTALS	182 6252	0 179	146 3331	14 <b>254</b>	22 2488	Main Street West TOTALS
	5/	101	1/4	69		6252	1/9	3331	254	2400	
TIONAL PH		UBJECT DEVELOPME			2027 Heavy Vehicles	TIONAL PHASE		UBJECT DEVELOPMI			2027 Light Vehicles
TOTAL	Main Street West	Belmayne Ave South	Main Street East	Belmayne Ave North	From	TOTALS	Main Street West	Belmayne Ave South	Main Street East	Belmayne Ave North	From
					Belmayne Ave North	0					elmayne Ave North
					Main Street East	0					
						-					Main Street East
		WITH SUBJ eyed + Til growth fac		0	Belmayne Ave South Main Street West TOTALS  2027 Heavy Vehicles	0 0 0		eyed + TII growth fac		0	Main Street West  TOTALS  2027  Light Vehicles
	ECT DEVELOPMENT	WITH SUBJ		0  Belmayne Ave	Belmayne Ave South Main Street West TOTALS  2027 Heavy Vehicles To From	0 0 0 IN OPERATION + subject dev.)	ECT DEVELOPMENT tor + committed dev Main Street West	WITH SUBJ	(surv Main Street East	Belmayne Ave North	elmayne Ave South Main Street West TOTALS  2027 Light Vehicles To
+ subject of	ect Development for + committed dev Main Street West	WITH SUBJ eyed + Til growth fac Belmayne Ave South	(surv Main Street East	Belmayne Ave North	Belmayne Ave South Main Street West TOTALS  2027 Heavy Vehicles To	IN OPERATION -+ subject dev.) TOTALS 3003	ECT DEVELOPMENT tor + committed dev Main Street West	WITH SUBJ reyed + TII growth fac Belmayne Ave South 2929	(surv	Belmayne Ave North	relmayne Ave South Main Street West TOTALS  2027 Light Vehicles To
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+ subject ( TOTAL	ECT DEVELOPMENT or + committed dev Main Street West  4 52 1 0 57  WITHOUT SUBJECT h factor + committee	WITH SUBS eyed + Til growth fac  Belmayne Ave South  27 69 1 4 101	(surw Main Street East 16 28 77 53 174	Belmayne Ave   North   2   26   40   1   69	Belmayne Ave South Main Street West TOTALS  2027 Heavy Vehicles To From Belmayne Ave North Main Street East Belmayne Ave South Main Street West TOTALS  48807 4880	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Main Street West  15 16 148 0 179 WITHOUT SUBJECT	WITH SUBI Preyed + Til growth fac Betmayne Ave South 2929 194 62 146 3331	(surv.) Main Street East 40 4 196 14 254	Belmayne Ave North 19 38 2409 22 2488	letmayne Ave South Main Street West TOTALS  2027 Light Vehicles To From letmayne Ave North Main Street East letmayne Ave South Main Street West TOTALS  2032 Light Vehicles
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+ subject ( TOTAL  :: :: :: :: :: :: :: :: :: :: :: :: :	ECT DEVELOPMENT tor + committed dev Main Street West  4 52 1 0 57 WITHOUT SUBJECT h factor + committe Main Street West 4	with Subject of the Subject of Su	(surv Main Street East 16 28 77 53 174 (surv Main Street East	Belmayne Ave North 2 26 40 1 69 Belmayne Ave North 3	Belmayne Ave South Main Street West TOTALS  2027 Heavy Vehicles To From Belmayne Ave North Main Street East Belmayne Ave South Main Street West TOTALS  2032 Heavy Vehicles To From Belmayne Ave North	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Main Street West  15 16 148 0 179  WITHOUT SUBJECT the factor + committee West  15 17  WITHOUT SUBJECT the factor + committee West  17	with SuBJ week + Til growth fac Belmayne Ave South 2929 194 62 146 3331 seyed flows + Til grow Belmayne Ave South 3209	(surve Main Street East 40 44 196 14 254 (surve Main Street	Belmayne Ave North	Nain Street West TOTALS  2027 Light Vehicles To From Wain Street East telmayne Ave South Main Street East telmayne Ave South Main Street West TOTALS  2032 Light Vehicles To From To From To From To From To From To
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+ subject ( TOTAL  TOTAL  1  1  1  1  1  1  1  1  1  1  1  1  1	ECT DEVELOPMENT or + committed dev Main Street West 4 52 1 0 57 WITHOUT SUBECT As a committed dev West 4 63 1 0 68 ECT DEVELOPMENT or + committed dev West 4 63 1 1 0 68 West 4 63 1 1 1 63 63 1 1 1 63 63 1 1 63 63 63 63 63 63 63 63 63 63 63 63 63	WITH SUBB  eyed + Til growth fac  Belmayne Ave  South  10  10  11  10  11  10  11  10  11  10  11  10  11  10  11  10  11  10  11  10  11  10  11  10  10	Survive	Belmayne Ave   North	Belmayne Ave South Main Street West TOTALS  2027 Heavy Vehicles To From Belmayne Ave North Main Street East Belmayne Ave South Main Street East TOTALS  2032 Heavy Vehicles To From Belmayne Ave South Main Street East Belmayne Ave South Main Street East TOTALS  2032 Heavy Vehicles To From Belmayne Ave North Main Street East Belmayne Ave South Main Street East Belmayne Ave South Main Street East Belmayne Ave South Main Street East ToTALS	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ECT DEVELOPMENT  Main Street  West  15  16  179  WITHOUT SUBJECT  18  183  0  198  ECT DEVELOPMENT  18  163  0  198  ECT DEVELOPMENT  18  163  0  198  WITHOUT SUBJECT  17  18  163  18  163  18  163  18  18  18  18  18  18  18  18  18  1	WITH SUBJECT   WITH S	Surve   Surv	Belmayne Ave North	elemayne Ave South Main Street West TOTALS  2027 Light Vehicles To From Light Vehicles To From Light Vehicles ToTALS  2032 Light Vehicles To From Light Vehicles ToTALS  2032 Light Vehicles ToTALS  2032 Light Vehicles ToTALS  2032 Light Vehicles ToTALS  2032 Light Vehicles Light Lig
+ subject TOTAL  TOTAL  JOEVELOPPE  IN OPERA:  TOTAL  TOTAL  JOEVELOPPE  TOTAL  JOEVELOPPE  TOTAL  JOEVELOPPE  TOTAL	ECT DEVELOPMENT or + committed dev Main Street West 4 52 11 0 57 without subject h actor + committed 4 63 11 0 68 ECT DEVELOPMENT 4 63 11 0 68 ECT DEVELOPMENT 4 63 Main Street West 4 63 Main Street West This decire + committed dev Main Street West 4 63 68 ECT DEVELOPMENT 63 63 68 68 Mithout subject This decire + committed Main Street West 5	with Suels eyed + III growth fac South 27 69 11 4 101  eyed flors + III growth South 101  eyed flors + III growth South 33 85 11 4 123  with suels Elemayne Ave South 33 85 11 123  with suels Elemayne Ave South 123  eyed flors + III growth South 123	(SUPPLE	Belmayne Ave   North	Belmayne Ave South Main Street West TOTALS  2027 Heavy Vehicles To From Belmayne Ave North Main Street East Belmayne Ave South Main Street West TOTALS  2032 Heavy Vehicles To From Belmayne Ave South Main Street East Belmayne Ave South Main Street East Belmayne Ave North Main Street West TOTALS  2032 Heavy Vehicles To To From Belmayne Ave South Main Street West TOTALS	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ECT DEVELOPMENT TO r - committed development West 15 16 148 0 179 WITHOUT SUBJECT this factor + committed in the subject West 17 18 163 0 198 ECT DEVELOPMENT Hold STEEL West West 17 18 163 0 198 ECT DEVELOPMENT HOLD SUBJECT West 18 18 18 19 19 19 19 19 WITHOUT SUBJECT This factor + committed in the subject West 17 18 18 19 19 19 19 WITHOUT SUBJECT This factor + committed in the subject West Without Subject Main Street West 18	WITH SUBJECT AND ADDRESS OF THE GOOD ADDRESS O	Main Street   East   40   44   254   41   4254   4254   4254   44   45   45   4	Belmayne Ave North	letimayine Ave South Main Street West TOTALS  2027 Light Vehicles To From letimayine Ave North Main Street East letimayine Ave South Main Street East letimayine Ave North Main Street East letimayine Ave North Main Street East letimayine Ave North Main Street East letimayine Ave South Main Street East Light Vehicles  TOTALS  2042 Light Vehicles  TOTALS
+ subject TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL	ECT DEVELOPMENT  A  B  B  B  B  B  B  B  B  B  B  B  B	WITH SUB)  Belmayne Ave South  27 69 11 44 101  44 101  Belmayne Ave South 7 11 101  Belmayne Ave South 11 123  WITH SUB) 11 14 123  WITH SUB) 11 14 14 123  WITH SUB) 11 14 14 123  WITH SUB) 11 14 14 123  WITH SUB) 124 125 125 126 127 127 128 128 128 128 128 128 128 128 128 128	(survi   Main Street	Belmayne Ave   North   2   26   40   1   1   69     1   1   1   1   1   1   1   1   1	Belmayne Ave South Main Street West TOTALS  2027 Heavy Vehicles To From Belmayne Ave North Main Street East Belmayne Ave South Main Street East Belmayne Ave North Main Street West	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ECT DEVELOPMENT  The least of the committed development  To every the least of the	WITH SUBJECT AND ADDRESS OF THE STATE OF THE	Main Street   East	Belmayne Ave   North   38   2409   22   2488     Belmayne Ave   North   21   41   2640   24   2726     Belmayne Ave   North   21   41   2640   24   2726     Belmayne Ave   North   21   41   2640   24   2726     Belmayne Ave   North   28   28   28   28   28   28   28   2	letimayne Ave South Main Street West TOTALS  2027 Light Vehicles To From letimayne Ave North Main Street East letimayne Ave South Main Street East letimayne Ave South Main Street East letimayne Ave South Main Street East letimayne Ave North Main Street East letimayne Ave South Main Street East letimayne Ave North Main Street East letimayne Ave North Main Street East letimayne Ave South Main Street East letimayne Ave South Main Street East letimayne Ave North Main Street East letimayne Ave South Main Street East letimayne Ave South
+ subject TOTAI  DEVELOPP TOTAI  TOTAI  TOTAI  TOTAI  TOTAI  TOTAI  TOTAI	ECT DEVELOPMENT  TO ** committed dev  Main Street  West  4  52  1  0  57  WITHOUT SUBECT  In Jacob ** committed dev  West  4  63  1  0  68  ECT DEVELOPMENT  1  1  0  86  86  ECT DEVELOPMENT  1  1  1  1  1  1  1  1  1  1  1  1  1	WITH SUBJ	Surviva	Belmayne Ave   North	Belmayne Ave South Main Street West TOTALS  2027 Heavy Vehicles To From Belmayne Ave North Main Street East Belmayne Ave North Main Street East Belmayne Ave South Main Street West TOTALS  2032 Heavy Vehicles To From Belmayne Ave North Main Street East Belmayne Ave South Main Street West TOTALS  2042 Heavy Vehicles To From Belmayne Ave North Main Street East Belmayne Ave South Main Street West TOTALS	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ECT DEVELOPMENT  Als 158  Als 168  Als 169  Als 159  WITHOUT SUBJECT  Th actor - committed development  Main Street  West  17  18  183  0  198  ECT DEVELOPMENT  IR 163  163  17  18  163  18  ECT DEVELOPMENT  IR 163  IR 164  IR 165  IR 166  IR 176  IR 176	WITH SUBJECT   WITH S	Surve   Surv	Belmayne Ave North	elemayne Ave South Main Street West TOTALS  2027 Light Vehicles To From letimayne Ave North Main Street East elemayne Ave South Main Street East elemayne Ave North Main Street West TOTALS  2032 Light Vehicles To To Elemayne Ave North Main Street East Elemayne Ave North Main Street East Elemayne Ave South Main Street East Elemayne Ave South Main Street East Elemayne Ave South Main Street East Elemayne Ave North Main Street East Elemayne Ave South Main Street West TOTALS  2042 Light West TOTALS
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+ subject  TOTAL  DEVELOPN  TOTAL	ECT DEVELOPMENT  West  4 52 11 0 57 WITHOUT SUBJECT In Jactor + committed dev West  4 52 2 11 0 57 WITHOUT SUBJECT In Jactor + committed dev West 4 63 11 0 68 ECT DEVELOPMENT In Jactor + committed dev West 4 63 11 0 68 WITHOUT SUBJECT In Jactor + committed dev West  5 7 9 2 0 86 86 ECT DEVELOPMENT In Jactor + committed dev West  4 63 88 ECT DEVELOPMENT In Jactor + committed dev West  68 ECT DEVELOPMENT  68 ECT DEVELOPMENT  68 ECT DEVELOPMENT  68 ECT DEVELOPMENT  69 86 ECT DEVELOPMENT  60 87 ECT DEVELOPMENT  60 E	WITH SUBJ eyed + Till growth fac Belmayne Ave South 101 101 101 101 101 101 101 101 101 10	Survet	Belmayne Ave North	Belmayne Ave South Main Street West TOTALS  2027 Heavy Vehicles To From Belmayne Ave North Main Street East Belmayne Ave South Main Street West TOTALS  2042 Heavy Vehicles To From Belmayne Ave South Main Street West TOTALS	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ECT DEVELOPMENT  Also  To a committed development  Main Street  West  To a committed development  Main Street  Mest  Main Street  Mest  Main Street  Mest  To committed development  Main Street  Mest  To committed development  Main Street  West  To committed development  Main Street  West  Main Street  West  To committed development  Main Street  Mest  Main Street  West	WITH SUBJECT   WATER STATE   W	Saury   Main Street	Belmayne Ave North	elemayne Ave South Main Street West TOTALS  2027 Light Vehicles To From Light Vehicles ToTALS  2028 Light Wehicles ToTALS  2032 Vehicles ToTALS  2032 Light Vehicles From Light Vehicles ToTALS  2042 Light Vehicles ToTALS  2042 Light Vehicles Light
+ subject of TOTAL  DEVELOPH TOTAL	ECT DEVELOPMENT  A 4  52  1  0  57  WITHOUT SUBJECT  In lactor + committed dev  West  4  63  1  0  68  ECT DEVELOPMENT  Main Street  West  West  4  63  1  0  68  Without subject  For in lactor + committed dev  Main Street  West  4  63  1  0  68  West  West  4  63  1  0  68  West  West  4  63  1  0  68  86  87  Without subject  West  4  63  86  88  West  West  West  West  West  West  4  63  88  68  Without subject  Main Street  West  West  Main Street  West  S  79  2  86  86  86  86  86  86  86  86  86	WITH SUBJ eyed 11 growth fac Belmayne Ave South 101 eyed flows + 11 growth fac South 101 eyed flows + 11 growth fac South 123 WITH SUBJ eyed + 11 growth fac South 123 WITH SUBJ eyed + 11 growth fac South 123 WITH SUBJ eyed + 11 growth fac South 123 Elemayne Ave South 123 124 125 125 125 126 127 127 128 128 128 129 129 129 129 129 129 129 129 129 129	(SAUTH   CANADA	Belmayne Ave   North   2   26   40   40   1   1   85     8   1   1   8   1   1   8   1   1	Belmayne Ave South Main Street West TOTALS  2027 Heavy Vehicles To From Belmayne Ave North Main Street East Belmayne Ave North Main Street East Belmayne Ave South Main Street East Belmayne Ave South Main Street West TOTALS  2032 Heavy Vehicles To From Belmayne Ave South Main Street East Belmayne Ave North Main Street East TOTALS  2042 Heavy Vehicles To From Belmayne Ave South Main Street East TOTALS  2042 Heavy Vehicles To Belmayne Ave North Main Street East Belmayne Ave South Main Street East TOTALS  2042 Heavy Vehicles To To From Belmayne Ave North Main Street East TOTALS	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ECT DEVELOPMENT  BETT DEVELOPM	WITH SUBJ.  WITH SUBJ.  WITH SUBJ.  WITH SUBJ.  Belmayne Ave South  2929  194  622  146  3331  3331  3331  3320  Belmayne Ave South  3209  212  688  100  3649  WITH SUBJ.  Belmayne Ave South  3209  212  688  100  3649  WITH SUBJ.  Belmayne Ave South  3209  214  368  100  3649  WITH SUBJ.  Belmayne Ave South  3558	Saurvi   S	Belmayne Ave North	elemayne Ave South Main Street West TOTALS  2027 Light Vehicles To From leitmayne Ave North Main Street East elemayne Ave North Main Street East Elight Vehicles To From leitmayne Ave South Main Street East Elight Vehicles ToTALS  2032 Light Vehicles ToTALS  2042 Light Vehicles ToTALS  2042 Light Vehicles ToTALS  10 TALS  10 T
+ subject or TOTAL  DEVELOPMENT of the subject of t	ECT DEVELOPMENT  av - committed dev Main Street West  4 52 1 0 57 without subject h actor + committed 4 63 1 0 68 8 ECT DEVELOPMENT h actor + committed West  4 63 1 0 68 8 Without subject The actor + committed West  4 63 63 1 0 68 8 ECT DEVELOPMENT  5 79 2 0 0 6 ECT DEVELOPMENT  5 79 2 0 0 6 ECT DEVELOPMENT  5 79 2 0 0 6 ECT DEVELOPMENT  6 ECT DEVELOPME	WITH SUB)  WITH SUB)  Belmayne Ave South  27 69 1 4 4 101  44 101  WITH SUB)  Belmayne Ave South 33 33 85 1 1 44 123  WITH SUB)  South 44 123  WITH SUB)  WITH SUB)  Belmayne Ave South 44 115 5 5 154  WITH SUB)  WITH SUB)  WITH SUB)  WITH SUB)  WITH SUB)  Belmayne Ave South 44 1166 25 5 154  WITH SUB)	(SUPPA)	Belmayne Ave   North   2   26   40   40   1   1   69   1   1   1   1   1   1   1   1   1	Belmayne Ave South Main Street West TOTALS  2027 Heavy Vehicles To From Belmayne Ave North Main Street East Belmayne Ave South Main Street East Belmayne Ave North Main Street East Belmayne Ave South Main Street East Belmayne Ave North Main Street East Belmayne Ave North Main Street East TOTALS  2032 Heavy Vehicles To To From Belmayne Ave North Main Street East Belmayne Ave South Main Street East Belmayne Ave South Main Street East Belmayne Ave South Main Street East TOTALS  2042 Heavy Vehicles To From Belmayne Ave North Main Street East Belmayne Ave South Main Street West TOTALS  2042 Heavy Vehicles To From Belmayne Ave North Main Street East ToTALS	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ECT DEVELOPMENT To r - committed development West 15 16 148 10 179 WITHOUT SUBJECT th factor + committed development Main Street West 17 18 163 10 198 ECT DEVELOPMENT Hold Subject Without Subject Hold Subject West 17 18 163 10 198 ECT DEVELOPMENT Hold Subject Without Subject Hold Subject Without Subject Hold Subject Hold Subject Without Subject Hold Subj	WITH SUBJ WITH SUBJ Belmayne Ave South  2929 1944 622 1466 33331 146 33331 212 688 Belmayne Ave South 3209 2122 688 Belmayne Ave South 3209 2122 688 1600 3649 WITH SUBJ Belmayne Ave South 3480 2300 744 174 3958 WITH SUBJ Belmayne Ave South 3480 WITH SUBJ Belmayne Ave South	Main Street   East	Belmayne Ave North   19   38   2409   22   2488     2488     2488     2586   2956   2956     288   288   288   288   288   286   2956     288	elemayne Ave South Main Street West TOTALS  2027 Light Vehicles To From Weilmayne Ave North Main Street East elemayne Ave South Main Street East elemayne Ave North Main Street East Eight Vehicles To To From Elemayne Ave South Main Street East Elight Vehicles To Tall Supplied Elight Vehicles To From Elemayne Ave South Main Street East Elight Vehicles To From Elemayne Ave South Main Street East ToTALS  2042 Light Vehicles To From Elemayne Ave South Main Street East ToTALS

<b>2024</b> Al	AM Peak	(08:00-09:00)			SURVEYED 1	TRAFFIC FLOWS	<b>2024</b> PM Peak	(17:00-18:00)			SURVEYED T	RAFFIC FLOW
From	То	R139 West	Hole in the Wall Rd (N)	R139 East	R809 (S)	TOTALS	From	R139 West	Hole in the Wall Rd (N)	R139 East	R809 (S)	TOTALS
R139 Wes		0	164	514	338	1016	R139 West	0	212	350	355	9:
Hole in the Wall		163	20	150	377	710	Hole in the Wall Rd (N) R139 East	214	20	129	323	6
R809 (S)		430 337	95 290	0 211	207	732 841	R809 (S)	459 314	135 381	207	226 3	82
TOTALS		930	569	875	925	3299	TOTALS	987	748		907	332
<b>2024</b> Al	AM Peak				BASELINE 1 (surveyed flows + T	TRAFFIC FLOWS	2024 PM Peak				BASELINE T	RAFFIC FLOV
From	То	R139 West	Hole in the Wall Rd (N)	R139 East	R809 (S)	TOTALS	From	R139 West	Hole in the Wall Rd (N)	R139 East	R809 (S)	TOTALS
R139 Wes	st	0	164	514	338	1016	R139 West	0	212	350	355	9:
Hole in the Wall		163	20	150	377	710	Hole in the Wall Rd (N)	214	20	129	323	68
R139 Eas R809 (S)		430 337	95 290	0 211	207 3	732 841	R139 East R809 (S)	459 314	135 381	207	226 3	82
TOTALS		930	569	875	925	3299	TOTALS	987	748	687	907	333
<b>2026</b> Al	AM Peak			Ott	ner committed dev	elonment flows	2026 PM Peak			Ott	ner committed deve	elonment flo
2020	To	R139 West	Hole in the	R139 East	R809 (S)	TOTALS	To	R139 West	Hole in the	R139 East	R809 (S)	TOTALS
From R139 Wes	st		Wall Rd (N)	Loo Last		0	From R139 West		Wall Rd (N)	made Edge		. 511.20
Hole in the Wall						0	Hole in the Wall Rd (N)					
R139 Eas	st					0	R139 East					
R809 (S) TOTALS		0	0	0	0	0	R809 (S) TOTALS	0	0	0	0	
TOTALS		0	U	U	0	U	TOTALS	0	0	U	0	
<b>2027</b> A	AM Peak		(surve	yed flows + TII growt	WITHOUT SUBJECT		2027 PM Peak		(surve	eyed flows + TII growt	WITHOUT SUBJECT h factor + committe	
From	To	R139 West	Hole in the Wall Rd (N)	R139 East	R809 (S)	TOTALS	From	R139 West	Hole in the Wall Rd (N)	R139 East	R809 (S)	TOTALS
R139 Wes		0	176	553	364	1093	R139 West	0	228	377	382	9
Hole in the Wall		175 463	22 102	161 0	406 223	764 788	Hole in the Wall Rd (N) R139 East	230 494	22 145	139	348 243	7:
R809 (S)	)	363	312	227	3	905	R809 (S)	338	410	223	3	9
TOTALS	; <u> </u>	1001	612	941	996	3550	TOTALS	1062	805	740	976	358
<b>2027</b> Al	AM Peak		SL	JBJECT DEVELOPME	NT FLOWS - OPERA	ATIONAL PHASE	2027 PM Peak		s	UBJECT DEVELOPME	NT FLOWS - OPERA	TIONAL PHA
From	То	R139 West	Hole in the Wall Rd (N)	R139 East	R809 (S)	TOTALS	From	R139 West	Hole in the Wall Rd (N)	R139 East	R809 (S)	TOTALS
From R139 Wes	st	0	17	0	0	17	R139 West	0	34	0	0	;
Hole in the Wall		44	0	13	14	71	Hole in the Wall Rd (N)	20	0	5	7	;
R139 Eas	st	0	5	0	0		R139 East	0	10	0	0	
R809 (S)	1	0		0		5						
R809 (S) TOTALS		0 44	6 28	0 13	0 <b>14</b>	6	R809 (S) TOTALS	0	10 <b>54</b>	0	0	1
TOTALS			6 <b>28</b>	13 WITH SUBJ	0 14 ECT DEVELOPMENT	6 99 IN OPERATION	R809 (S) TOTALS	0	10 <b>54</b>	0 5 WITH SUBJ	0 7 ECT DEVELOPMENT	IN OPERATIO
TOTALS 2027 A			6 28 (surve	13	0 14 ECT DEVELOPMENT	6 99 IN OPERATION	## R809 (S)  TOTALS  2027 PM Peak  To	0	10 54 (surv	5	0 7 ECT DEVELOPMENT	IN OPERATI
TOTALS	AM Peak	44 R139 West	6 28 (surve	WITH SUBJI eyed + Til growth fact R139 East	0 14 ECT DEVELOPMENT tor + committed dev R809 (S)	6 99 TIN OPERATION 7. + subject dev.) TOTALS	R809 (S) TOTALS  2027 PM Peak	0 20 R139 West	10 54 (surv Hole in the Wall Rd (N)	0 5 WITH SUBJI veyed + Til growth fact R139 East	0 7 ECT DEVELOPMENT for + committed dev	IN OPERATI  . + subject de
TOTALS  2027 AI  From  R139 Wes  Hole in the Wall	AM Peak To st URd (N)	44	6 28 (surve	WITH SUBJI	0 14 ECT DEVELOPMENT tor + committed dev	99 IN OPERATION /. + subject dev.)	R809 (S) TOTALS  2027 PM Peak To From R139 West Hole in the Wall Rd (N)	20	10 54 (surv	0 5 WITH SUBJ reyed + Till growth fact	0 7 ECT DEVELOPMENT or + committed dev	IN OPERATI
TOTALS  2027 AI  From  R139 Wes  Hole in the Wall  R139 Eas	AM Peak To st II Rd (N)	R139 West 0 219 463	6 28  (surve  Hole in the  Wall Rd (N)  193  22  107	WITH SUBJI eyed + Til growth fact R139 East 553 174	0 14 ECT DEVELOPMENT tor + committed dev R809 (S) 364 420 223	6 99 I IN OPERATION + subject dev.) TOTALS 1110 835 793	R809 (S) TOTALS  2027 PM Peak To From R139 West Hole in the Wall Rd (N) R139 East	0 20 R139 West 0 250 494	10 54 (surv Hole in the Wall Rd (N) 262 22 155	0 5 WITH SUBJ reyed + Til growth fact R139 East 377 144 1	0 7 ECT DEVELOPMENT for + committed dev R809 (S) 382 355 243	TOTALS  10 7
TOTALS  2027 AI  From  R139 Wes  Hole in the Wall	To st URd(N) st	R139 West  0 219 463 363	6 28  (survey  Hole in the  Wall Rd (N)  193  22  107  318	13  WITH SUBJI  WITH SUBJI  Eyed + Til growth fact  R139 East  553  174  0  227	0 14 ECT DEVELOPMENT tor + committed dev R809 (S) 364 420 223 3	6 99 I IN OPERATION v. + subject dev.) TOTALS 1110 835 793 911	R809 (S) TOTALS  2027 PM Peak To From R139 West Hole in the Wall Rd (N)	0 20 R139 West 0 250 494 338	10 54  (surv  Hole in the Wall Rd (N) 262 22 155 420	0 5 WITH SUBJI WITH SUBJI R139 East 377 144 1 223	0 7 7 ECT DEVELOPMENT for + committed dev R809 (S) 382 355 243	TIN OPERATION + subject do TOTALS  10  7  8
From R139 Wes Hole in the Wall R139 Eas R809 (S)	To st URd(N) st	R139 West 0 219 463	6 28  (surve  Hole in the  Wall Rd (N)  193  22  107	13 WITH SUBJI WITH SUBJI Page 4 Til growth fact R139 East 553 174 0 227 954	0 14 14 ECT DEVELOPMENT tor + committed dec R809 (S) 364 420 223 3 1010	6 99 I IN OPERATION V. + subject dev.) TOTALS 1110 835 793 911 3649	R809 (S) TOTALS  2027 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S)	0 20 R139 West 0 250 494	10 54 (surv Hole in the Wall Rd (N) 262 22 155	0 5 WITH SUBJI R139 East 377 144 1 223 745	0 7 7 7 8 8 9 8 9 8 9 8 9 8 9 8 9 8 9 8 9	TOTALS  10 7 8 9 36
From R139 Wes Hole in the Wall R139 Eas R809 (S) TOTALS	To st URd(N) st	R139 West  0 219 463 363	(surve Hole in the Wall Rd (N) 193 22 107 318	13 WITH SUBJI WITH SUBJI R139 East R139 East 553 174 0 227 954	0 14 ECT DEVELOPMENT tor + committed dev R809 (S) 364 420 223 3 1010	TIN OPERATION  A + subject dev.)  TOTALS  1110  835  793  911  3649	R809 (S) TOTALS  2027 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S)	0 20 R139 West 0 250 494 338	10 54  (surv Hole in the Wall Rd (N) 262 22 155 420 859	0 5 5 WITH SUBJI growth fact R139 East 377 144 1 223 745	0 7 7 ECT DEVELOPMENT for + committed dev R809 (S) 382 355 243 3 983	TOTALS  10 7 8 9 36
From R139 Wes Hole in the Wall R139 Eas R809 (S) TOTALS	AM Peak  To  st  II Rd (N)  st )	R139 West  0 219 463 363 1045	6 28 (surve Hole in the Wall Rd (N) 193 22 107 318 640 (surve Hole in the	### 13 WITH SUBJI WITH SUBJI PROVIDED TO THE STREET STATE  ### 139 East  ### 174  ### 0  ### 227  ### 954  ### 1950	0 14 ECT DEVELOPMENT tor + committed dev R809 (S) 364 420 223 3 1010 WITHOUT SUBJECT	TIN OPERATION (.+ subject dev.)  TOTALS  1110 835 793 911 3649  DEVELOPMENT td development)	R809 (S) TOTALS  2027 PM Peak To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS	R139 West  0 250 494 338 1082	10 54  (surv Hole in the Wall Rd (N) 262 22 155 420 859	0 5 With subjuct of the state o	7  ECT DEVELOPMENT for + committed dev  R809 (S)  382  355  243  3  983  WITHOUT SUBJECT h factor + committed	IN OPERATI . + subject de TOTALS 10 7 8 9 36 DEVELOPME d developme
From R139 Wes Hote in the Wall R139 Eas R809 (S) TOTALS 2032 Al	AM Peak To st URd (N) st ) AM Peak	R139 West  0 219 463 363 1045	(surve Hole in the Wall Rd (N) 193 22 107 318 640 (surve Hole in the	### WITH SUBJI  WITH SUBJI  WITH SUBJI  WITH SUBJI  WITH SUBJI  WITH SUBJI  ### WITH SUBJI  ##	0 14 ECT DEVELOPMENT tor + committed dev R809 (S) 364 420 223 3 1010 WITHOUT SUBJECT th factor + committee	6 99 I IN OPERATION V, + subject dev.) TOTALS 1110 835 793 911 3649 DEVELOPMENT cd development) TOTALS	R809 (S) TOTALS  2027 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  To From	R139 West  0 250 494 338 1082	(surve Hole in the Wall Rd (N)  262 22 155 420 859	0 5 With subjuct of the state o	7 PECT DEVELOPMENT for + committed dev R809 (S) 382 355 243 3 983 WITHOUT SUBJECT h factor + committee	IN OPERATI . + subject d TOTALS 10 7 8 9 36 DEVELOPMI
From R139 Wes Hole in the Wall R139 Eas R809 (S) TOTALS	AM Peak  To  st  II Rd (N) st ) ii	R139 West  0 219 463 363 1045	6 28 (surve Hole in the Wall Rd (N) 193 22 107 318 640 (surve Hole in the	### 13 WITH SUBJI WITH SUBJI PROVIDED TO THE STREET STATE  ### 139 East  ### 174  ### 0  ### 227  ### 954  ### 1950	0 14 ECT DEVELOPMENT tor + committed dev R809 (S) 364 420 223 3 1010 WITHOUT SUBJECT	TIN OPERATION (.+ subject dev.)  TOTALS  1110 835 793 911 3649  DEVELOPMENT td development)	R809 (S)   TOTALS	R139 West  0 250 494 338 1082	10 54 (surv.) Hole in the Wall Rd (N) 262 22 155 420 859 (surv.)	0 5 With subjuct of the state o	7  ECT DEVELOPMENT for + committed dev  R809 (S)  382  355  243  3  983  WITHOUT SUBJECT h factor + committed	IN OPERATII  1. + subject d  TOTALS  10.  7  8  9  36  DEVELOPMI d developmi  TOTALS
From R139 Wes R139 Wes R139 Wes Hole in the Wall From R139 Wes Hole in the Wall From R139 Wes Hole in the Wall R139 Eas	To  st  II Rd (N)  St  To  AM Peak  To  II Rd (N)  St  II Rd (N)  St	R139 West  0 219 463 363 1045  R139 West  0 192 507	(surve Wall Rd (N) 193 22 107 318 640 (surve Wall Rd (N) 193 24 112	WITH SUBJI WITH SUBJI R139 East 553 174 0 227 954 yed flows + Till growt R139 East 606 177 0	0 14 14 12CT DEVELOPMENT to r + committed dev	6 99 IN OPERATION A + subject dow.) TOTALS 1198 838 838	R809 (S) TOTALS  2027 PM Peak  To From R139 West Hote in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  To From R139 West Hote in the Wall Rd (N) R139 East	R139West  R139West  0 250 494 1082  R139West 0 252 5541	100 54 (surv.)  Hote in the Wall Rd (N) 262 22 155 4200 859 (surv.)  (surv.)  (surv.)  420 42 42 42 42 42 42 42 42 42 42 42 42 42	0 5 5 WITH SUBJECT OF THE PROOF	0 7 7 7 CET DEVELOPMENT for + committed development for + committed development for + committed development for + committed fo	IN OPERATI . + subject de TOTALS  10 7 8 9 36  DEVELOPME d developme TOTALS
From R139 Wes R109 Eas R809 (S) TOTALS  2032 Al From R139 Wes R809 (S) R139 Eas R809 (S) R139 Wes R139 Eas R808 (R)	To  To  st  II Rd (N)  st  To  AM Peak  To  st  II Rd (N)  st  II Rd (N)  st  II Rd (N)	R139 West  0 2193 463 363 1045  R139 West  0 192 507 337	6   28   (SURVINE   193   193   193   194   194   195   19	13 WITH SUBJISH SUBJIS	0 14 14 16 17 18 18 18 18 18 18 18 18 18 18 18 18 18	6 99 99 10 OPERATION 1-4 subject dev.) TOTALS 1110 835 793 911 3649 DEVELOPMENT 10 development TOTALS 1198 838 863 992	R809 (S) TOTALS  2027 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S)	R139 West  0 250 250 4944 338 1082  R139 West 0 370 0 370	100 54 (surv.)  Hote in the Wall Rd (N) 22 1555 4420 (surv.)  Hote in the Wall Rd (N) 25 155 4420 (surv.)  Hote in the Wall Rd (N) 24 159 4449 449 449	with subaptive yeel + Till growth factor   144	0 7 7 7 8809 (S) 382 355 243 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	TOTALS  TOTALS  10  7  8  9  36  DEVELOPME d developme  TOTALS  10  8  9  10
From R139 Wes R139 Wes R139 Wes Hole in the Wall From R139 Wes Hole in the Wall From R139 Wes Hole in the Wall R139 Eas	To  To  st  II Rd (N)  st  To  AM Peak  To  st  II Rd (N)  st  II Rd (N)  st  II Rd (N)	R139 West  0 219 463 363 1045  R139 West  0 192 507	(surve Wall Rd (N) 193 22 107 318 640 (surve Wall Rd (N) 193 24 112	WITH SUBJI WITH SUBJI R139 East 553 174 0 227 954 yed flows + Till growt R139 East 606 177 0	0 14 14 12CT DEVELOPMENT to r + committed dev	6 99 IN OPERATION A + subject dow.) TOTALS 1198 838 838	R809 (S) TOTALS  2027 PM Peak  To From R139 West Hote in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  To From R139 West Hote in the Wall Rd (N) R139 East	R139West  R139West  0 250 494 1082  R139West 0 252 5541	100 54 (surv.)  Hote in the Wall Rd (N) 262 22 155 4200 859 (surv.)  (surv.)  (surv.)  420 42 42 42 42 42 42 42 42 42 42 42 42 42	0 5 5 WITH SUBJECT OF THE PROOF	0 7 7 7 CET DEVELOPMENT for + committed development for + committed development for + committed development for + committed fo	TOTALS  TOTALS  10  7  8  9  36  DEVELOPME d developme  TOTALS  10  8  9  10
From R139 Wes Hole in the Wall From R139 Eas R809 (S) 1017ALS 2032 All From R139 Wes R809 (S) 1017ALS	To  To  st  II Rd (N)  St  To  AM Peak  To  st  II Rd (N)  St  II Rd (N)  St  II Rd (N)	R139 West  0 2193 463 363 1045  R139 West  0 192 507 337	6   28   (SAUPAN   14   14   14   14   14   14   14   1	13 WITH SUBJIN 13 Past Fill growth fact Fill growth Fill gro	0 14 14 18 1809 (S) 364 420 223 31 1010 WITHOUT SUBJECT R899 (S) 399 445 244 41 1092	6 99 99 10 OPERATION 11-10 835 793 911 3649 DEVELOPMENT d development) 1070ALS 1198 838 863 992 3891	R809 (S) TOTALS  2027 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S)	R139 West  0 250 250 4944 338 1082  R139 West 0 370 0 370	100 54 (surve Watt Rd (N) 250 24 159 449 882	### WITH SUBJI  ###################################	0 7 7 8 809 (S) 382 355 243 3 3 983 WITHOUT SUBJECT 6 16 factor + committed 6 19 381 266 4 4 1070	TOTALS  DEVELOPME  TOTALS  10  7  8  9  36  DEVELOPME  TOTALS  10  8  9  10  39
TOTALS  2027 AI  From R139 Wes Hole in the Wall R139 Eas R809 (S) TOTALS  2032 AI  From R139 Wes R139 Eas R809 (S) TOTALS	To  st uRd(N) st )  AM Peak  To  AM Peak  URd(N) st )  To  St URd(N) st URd(N) st	R139 West  0 2193 463 363 1045  R139 West  0 192 507 337	6   28   (SAUPAN   14   14   14   14   14   14   14   1	13 WITH SUBJISH SUBJIS	0 14 14 18 1809 (S) 364 420 223 31 1010 WITHOUT SUBJECT R899 (S) 399 445 244 41 1092	6 99 99 10 OPERATION 11-10 835 793 911 3649 DEVELOPMENT d development) 1070ALS 1198 838 863 992 3891	R809 (S) TOTALS  2027 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS	R139 West  0 250 250 4944 338 1082  R139 West 0 370 0 370	10 (surv Hote in the Watt Rd (N) 22 1555 4420 859 (surv Watt Rd (N) 24 159 24 169 882 (surv Watt Rd (N) 169 882 (surv Watt	0 5 WITH SUBJI WITH SUBJI R139 East 377 1444 1 223 745 eyed flows + Til growt R139 East 413 152 1 244 810	0 7 7 8 809 (S) 382 355 243 3 3 983 WITHOUT SUBJECT 6 16 factor + committed 6 19 381 266 4 4 1070	IN OPERATI. + subject d TOTALS 10 7 88 9 36 DEVELOPM d developm TOTALS 9 10 39
TOTALS  2027 AI  From  R139 Wes  Hole in the Walt  R139 Eas  R809 (S)  TOTALS  2032 AI  From  R139 Wes  R809 (S)  TOTALS  2032 AI  From  R39 Eas  R809 (S)  TOTALS	AM Peak  To  st  II Rd (N)  bi  AM Peak  To  st  II Rd (N)  To  st  II Rd (N)	R139 West  0 219 463 363 1045  R139 West  0 192 507 1096	(surve Wall Rd (N) 193 318 640 (surve Wall Rd (N) 193 321 193 42 4112 342 671 Hole in the Wall Rd (N) 244 25 671 Hole in the Wall Rd (N) 240 25 26 26 26 26 26 26 26 26 27 26 27 27 28 28 28 28 28 28 28 28 28 28 28 28 28	13 WITH SUBJISH 118 powth fact   R139 East   553   174   0   227   954   yed flows + Till growth act   R139 East   606   177   0   249   1032   WITH SUBJISH   R139 East   R139 East   606   607   607   608   609   609   609   609   600	0 14 14 14 14 15 16 16 17 16 1	6 99 I'N OPERATION	R809 (S) TOTALS  2027 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS	R139 West  R139 West  0 250 494 338 1082  R139 West  0 252 541 370 1163	100 54 (surv Wall Rd (N) 2620 155 4200 859 4204 420 449 4882 4882 4882 4882 4882 4882 4882	### STATE OF THE S	0 7 7 7 8 8 9 8 9 8 9 8 9 8 9 8 9 8 9 8 9	IN OPERATION AS A STATE OF THE PROPERTY OF T
From R139 Wes Hole in the Wall From R139 Wes Hole in the Graph R139 Eas R809 (S) TOTALS  2032 Al From R139 Wes R09 (S) TOTALS  2032 Al From R139 Wes R09 (S) TOTALS  400 (S) TOTALS  400 (S) TOTALS  400 (S) TOTALS  400 (S) TOTALS	To st III Rd (N)	R139 West  0 219 463 363 1045  R139 West  0 192 507 397 1096	Survey	13 WITH SUBJISH STATE OF THE ST	0 14 14 18 1809 (S) 364 420 223 3 3 1010 WITHOUT SUBJECT R809 (S) 445 244 1092 ECT DEVELOPMENT for * committed deve	6 99 I'N OPERATION  *** ** ** ** ** ** ** ** ** ** ** ** *	R809 (S) TOTALS  2027 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  To From To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS	R139 West  0 250 4944 3338 1082  R139 West  0 252 541 370 1183	100 54 (surve Matt Rd (N) 254 882 (surve Matt Rd (N) 254 Mat	WITH SUBJILL  A13  A13  A13  A14  A13  A15  A15  A15  A15  A15  A16  A17  A17  A17  A17  A17  A17  A17	R809 (S)   382   355   355   362   375	100 PERATINE  10
TOTALS  2027 AI  From  R139 Wes  R139 Eas  R809 (S)  TOTALS  2032 AI  From  R139 Wes  R809 (S)  TOTALS  AI  From  R139 Wes  R809 (S)  TOTALS	To st III Rd (N) st )	R139 West  0 219 463 363 1045  R139 West  0 192 507 1096	(surve Wall Rd (N) 193 318 640 (surve Wall Rd (N) 193 321 193 42 4112 342 671 Hole in the Wall Rd (N) 244 25 671 Hole in the Wall Rd (N) 240 25 26 26 26 26 26 26 26 26 27 26 27 27 28 28 28 28 28 28 28 28 28 28 28 28 28	13 WITH SUBJISH 118 powth fact   R139 East   553   174   0   227   954   yed flows + Till growth act   R139 East   606   177   0   249   1032   WITH SUBJISH   R139 East   R139 East   606   607   607   608   609   609   609   609   600	0 14 14 14 14 15 16 16 17 16 1	6 99 I'N OPERATION	R809 (S) TOTALS  2027 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS	R139 West  R139 West  0 250 494 338 1082  R139 West  0 252 541 370 1163	100 54 (surv Wall Rd (N) 2620 155 4200 859 4204 420 449 4882 4882 4882 4882 4882 4882 4882	### STATE OF THE S	0 7 7 7 8 8 9 8 9 8 9 8 9 8 9 8 9 8 9 8 9	IN OPERATION TOTALS. 100 7 8 8 8 8 9 36 BEVELOPME TOTALS. 100 TOTALS. 100 TOTALS. 100 TOTALS. 100 TOTALS. 100 TOTALS. 100 TOTALS. 110 100 TOTALS. 110 100 TOTALS. 110 100 TOTALS.
From R139 Wes R139 Ear R139 Ea	TO  st tll Rd (N)	R139 West  0 19 463 363 1045  R139 West  0 1922 507 397 1096  R139 West	6   28   (surve   Hote in the Wall Rd (N)   193   318   640   193   342   34	13 WITH SUBING A CONTROL OF THE PROPERTY OF TH	0 14 14 14 18 18 18 18 18 18 18 18 18 18 18 18 18	6 99 I'N OPERATION (+ subject dev.) TOTALS 1110 835 793 911 3649 DEVELOPMENT dd development) TOTALS 1198 838 863 992 3891 I'N OPERATION (+ subject dev.) TOTALS 1215 99868	R80e (S) TOTALS  2027 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R80e) (S) TOTALS  2032 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R80e) (S) TOTALS  2032 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R80e) (S) TOTALS	R139 West  R139 West  0 250 494 338 1082  R139 West  0 252 541 1163  R139 West	100 54 (surve Wall Rd (N) 262 (22 155 155 155 155 155 155 155 155 155 1	### WITH SUBJI  WITH SUBJI  ### WITH SUBJI  ##	0 7 7 7 8 8 9 8 3 8 2 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	100 DEVELOPMIN IN OPERATION OF TOTALS.
From R139 Wes R809 (S) TOTALS	TO  st III Rd (N)  ts t  TO  st t  III Rd (N)  ts t  TO  st t  III Rd (N)  iii  III Rd (N)  iii  III Rd (N)  iiii  III Rd (N)  iiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiii	R139 West  0 219 463 363 1045  R139 West  0 192 507 397 1096	Garrer	13 WITH SUBJIN 18 PART	0 14 14 R809 (S) 364 420 223 3 3 1010 WITHOUT SUBJECT R809 (S) 369 445 244 1092 ECT DEVELOPMENT R809 (S) 399 459 459 459 459 449 1106	6 99  I'N OPERATION  ** ** ** ** ** ** ** ** ** ** ** ** **	R809 (S) TOTALS  2027 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS	R139 West	100 54 (surve Wall Rd (N) 262 (surve Wall Rd (N) 254 (surve Wall Rd	with subsiliary and the subsilia	R809 (S)  382 385 383 383 383 WITHOUT SUBJECT 419 381 266 44 1070  KR809 (S) 382 383 383 383 383 383 383 383 383 383	TOTALS  8 9 9 9 9 100 100 100 100 100 100 100 100
From R139 Wes R809 (S) TOTALS  2032 All From R139 Wes R809 (S) TOTALS  2032 All From R139 Wes R809 (S) TOTALS	TO  st tll Rd (N)	R139 West  0 2191 463 363 1045  R139 West  0 192 507 397 1096  R139 West  0 236 507 397 1140	Garrer	13 WITH SUBJISH STATE OF THE ST	0 14 14 18 1809 (S) 364 420 223 33 1010 1010 1010 1010 1010 1010	6 99 IN OPERATION  ***-**-*-*-*-*	R809 (S) TOTALS  2027 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS	R139 West  0 250 494 4338 1082  R139 West  0 252 541 370 1163	100 54 (surve Wall Rd (N) 262 (surve Wall Rd (N) 254 (surve Wall Rd	### Substance   Substance	R809 (S)  382 355 343 383 983 WITHOUT SUBJECT COmmitted day 1070 R809 (S) 419 381 266 44 1070 R809 (S) 419 388 266 44 1077	TOTALS  100  7  8  9  100  100  7  100  100  100  100  10
From R139 Wes R809 (S) TOTALS 2032 All R139 Eas R809 (S) TOTALS 2042 EAS R809 (S)	TO  st und(n) st und(n) st ti und(n) st ti i  To  st tt und(n) st tt i  To  st tt und(n) st ti i  MM Peak To  st tt und(n) st ti i  MM Peak To	R139West  R139West  R139West  R139West  0  1045  R139West  0  236  507  337  1140	Survet	13 WITH SUBJING R139 East 553 174 0 227 954 187 954 187 198 199 199 1032 WITH SUBJING 199 1032 WITH SUBJING 190 0 190 190 190 190 190 190 190 190 1	0 14 14 18 1809 (S) 364 420 223 33 1010 1010 1010 1010 1010 1010	6 99 IN OPERATION  ***-**-*-*-*-*	R809 (S) TOTALS  2027 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  To From R139 West Hote in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  To From R139 West Hote in the Wall Rd (N) R139 East R809 (S) TOTALS  2042 PM Peak  TO From TO From R139 West	R139 West	100 54 (surve Wall Rd (N) 250 242 250 250 262 262 262 262 262 262 262 262 262 26	### Substract	R809 (S)  A 1077  WITHOUT SUBJECT  R809 (S)  382  333  983  WITHOUT SUBJECT  A 1070  WITHOUT SUBJECT  R809 (S)  41  1070  WITHOUT SUBJECT  R809 (S)	TOTALS
From R139 Wes R809 (S) TOTALS  2022 All R139 Eas R809 (S) TOTALS  2032 All R139 Wes R809 (S) TOTALS  2032 All R139 Eas R809 (S) TOTALS  2032 All R139 Eas R809 (S) TOTALS  2042 All R139 Eas R809 (S) TOTALS	TO  St till Rd (N)  To  St till Rd (N)  To  St till Rd (N)  St	R139 West  0 1945  463 363 3045  R139 West  0 1922 507 397 1096  R139 West  0 7439 West  0 7439 West  0 7439 West	Surve	13 WITH SUBING A CONTROL OF THE PROPERTY OF TH	0 14 14 16 16 17 18 18 18 18 18 18 18 18 18 18 18 18 18	6 99 I'N OPERATION (+ subject dev.) TOTALS 1110 835 793 911 3649 DEVELOPMENT d development) TOTALS 1198 838 863 992 3891 I'N OPERATION (+ subject dev.) TOTALS 1215 908 868 998 33990 DEVELOPMENT d development TOTALS	R809 (S) TOTALS  2027 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  TOFALS  2032 PM Peak  TOTALS  2032 PM Peak  TOTALS  2032 PM Peak  TOFFOM R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS	R139 West  R139 West  0 250 494 338 1082  R139 West  0 252 541 370 1183  R139 West  0 272 272 174 173 1183	100 54 (surve Wall Rd (N) 222 155 155 155 155 155 155 155 155 155	### WITH SUBJI  ### WITH SUBJI	0 7 7 7 8 8 9 8 3 8 2 8 9 8 3 8 9 8 3 8 9 8 3 9 8 9 9 9 9	TOTALS.  DEVELOPMENT  100  77  8 9  366  DEVELOPMENT  101  101  102  103  104  105  105  105  105  105  105  105
From R139 Wes R809 (S) TOTALS 2032 All R139 Eas R809 (S) TOTALS 2042 EAS R809 (S)	st III Rd (N) st St III	R139West  R139West  R139West  R139West  0  1045  R139West  0  236  507  337  1140	Survet	13 WITH SUBJING R139 East 553 174 0 227 954 187 954 187 198 199 199 1032 WITH SUBJING 199 1032 WITH SUBJING 190 0 190 190 190 190 190 190 190 190 1	0 14 14 18 1809 (S) 364 420 223 33 1010 1010 1010 1010 1010 1010	6 99 IN OPERATION  ***-**-*-*-*-*	R809 (S) TOTALS  2027 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2042 PM Peak  TO From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS	R139 West	100 54 (surve Wall Rd (N) 250 242 250 250 262 262 262 262 262 262 262 262 262 26	### Substract	R809 (S)  A 1077  WITHOUT SUBJECT  R809 (S)  382  333  983  WITHOUT SUBJECT  A 1070  WITHOUT SUBJECT  R809 (S)  41  1070  WITHOUT SUBJECT  R809 (S)	TOTALS  100  7  8  8  9  9  100  100  100  100  100  1
From R139 Wes Hole in the Wall R139 Eas R809 (S) TOTALS  2032 Al  From R139 Wes Hole in the Seal R809 (S) TOTALS  2032 Al  From R139 Wes Hole in the Wall R139 Eas R809 (S) TOTALS  2042 Al  From R139 Wes R139 Eas R809 (S) TOTALS	st III Rd (N) st	R139 West  0 2199 463 363 1045  R139 West  0 192 507 397 1096  R139 West  0 236 507 3140  R139 West  0 236 550 431	Garret	13 WITH SUBJING 11 SUB	14 14 160 1809 (S) 364 420 2233 33 31 1010 1010 1010 1010 1010 1	Fig.   Fig.	R809 (S) TOTALS  2027 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2042 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS	R139 West  R139 West	100 54 (surve Wall Md N) 180 (20 22 1555 420 155	### WITH SUBJI  ### WITH SUBJI	R809 (S)   382   355   355   362	IN OPERAT IN OPPORT IN OPERAT IN OPERAT IN OPERAT IN OPERAT IN OPPORT IN OPERAT IN OPPORT IN OPERAT IN OPPORT IN OPP
From R139 Wes R139 Eas R809 (S) R139 Wes	st III Rd (N) st	R139 West  0 192 463 363 1045  R139 West 0 192 507 397 1096  R139 West 0 2266 507 397 1140  R139 West	Survey	13 WITH SUBING A CONTROL OF THE PROPERTY OF TH	0 14 14 16 16 17 18 18 18 18 18 18 18 18 18 18 18 18 18	6 99 IN OPERATION  **- **- **- **- **- **- **- **- **- **	R809 (S) TOTALS  2027 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2042 PM Peak  TO From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS	R139 West  0 250 494 338 1082  R139 West 0 252 541 370 1163  R139 West 0 272 541 370 1183	100 544  Hote in the Wall Rd (N) 250 2420 859  (survet Wall Rd (N) 250 2440 159 449 882  (survet Wall Rd (N) 264 459 336 (survet Wall Rd (N) 264 169 459 459 459 459 459 459 459 459 459 45	### WITH SUBJI  ### WITH SUBJI	Committed dev   R809 (S)   382   355   243   383   983   384   385   385   386   3	+ subject of TOTAL  11M 11M 12M 12M 13M 13M 13M 13M 13M 13M 13M 14M 15M 15M 15M 15M 15M 15M 15M 15M 15M 15
From R139 Wes R090 (S) TOTALS 2032 All From R139 Eas R809 (S) TOTALS 2032 All From R139 Eas R809 (S) TOTALS 2032 All From R139 Eas R809 (S) TOTALS 2032 All From R139 Wes R139 Eas R809 (S) TOTALS 2032 All R139 Eas R809 (S) TOTALS 2042 All R139 Eas R809 (S) TOTALS 2043 Eas R809 (S)	st III Rd (N) st	R139 West  0 2199 463 363 1045  R139 West  0 192 507 397 1096  R139 West  0 236 507 3140  R139 West  0 236 550 431	Survey	13 WITH SUBING A CONTROL OF THE PROPERTY OF TH	0 14 14 R809 (S) 364 420 223 3 3 1010 WITHOUT SUBJECT for *committed devaluation for *committed deval	Fig.   Fig.	R809 (S) TOTALS  2027 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  To From To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2042 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS	R139 West  R139 West	100 544  Hole in the Wall Rd (N) 250 250 859  Hole in the Wall Rd (N) 250 242 159 429 439 882  Representation of the Wall Rd (N) 284 49 386 (survet 49 49 49 49 49 49 49 49 49 49 49 49 49	### WITH SUBJI  ### WITH SUBJI	R809 (S)  382 383 383 WITHOUT SUBJECT h factor + committed devaluation or + committed from the factor + committed	IN OPERATION OF TOTALS  S S S S S S S S S S S S S S S S S S
From R139 Wes R809 (S) TOTALS 2032 All R139 Eas R809 (S) TOTALS 2042 EAS R80	TO  st und (N) st und (N) st i i i  MM Peak To  To  st und (N) st i i  MM Peak To  st und (N) st i i  MM Peak To  st und (N) st t i i i i i i i i i i i i i i i i i	R139 West  0 2199 463 363 1045  R139 West  0 192 507 397 1096  R139 West  0 236 507 397 1140  R139 West  0 192 1189	Garree	13 WITH SUBJISH 11 growth fact   R139 East   553   174   0   227   954   yed flows + Till growt   R139 East   178   179   170	0 14 14 R809 (S) 364 420 223 33 1010 WITHOUT SUBJECT R809 (S) 445 244 1092 ECT DEVELOPMENT for * committed develop	6 99 IN OPERATION  ** ** ** ** ** ** ** ** ** **  ** ** *	R809 (S) TOTALS  2027 PM Peak  To From R139 West Hole in the Wall Rd (N) R135 East R809 (S) TOTALS  2032 PM Peak  From R139 West Hole in the Wall Rd (N) R135 East R809 (S) TOTALS  2032 PM Peak  To From R139 West Hole in the Wall Rd (N) R135 East R809 (S) TOTALS  2042 PM Peak  To From R139 West R809 (S) TOTALS	R139 West	100 544  Hole in the Wall Rd (N) 244 159 882  Hole in the Wall Rd (N) 250 859  (surve Wall Rd (N) 250 859  (surve Wall Rd (N) 250 859 882  (surve Wall Rd (N) 260 882  (surve Wall Rd (N) 260 882  (surve Wall Rd (N) 260 159 936	### SUBJEST   1   200   1   200   1   200	R809 (S)  WITHOUT SUBJECT or - committed dev  R809 (S)  381  383  383  383  383  381  381  266  44  1070  WITHOUT SUBJECT or - committed dev  R809 (S)  419  381  266  44  1070  WITHOUT SUBJECT or - committed dev  R809 (S)  411  388  266  44  1077  WITHOUT SUBJECT or - committed dev  R809 (S)  411  413  289  44  1160  ECT DEVELOPMENT or - committed dev  R809 (S)	TOTALS  S S S S S S S S S S S S S S S S S S
From R139 Wes R809 (S) TOTALS 2032 All From R139 Wes R809 (S) TOTALS 2032 All From R139 Wes R809 (S) TOTALS 2032 All R139 Eas R809 (S) TOTALS 2032 All R139 Eas R809 (S) TOTALS 2032 All R139 Eas R809 (S) TOTALS 2042 All R139 Eas R809 (S) TOTALS 2042 All From R139 Wes R809 (S) TOTALS 2042 All From R139 Wes R809 (S) TOTALS 2042 All R139 Eas R809 (	TO  st tll Rd (N) st ll Rd (N) st s	R139 West  0 192 463 363 1045  R139 West  0 192 507 397 1096  R139 West  0 236 507 397 1140  R139 West  0 128 1189	Survey	13 WITH SUBJISHED STATE OF THE GROWN AND ADDRESS OF THE GROWN AND ADDRE	0 14 14 18 1809 (S) 364 420 223 3 1010 WITHOUT SUBJECT 16 factor + committed dev 1092 ECT DEVELOPMENT 1016 R809 (S) 399 445 244 4 1092 ECT DEVELOPMENT 106 R809 (S) 482 441 444 441 1092 ECT DEVELOPMENT 106 R809 (S) 411 1183 ECT DEVELOPMENT 1899 (S)	6 99  I'N OPERATION  **A subject dev.)  TOTALS  1110  835  793  9111  3649  DEVELOPMENT  TOTALS  1198  838  863  9922  3891  I'N OPERATION  TOTALS  1215  909  868  998  3990  DEVELOPMENT  TOTALS  1215  909  868  998  3990  DEVELOPMENT  TOTALS  1215  909  808  3990  DEVELOPMENT  TOTALS  1215  909  1076  1076  1199  1199  1199  1199  1100  11076  1219  11076  1219  11076  1219  11076  1219  11076  1219  11076  1219  11076  1219  11076  1219  11076  1219  11076  12111	R809 (S) TOTALS  2027 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  2032 PM Peak  Prom R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2042 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS	R139 West  R139 West  0 250 494 338 1082  R139 West 0 252 541 370 1163  R139 West 0 272 541 370 1183  R139 West 0 272 541 370 1183	100 544  Hote in the Wall Rd (N) 250 859  (survet Wall Rd (N) 250 2420 859  (survet Wall Rd (N) 250 2449 882  (survet Wall Rd (N) 250 2449 882  (survet Wall Rd (N) 264 2449 459 336  (survet Wall Rd (N) 271 26 173 487 957	with suball suba	R809 (S)   Sage   Committed development	100 TOTALS  100 DEVELOPM  101 TOTALS  102 TOTALS  103 TOTALS  103 TOTALS  104 DEVELOPM  105 TOTALS  106 TOTALS  107 TOTALS
From R139 Wes R809 (S) TOTALS 2032 All R139 Eas R809 (S) TOTALS 2042 EAS R80	st tll Rd (N) st	R139 West  0 2199 463 363 1045  R139 West  0 192 507 397 1096  R139 West  0 236 507 397 1140  R139 West  0 1189	Garwe	13 WITH SUBJILE R139 East F139 East	14  R809 (S)  364  420  223  3 1010  Without sussert  R809 (S)  399  445  442  1092  ECT DEVELOPMENT  R809 (S)  399  445  441  1106  WITHOUT SUBJECT  R809 (S)  459  244  41106  R809 (S)  459  244  1116  R809 (S)  459  241  460  R809 (S)	Fig.   Fig.	R809 (S) TOTALS  2027 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2042 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2042 PM Peak  R809 (S) TOTALS	R139 West	100 54 (surve Wall Rd (N) 250 420 (surve Wall Rd (N) 250 24 250 (surve Wall Rd (N) 250 250 250 250 250 250 250 250 250 250	with subary eyed + Til growth fact R139 East 377 144 1 223 745 223 745 244 810 WITH SUBARY 157 1 2444 810 WITH SUBARY 157 1 244 815 WITH SUBARY 165 878 WITH SUBARY 165 878 WITH SUBARY 165 878 WITH SUBARY 165 878	R809 (S)   382   383   384   3070   383	100 ALS STATE OF TOTALS STATE
From R139 Wes Hole in the Wall R139 Eas R809 (S) TOTALS  2032 Al  From R139 Wes Hole in the Side R809 (S) TOTALS  2032 Al  From R139 Wes R809 (S) TOTALS  2042 Al  From R139 Wes R809 (S) TOTALS  2042 Al  From R139 Wes R809 (S) TOTALS	TO  St III Rd (N)	R139 West  0 192 463 363 1045  R139 West  0 192 507 397 1096  R139 West  0 236 507 397 1140  R139 West  0 128 1189	Survey	13 WITH SUBJISHED STATE OF THE GROWN AND ADDRESS OF THE GROWN AND ADDRE	0 14 14 18 1809 (S) 364 420 223 3 1010 WITHOUT SUBJECT 16 factor + committed dev 1092 ECT DEVELOPMENT 1016 R809 (S) 399 445 244 4 1092 ECT DEVELOPMENT 106 R809 (S) 482 441 444 441 1092 ECT DEVELOPMENT 106 R809 (S) 411 1183 ECT DEVELOPMENT 1899 (S)	6 99  I'N OPERATION  **A subject dev.)  TOTALS  1110  835  793  9111  3649  DEVELOPMENT  TOTALS  1198  838  863  9922  3891  I'N OPERATION  TOTALS  1215  909  868  998  3990  DEVELOPMENT  TOTALS  1215  909  868  998  3990  DEVELOPMENT  TOTALS  1215  909  808  3990  DEVELOPMENT  TOTALS  1215  909  1076  1076  1199  1199  1199  1199  1100  11076  1219  11076  1219  11076  1219  11076  1219  11076  1219  11076  1219  11076  1219  11076  1219  11076  1219  11076  12111	R809 (S) TOTALS  2027 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  2032 PM Peak  Prom R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2032 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS  2042 PM Peak  To From R139 West Hole in the Wall Rd (N) R139 East R809 (S) TOTALS	R139 West  R139 West  0 250 494 338 1082  R139 West 0 252 541 370 1163  R139 West 0 272 541 370 1183  R139 West 0 272 541 370 1183	100 544  Hote in the Wall Rd (N) 250 859  (survet Wall Rd (N) 250 2420 859  (survet Wall Rd (N) 250 2449 882  (survet Wall Rd (N) 250 2449 882  (survet Wall Rd (N) 264 2449 459 336  (survet Wall Rd (N) 271 26 173 487 957	with suball suba	R809 (S)   Sage   Committed development	100 TOTALS  100 DEVELOPM  101 TOTALS  102 TOTALS  103 TOTALS  103 TOTALS  104 DEVELOPM  105 TOTALS  106 TOTALS  107 TOTALS

	Light							Heavy					
2024	Vehicles To	AADT	Hole in the			RAFFIC FLOWS	2024	Vehicles To	AADT	Hole in the		SURVEYED T	
From		R139 West	Wall Rd (N)	R139 East	R809 (S)	TOTALS	From		R139 West	Wall Rd (N)	R139 East	R809 (S)	TOTAL
	39 West ne Wall Rd (N)	14 2346	2118 220	5248 1246	4322 3958	11702 7770		9 West e Wall Rd (N)	169	167 5	311 28	149 32	2
R13	39 East	5331	1140	8	2361	8840		9 East	304	14	1	96	
	DTALS	4205	3922	2297	19	10443		O9 (S) TALS	154	37	88	0	
10	JIALS	11896	7400	8799	10660	38755		ITALS	627	223	428	277	19
2024	Light Vehicles				BASELINE T (surveyed flows + T	RAFFIC FLOWS	2024	Heavy Vehicles				BASELINE 1 (surveyed flows + T	
_	To	R139 West	Hole in the	R139 East	R809 (S)	TOTALS		То	R139 West	Hole in the	R139 East	R809 (S)	TOTAL
From R13	39 West	14	Wall Rd (N) 2118	5248	4322	11702	From R13	9 West	0	Wall Rd (N) 167	311	149	
	ne Wall Rd (N)	2346	220	1246	3958	7770		e Wall Rd (N)	169	5	28	32	
	39 East	5331	1140	8	2361	8840		9 East	304	14	1	96	
	DTALS	4205 11896	3922 <b>7400</b>	2297 <b>8799</b>	19 10660	10443 38755		09 (S) TALS	154 <b>627</b>	37 <b>223</b>	88 <b>428</b>	0 <b>277</b>	1
- 10	DIALO	11030	7400	6733	10000	36733	10	TALO	027	223	420	2//	-
2026	Light Vehicles			Oth	er committed deve	elopment flows	2026	Heavy Vehicles			Ott	her committed deve	elopment 1
_	То	R139 West	Hole in the	R139 East	R809 (S)	TOTALS		То	R139 West	Hole in the	R139 East	R809 (S)	TOTAL
From R13	39 West		Wall Rd (N)			0	From R13	9 West		Wall Rd (N)			
Hole in th	ne Wall Rd (N)					0	Hole in the	e Wall Rd (N)					
	39 East					0		9 East					
	DTALS	0	0	0	0	0		O9 (S) TALS	0	0	0	0	
	517125	U	0	U		U		TITLES	U	U	U	U	
2027	Light Vehicles		(survey	ved flows + TII growt	NITHOUT SUBJECT		2027	Heavy Vehicles		(surve	yed flows + TII growt	WITHOUT SUBJECT	
	To	R139 West	Hole in the	R139 East	R809 (S)	TOTALS		To	R139 West	Hole in the	R139 East	R809 (S)	TOTA
From	39 West		Wall Rd (N)		1.1		From	9 West		Wall Rd (N)			IOIA
	se west ne Wall Rd (N)	15 2524	2279 237	5647 1341	4650 4259	12591 8361		9 West e Wall Rd (N)	198	196 6	365 33	175 38	
	39 East	5736	1227	9	2540	9512	R13	9 East	357	16	1	113	
	309 (S)	4524	4220	2471	20	11235		09 (S)	181	43	103	0	
TC	DTALS	12799	7963	9468	11469	41699	TO	TALS	736	261	502	326	1
	То	D130 West	Hole in the	D130 East	D800 (S)	TOTALS		Vehicles To	D130 West	Hole in the	D130 East	D800 (S)	TOTA
	To 39 West ne Wall Rd (N)	<b>R139 West</b> 0 376	Hole in the Wall Rd (N) 378	R139 East 0 100	R809 (S) 0 121	TOTALS 378 597			<b>R139 West</b> 0 0	Hole in the Wall Rd (N)	<b>R139 East</b> 0 0	<b>R809 (S)</b> 0	TOTA
R13 Hole in th R13	39 West ne Wall Rd (N) 39 East	0 376 0	Wall Rd (N) 378 0 100	0 100 0	0 121 0	378 597 100	R13 Hole in the	9 West e Wall Rd (N)	0 0	Wall Rd (N)  0 0 0	0 0	0 0	TOTA
R13 Hole in th R13 R8	39 West ne Wall Rd (N)	0 376 0	Wall Rd (N)  378  0  100  118	0 100 0 0	0 121 0	378 597 100 118	R13 Hole in the R13 R8	9 West e Wall Rd (N)	0 0 0	Wall Rd (N)  0  0  0  0  0	0 0 0	0 0 0	TOTA
R13 Hole in th R13 R8	39 West ne Wall Rd (N) 39 East 809 (S) DTALS	0 376 0	Wall Rd (N) 378 0 100	0 100 0 0 100	0 121 0 0	378 597 100 118 1193	R13 Hole in the R13 R8	9 West e Wall Rd (N) 19 East 09 (S)	0 0	Wall Rd (N)  0 0 0	0 0 0 0	0 0 0 0	
R13 Hole in th R13 R8	39 West ne Wall Rd (N) 39 East 309 (S)	0 376 0	Wall Rd (N)  378  0  100  118  596	0 100 0 0 100	0 121 0 0 121	378 597 100 118 1193	R13 Hole in the R13 R8	9 West e Wall Rd (N) 19 East 09 (S)	0 0 0	Wall Rd (N)  0  0  0  0  0  0	0 0 0 0	0 0 0 0 0	IN OPERA
R13 Hole in th R13 R8 TC	39 West ne Wall Rd (N) 39 East 309 (S) DTALS	0 376 0	Wall Rd (N)  378  0  100  118  596  (surve	0 100 0 0 100	0 121 0 0 121 cct Development	378 597 100 118 1193	R13 Hole in the R13 R8 TO	9 West e Wall Rd (N) 19 East 09 (S) DTALS	0 0 0	Wall Rd (N)  0 0 0 0 0 0 (surve	0 0 0 0 0	0 0 0 0 0	IN OPERA
R13 Hole in th R13 R8 TC 2027	39 West ne Wall Rd (N) 39 East 809 (S) DTALS  Light Vehicles	0 376 0 0 376	Wall Rd (N)  378  0  100  118  596  (surver	0 100 0 0 100 100 WITH SUBJI	0 121 0 121 121 121 121 121 121 121 121	378 597 100 118 1193 IN OPERATION .+ subject dev.)	R13 Hole in the R13 R8 TO  2027	9 West e Wall Rd (N) 19 East 09 (S) OTALS Heavy Vehicles	0 0 0 0 0 0	Wall Rd (N)  0 0 0 0 0 (surve	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 ECT DEVELOPMENT tor + committed dev	IN OPERA . + subject
R13 Hole in th R13 R8 T0 2027 From R13	39 West ne Wall Rd (N) 39 East 309 (S) DTALS Light Vehicles	0 376 0 0 376	Wall Rd (N)  378  0  100  118  596  (surve	100 100 100 100 WITH SUBJE	0 121 0 0 121 cct Development	378 597 100 118 1193 IN OPERATION . + subject dev.)	R13 Hole in the R13 R8 TO  2027	9 West e Wall Rd (N) 99 East 09 (S) UTALS Heavy Vehicles To	0 0 0	Wall Rd (N)  0 0 0 0 0 0 (surve	0 0 0 0 WITH SUBJ	0 0 0 0 0	IN OPERA . + subject
R13 Hole in th R13 R8 TC 2027 From R13 Hole in th	39 West Be Wall Rd (N) 39 East 39 (S) DTALS Light Vehicles To 39 West Be Wall Rd (N) 39 East	0 376 0 0 376 8139 West 15 2900 5736	Wall Rd (N)  378  0 100 118 596  (surver  Hole in the Wall Rd (N) 2657 237 1327	0 100 0 0 0 100 100 100 WITH SUBJI yed + Til growth fact R139 East 5647 14441 9	0 121 0 0 121 121 121 121 121 121 121 12	378 597 100 118 1193 IN OPERATION .+ subject dev.) TOTALS 12969 8958 9612	R13 Hole in the R13 R8 T0  2027  From R13 Hole in the	9 West e Wall Rd (N) 9 East 09 (S) 07 ALS Heavy Vehicles To 9 West e Wall Rd (N) 19 East	0 0 0 0 0 0 0 0 R139 West	Wall Rd (N)  0 0 0 0 0 (surve	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 ECT DEVELOPMENT tor + committed dev R809 (S) 175 38	IN OPERA
R13 Hole in th R13 R8 TC 2027  From R13 Hole in th R13 R8	By West  In Wall Rd (N)  By East  By Specific Street  Light  Vehicles  To  By West  In Wall Rd (N)  By Specific Street  By Spe	0 376 0 0 376 376 15 2900 5736 4524	Wall Rd (N)  378  0  100  118  596  (surve  Hole in the Wall Rd (N)  2657  237  1327  4338	0 100 0 100 0 WITH SUBJI yed + Til growth fact R139 East 5647 1441 9	0 121 0 0 121 121 121 121 121 121 121 12	378 597 100 118 1193 IN OPERATION TOTALS 12969 8958 9612 11353	R13 Hole in the R13 R8 TO  2027  From R13 Hole in the	9 West e Wall Rd (N) 19 East 09 (S) 17ALS  Heavy Vehicles To 9 West e Wall Rd (N) 19 East 10 (S)	0 0 0 0 0 0 <b>R139 West</b> 0 198 357 181	Wall Rd (N)	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 0 0 0 0 0 0	IN OPERA . + subject
R13 Hole in th R13 R8 TC  2027  From R13 Hole in th R13 R8	39 West ne Wall Rd (N) 39 East 309 (S) DTALS Light Vehicles To 39 West ne Wall Rd (N) 39 East 309 (S) DTALS	0 376 0 0 376 8139 West 15 2900 5736	Wall Rd (N)  378  0 100 118 596  (surver  Hole in the Wall Rd (N) 2657 237 1327	0 100 0 100 100 100 100 WITH SUBJI R139 East 5647 1441 9 2471 9568	0 121 0 121 121 121 121 121 121 121 121	378 597 100 118 1193 IN OPERATION . + subject dev.) TOTALS 12969 8958 9612 11353 42892	R13 Hole in the R13 R8 TO  2027  From R13 Hole in the	To  9 West e Wall Rd (N) 19 East Oog (S) TTALS  Heavy Vehicles To 9 West e Wall Rd (N) 19 East Oog (S) TTALS	0 0 0 0 0 0 0 0 R139 West	Wall Rd (N)  0 0 0 0 0 (surve	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 0 0 0 0 0 0	IN OPERA + subject TOTA
R13 Hole in th R13 R8 TC  2027  From R13 Hole in th R13 R8	By West  In Wall Rd (N)  By East  By Specific Street  Light  Vehicles  To  By West  In Wall Rd (N)  By Specific Street  By Spe	0 376 0 0 376 376 15 2900 5736 4524	Wall Rd (N) 378 0 100 100 118 596 (surver Hole in the Wall Rd (N) 2657 237 1327 4338 8559	0 100 0 100 100 100 100 WITH SUBJI R139 East 5647 1441 9 2471 9568	0 121 0 121 121 121 121 121 121 121 121	378 597 100 118 1193 IN OPERATION .+ subject dev.) TOTALS 12969 8958 9612 11353 42892 DEVELOPMENT	R13 Hole in the R13 R8 TO  2027  From R13 Hole in the	9 West e Wall Rd (N) 19 East 09 (S) 17ALS  Heavy Vehicles To 9 West e Wall Rd (N) 19 East 10 (S)	0 0 0 0 0 0 <b>R139 West</b> 0 198 357 181	Wall Rd (N)  0 0 0 0 0 (surve)  Hole in the Wall Rd (N) 6 6 16 43 261	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 0 0 0 0 0 0	IN OPERA TOTA
R13 Hole in th R13 R8 TC 2027  From R13 Hole in th R13 R8 TC 2032	39 West 10 Wall Rd (N) 39 East 309 (S) DTALS Light Vehicles To 39 West 40 West 10 39 East 200 (S) TALS	0 376 0 0 376 376 15 2900 5736 4524	Wall Rd (N)  378  0  100  110  118  596  Ksurve  Hole in the  2657  237  1327  4338  8559  Ksurvey  Hole in the	0 100 0 0 100 100 100 100 100 100 100 1	0 121 0 121 121 121 121 121 121 121 121	378 597 100 118 1193 IN OPERATION .+ subject dev.) TOTALS 12969 8958 9612 11353 42892 DEVELOPMENT	R13 R18 R8 TO  2027  From R13 Hole in the R13 R8 TO  2032	To  9 West e Wall Rd (N) 9 East 09 (S) 07 ALS  Heavy Vehicles To 9 West e Wall Rd (N) 9 East 09 (S) 07 ALS	0 0 0 0 0 0 <b>R139 West</b> 0 198 357 181	Wall Rd (N)	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 0 0 0 0 0 0	IN OPERA: + subject TOTA  DEVELOP d develop
R13 Hole in th R13 R8 T0  2027  From R13 Hole in th R13 R8 T0  2032	39 West  19 West  19 West  10 Well Rd (N)  29 East  29 Gest  10 TALS  10 TA	376 0 376 376 376 15 2900 5736 4524 13175	Wall Rd (N)  378  0 100 1118 596  (survey Wall Rd (N) 2657 237 1327 4338 8559	0 100 100 100 100 WITH SUBJU R139 East 5647 1441 9 2471 9568 eed flows + Til growth acted R139 East 6188	0 121 0 0 121 121 121 121 127 127 128 127 129 120 120 120 120 120 120 120 120 120 120	378 597 100 118 1193 1193 IN OPERATION 1- *subject dev.) TOTALS 1299 8958 9612 11353 42892 DEVELOPMENT TOTALS 13798	R13 Hole in the R13 R8 R8 TO  2027 From R13 Hole in the R13 R8 TO  2032	To 9 West e Wall Rd (N) 19 East 19 East 19 East 19 East 19 East 10 Eas	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Wall Rd (N)  0 0 0 0 (surve)  Hole in the Wall Rd (N)  (surve)  (surve)  (surve)  Hole in the Wall Rd (N)  261	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 0 0 0 0 0 0	IN OPERA: + subject TOTA  DEVELOP d develop
R13 Hole in th R13 R8 T0  2027  From R13 Hole in th R12 R8 T0  2032	39 West to Wall Rd (N) 39 East 3909 (S) 307ALS Light Vehicles To 39 West to Wall Rd (N) 39 East 2099 (S) TALS Light Vehicles To 39 West to Wall Rd (N) 39 East to Wall Rd (N) 39 West to Wall Rd (N) 40 West To 4	376 376 376 376 376 R139West 15 2900 5736 4524 13175 R139West 17 2766	Wall Rd (N)  378  0 100 1100 1118 596  Kurve Hole in the Wall Rd (N) 438 8559  Kurve Hole in the Wall Rd (N) 2457 2438	0 100 100 100 100 100 100 100 100 100 1	0 121 0 0 121 121 121 ECT DEVELOPMENT 01 + committed dev 4650 4480 2540 21540 21590 WITHOUT SUBJECT R809(S) 5096 4667	378 597 100 118 1193 IN OPERATION - **subject dev. TOTALS 12969 8958 9612 11353 42892 DEVELOPMENT dd development) TOTALS 13798 9161	R13 Hole in the R14 R8 TO  2027  From R13 Hole in the R15 R8 TO  2032	To  9 West e Wall Rd (N) 95 East 09 (S) TALS  Heavy Vehicles To 9 West e Wall Rd (N) 9 Fast 10 East 10 Fast 10	R139West  0 198 357 1811  R139West  0 244	Wall Rd (N)	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 0 0 0 0 0 0	IN OPERA TOTA  1  DEVELOP TOTA
R13 Hole in th R13 R88 TC  2027  From R13 Hole in th R13 R88 TC  2032	39 West to Wall Rd (N) 39 East Vehicles To 39 West Vehicles To 50 TALS  Light Vehicles To 39 West Wall Rd (N) 39 East Vehicles To 39 West to Wall Rd (N) 39 East Vehicles To 39 West to Wall Rd (N) 39 West Wall Rd (N) 39 East Wall Rd (N) 39 West Wall Rd (N) 39 East Wa	376 0 376 376 376 15 2900 5736 4524 13175 R139West 17 2766 6286	Wall Rd (N)  378  100 1100 1118 596  (surver Wall Rd (N) 2857 1327 1327 4338 8559 (surver) Hote in the Wall Rd (N) 2497 2591 2497 2591	0 100 100 0 100 100 100 100 100 100 100	0 121 0 121 121 121 121 121 121 121 121	378 597 100 118 1193 IN OPERATION 1-*subject dev.) TOTALS 12969 8958 9612 11353 42892 DEVELOPMENT 10 d development) TOTALS	R13 Hole in the R13 R8 TO  2027 From R13 Hole in the R15 R8 TO  2032	To  9 West e Wall Rd (N) 9 East 09 (S) TALS  Heavy Vehicles To 9 West e Wall Rd (N) 9 East To 10 To 9 West E Wall Rd (N) 9 East To 99 West F E E Wall Rd (N) 9 West	R139West  0 0 198 357 181 736  R139West 0 244 438	Wall Rd (N)	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 0 0 0 0 0 0	IN OPERA: + subject TOTA  DEVELOP d develop
R13 Hole in th R13 R8 TC  2027  From R13 Hole in th R13 R8 TC  2032  From R13 Hole in th R13 R8	39 West to Wall Rd (N) 39 East 3909 (S) 307ALS Light Vehicles To 39 West to Wall Rd (N) 39 East 2099 (S) TALS Light Vehicles To 39 West to Wall Rd (N) 39 East to Wall Rd (N) 39 West to Wall Rd (N) 40 West To 4	376 376 376 376 376 R139West 15 2900 5736 4524 13175 R139West 17 2766	Wall Rd (N)  378  0 100 1100 1118 596  Kurve Hole in the Wall Rd (N) 438 8559  Kurve Hole in the Wall Rd (N) 2457 2438	0 100 100 100 100 100 100 100 100 100 1	0 121 0 0 121 121 121 ECT DEVELOPMENT 01 + committed dev 4650 4480 2540 21540 21590 WITHOUT SUBJECT R809(S) 5096 4667	378 597 100 118 1193 IN OPERATION - **subject dev. TOTALS 12969 8958 9612 11353 42892 DEVELOPMENT dd development) TOTALS 13798 9161	R13 Hole in the R13 R8 TO 2027 From R13 R8 TO 2032 From R13 R18	To  9 West e Wall Rd (N) 95 East 09 (S) TALS  Heavy Vehicles To 9 West e Wall Rd (N) 9 Fast 10 East 10 Fast 10	R139West  0 198 357 1811  R139West  0 244	Wall Rd (N)	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 0 0 0 0 0 0	TOTA  DEVELOF
R13	39 West to Wall Rd (N) 39 East Uphicles To Uphicles To 39 West Vehicles To 39 West Uphicles To 39 West Light Vehicles To 39 West Light Vehicles To 39 West Light Vehicles To 39 West Light Uphicles Light Uphicles Light	376 376 376 376 376 376 R139West 15 2900 5736 4524 13175 R139West 17 2766 6286 4958	Wall Rd (N) 378 0 100 1100 1188 596  Hole in the Wall Rd (N) 2657 237 1327 4338 8559  Hole in the Wall Rd (N) 2497 259 1344 4624 8724	0 100 100 100 100 100 100 100 100 100 1	0 121 0 0 121 121 121 ECT DEVELOPMENT of + committed dev 4650 4380 2540 20 11590 WITHOUT SUBJECT Factor + committed 8899 (S) 5096 4667 2784 22 12569	378 597 100 118 1193 IN OPERATION + subject dev.) TOTALS 9612 11353 42892 DEVELOPMENT 10 d development) TOTALS 13798 11353 12312 45694	R13 Hole in the R13 R8 R8 TO  2027  From R13 Hole in th R13 R8 TO  2032	To  9 West e Wall Rd (N) 9 East 09 (S) 77ALS  Heavy Vehicles To 9 West e Wall Rd (N) 9 East 09 (S) 77ALS  Heavy Vehicles To 9 West e Wall Rd (N) 9 East e Wall Rd (N) 9 East E Wall Rd (N) 9 East Heavy	R139West  0 198 357 181 736  R139West 0 444 438	Wall Rd (N)	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 0 0 0 0 0 0	IN OPER. TOTA  DEVELOP TOTA  IN OPER.
R13 Hole in th R13 R8 TC  2027  From R13 Hole in th R13 R8 TC  2032  From R13 Hole in th R13 R8	39 West to Wall Rd (N) 39 East Vehicles To 59 West to Wall Rd (N) 39 East West Control of the Wall Rd (N) 39 East Vehicles To 59 West Vehicles To 59 West	0 376 0 0 0 376 376 376 376 376 376 376 376 376 376	Wall Rd (N) 378 0 100 1100 1188 596  Hole in the Wall Rd (N) 2657 237 1327 4338 8559  Hole in the Wall Rd (N) 2497 259 1344 4624 8724	100 100 100 100 WITH SUBJISH 109 1419 East 1441 9 2471 1441 9568 1469 9 2708 10374 WITH SUBJISH 10374 WITH SUBJISH 10374	0 121 0 0 121 121 121 121 121 121 121 12	378 597 100 118 1193 IN OPERATION -+ subject dev.) TOTALS 9612 11353 42892 DEVELOPMENT dd development) TOTALS 13798 9161 10423 12312 45694 IN OPERATION -+ subject dev.)	R13 Hole in the R13 R8 TO 2027 From R13 R8 TO 2032 From R13 R18	To  9 West e Wall Rd (N) 19 East 09 (S) TALS  Heavy Vehicles To 9 West e Wall Rd (N) 19 East 09 (S)  TALS  Heavy Vehicles To 9 West e Wall Rd (N) 19 East 09 (S)  TALS	R139West  0 198 357 181 1736  R139West 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Wall Rd (N)	0 0 0 0 0 WITH SUBJUST	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	IN OPERA TOTA  DEVELOP TOTA  IN OPERA IN OPERA IN OPERA IN SUBJECT IN OPERA
R13 R14 R14 R15 R15 R15 R17	39 West to Wall Rd (N) 39 East Uight Vehicles To 39 West to Wall Rd (N) 39 East Vehicles To 39 West Light Vehicles To 59 West to Wall Rd (N) 39 East Soprotes Light Vehicles To 59 West Light Vehicles To 59 West Light Vehicles To	0 376 0 0 0 376 376 376 376 376 376 376 376 376 376	Wall Rd (N)  378  100 1100 1118 596  (survey Hole in the Wall Rd (N) 2657 1327 1327 1327 1328 8559  (survey Hole in the Wall Rd (N) 2657 267 27 289 289 289 289 289 289 289 289 289 289	0 100 100 100 100 100 100 100 100 100 1	0 121 0 0 121 121 ECT DEVELOPMENT of + committed dev 4650 4650 20 11590 WITHOUT SUBJECT FA factor + committed 4660 20 20 20 20 20 20 20 20 20 20 20 20 20	378 597 100 118 1193 IN OPERATION - **subject dev. 12969 8958 9612 11353 42892 DEVELOPMENT dd development) TOTALS 13798 9161 10423 12312 45694 IN OPERATION - * subject dev.)	R13 Hole in the R13 R8 TO  2027  From R13 Hole in the R13 R8 TO  2032  From R13 Hole in the R13 R13 From R13 From R13 From R13 From R13	To  9 West e Wall Rd (N) 95 East 09 (S) TALS  Heavy Vehicles To 9 West e Wall Rd (N) 9 Fast O9 (S) TALS  Heavy Vehicles To 99 West e Wall Rd (N) 19 Fast 09 (S) TALS  Heavy Vehicles To 9 West E Wall Rd (N) 17 TALS  Heavy Vehicles To 18 Fast 18 Fas	R139West  R139West  R139West  R139West  R139West	Wall Rd (N)	0 0 0 0 0 WITH SUBJUST THE SUB	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	IN OPERA TOTA  DEVELOP TOTA  IN OPERA IN OPERA IN OPERA IN SUBJECT IN OPERA
R13	39 West 10 West Itel (N) 39 East 200 (S) 20 TALS 21 Light Vehicles To 39 West 40 West Itel 20 TALS 20	0 376 0 0 0 376 376 376 376 376 376 376 376 376 376	Wall Rd (N)  378  0 100 1108  (survey  Hole in the  Wall Rd (N)  2657 237 1327 4338 8559  Hole in the  Wall Rd (N) 2497 259 1344 4624 8724  Hole in the	100 100 100 100 WITH SUBJISH 109 1419 East 1441 9 2471 1441 9568 1469 9 2708 10374 WITH SUBJISH 10374 WITH SUBJISH 10374	0 121 0 0 121 121 121 121 121 121 121 12	378 597 100 118 1193 IN OPERATION -+ subject dev.) TOTALS 9612 11353 42892 DEVELOPMENT dd development) TOTALS 13798 9161 10423 12312 45694 IN OPERATION -+ subject dev.)	From R13 Hole in the R13 R8 TO  2027  From R13 Hole in the R13 R8 TO  2032  From R13 Hole in the R13 R8 TO  2032 From R13 Hole in the R13 R8 R13 Hole in the R13 R8 R8 TO	To  9 West e Wall Rd (N) 9 East 09 (S) 77ALS  Heavy Vehicles To 9 West e Wall Rd (N) 9 East 09 (S) 77ALS  Heavy Vehicles To 9 West e Wall Rd (N) 9 East Heavy Vehicles To 9 West e Wall Rd (N) 9 East Heavy Vehicles To 9 West e Wall Rd (N) 9 East Heavy Vehicles To 9 West e Wall Rd (N)	R139West  0 198 357 181 1736  R139West 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Wall Rd (N)	0 0 0 0 0 WITH SUBJUST	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	IN OPERA TOTA  1 1 DEVELOPI TOTA  2 2
R13	39 West to Wail Rd (N) 39 East Light Vehicles To 39 West to Wail Rd (N) 39 East Vehicles To 39 West to Wail Rd (N) 39 East Vehicles To 50 TALS Light Vehicles To 50 TALS Light Vehicles To 50 TALS Light Vehicles To 50 TALS 10 TALS 1	0 376 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Wall Rd (N)  378  100 1100 1118 596  Hole in the Wall Rd (N) 2857 237 1327 4338 8559  (survey 4438 8559 1344 4624 8724  Hole in the Wall Rd (N) 2875 2875 2878	0 100 100 100 100 100 100 100 100 100 1	0 121 0 0 121 121 121 121 121 121 121 12	378 597 100 118 1193 IN OPERATION - + subject dev. 12969 8958 9612 11353 42892 DEVELOPMENT d d development) TOTALS 13798 9161 10423 12312 45694 IN OPERATION - + subject dev. TOTALS	R13 Hole in the R13 R8 TO  2027  From R13 Hole in the R15 R8 TO  2032  From R13 Hole in the R12 R8 R8 TO  2032  From R13 Hole in the R13 R8	To  9 West e Wall Rd (N) 95 East 09 (S) TALS  Heavy Vehicles To 9 West e Wall Rd (N) 95 East O9 (S) TALS  Heavy Vehicles To 9 West the Wall Rd (N) 95 East To 90 (S) TALS  Heavy Vehicles To 9 West the Wall Rd (N) 95 East To 99 West To 90 (S) TALS	R139West  R139West  R139West  R139West  R139West  R139West  R139West	Wall Rd (N)	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 0 0 0 0 0 0	IN OPERA TOTA  DEVELOP TOTA  IN OPERA IN OPERA IN OPERA IN SUBJECT IN OPERA
R13 Hotel in the Hotel in the Hotel in the Hotel in the R12 R88 TC 2027  From R13 Hotel in the R13 R88 TC 2032  From R13 Hotel in the R14 R88 TC 2032	39 West to Wall Rd (N) 39 East Uehicles To 39 West Vehicles To 39 West Vehicles To 39 West Vehicles To 39 West Light Vehicles To 39 West Light Vehicles To 39 West to Wall Rd (N) 39 East 39 East 39 West To 39 West Light Vehicles	R139 West  15 2900 5736 4524 13175  R139 West  17 2766 6286 4958 14027	Wall Rd (N)  378  100 1100 1118 596  (survey Hole in the Wall Rd (N) 2497 259 1344 4624 8724  Hole in the Wall Rd (N) 2497 259 1344 4624 8724  Hole in the Wall Rd (N)	0 100 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 121 0 121 121 121 121 121 121 121 121	378 597 100 118 1193 1193 1N OPERATION 1- *subject dev.) 107ALS 12969 8958 9612 11353 42892 DEVELOPMENT d development) 107ALS 13798 9161 10423 12312 4569 107ALS 107ALS 107ALS 114176 9758 10523 12450	R13 Hole in the R13 R8 TO  2027  From R13 R8 TO  2032  From R13 Hole in the R13 R13 Hole in the R13 R14 R15 R15 R15 R17 R17 R18 R18 R18 R18 R18	To  9 West e Wall Rd (N) 9 East 09 (S) 77ALS  Heavy Vehicles To 99 West e Wall Rd (N) 99 West To 99 West 109 (S) 77ALS  Heavy Vehicles To 90 West 109 (S) 77ALS  Heavy Vehicles To 90 West 109 (S) 77ALS	R139 West  R139 West  R139 West  R139 West  R139 West  Q Q Q Q Q Q Q Q Q Q Q Q Q Q Q Q Q Q	Wall Rd (N)	0 0 0 0 0 WITH SUBJ R139 East 3655 333 1 1 103 502 yeed flows + Till growth face 127 G17 WITH SUBJ 449 40 40 40 40 40 11 127	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	IN OPERA TOTA  DEVELOP TOTA  TOTA  IN OPERA TOTA
R13 Hotel in the Hotel in the Hotel in the Hotel in the R12 R88 TC 2027  From R13 Hotel in the R13 R88 TC 2032  From R13 Hotel in the R14 R88 TC 2032	39 West to Wail Rd (N) 39 East Vehicles To 39 West Vehicles To 39	0 376 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Wall Rd (N)  378  100 1100 1118 596  Hole in the Wall Rd (N) 2857 237 1327 4338 8559  (survey 4438 8559 1344 4624 8724  Hole in the Wall Rd (N) 2875 2875 2878	0 100 100 100 100 100 100 100 100 100 1	0 121 0 121 121 121 121 121 121 121 121	378 597 100 118 1193 IN OPERATION . + subject dev.) TOTALS 12969 8958 9612 11353 42892 DEVELOPMENT d development) TOTALS 13798 9161 10423 12312 45694 IN OPERATION . + subject dev.) TOTALS	R13 Hole in the R13 R8 TO  2027  From R13 R8 TO  2032  From R13 Hole in the R13 R13 Hole in the R13 R14 R15 R15 R15 R17 R17 R18 R18 R18 R18 R18	To  9 West e Wall Rd (N) 99 East 09 (S) TALS  Heavy Vehicles To 99 West e Wall Rd (N) 99 East 09 (S) TALS  Heavy Vehicles To 90 (S) TALS  Heavy Vehicles To 99 West e Wall Rd (N) 19 East 09 (S) TALS	R139West  R139West  R139West  R139West  R139West  R139West  R139West	Wall Rd (N)	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	IN OPER. TOTA  DEVELOP TOTA  IN OPER. TOTA
R13 Hotel in the Hotel in the Hotel in the Hotel in the R12 R88 TC 2027  From R13 Hotel in the R13 R88 TC 2032  From R13 Hotel in the R14 R88 TC 2032	39 West to Wall Rd (N) 39 East Uight Vehicles To 39 West to Wall Rd (N) 39 East Vehicles To 39 West Light Vehicles To 59 West Light Vehicles	R139 West  15 2900 5736 4524 13175  R139 West  17 2766 6286 4958 14027	Wall Rd (N)  378  100 1100 1118 596  Hole in the Wall Rd (N) 2857 2437 4338 8559  (survey 438 4524 4624 8724  Hole in the Wall Rd (N) 2875 2874 2874 4874 4874 4874 4874 4874 4874	0 100 100 100 100 100 100 100 100 100 1	0 121 0 0 121 121 121 121 121 121 121 12	378 597 100 118 1193 1N OPERATION - + subject dev.) TOTALS 12969 8958 9612 11353 42892 DEVELOPMENT TOTALS 13798 9161 10423 12312 45694 IN OPERATION - + subject dev.) TOTALS 14176 9758 10523 12430 46887	R13 Hole in the R13 R8 TO  2027  From R13 R8 TO  2032  From R13 Hole in the R13 R13 Hole in the R13 R14 R15 R15 R15 R17 R17 R18 R18 R18 R18 R18	To  9 West e Wall Rd (N) 9 Seast 09 (S) TALS  Heavy Vehicles To 9 West e Wall Rd (N) 19 East 09 (S) TALS  Heavy Vehicles To 70 9 West to Wall Rd (N) 19 East 09 (S) TALS  Heavy Vehicles To 9 West to Wall Rd (N) 19 East 09 (S) TALS  Heavy Vehicles To	R139 West  R139 West  R139 West  R139 West  R139 West  Q Q Q Q Q Q Q Q Q Q Q Q Q Q Q Q Q Q	Wall Rd (N)	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	IN OPERAL TOTAL  DEVELOP
R13 Hole in the R13 R8 TC 2032	39 West 10 Well Rd (N) 39 East 20 OTALS  Light Vehicles To 39 West 10 Well Rd (N) 39 East 20 OTALS  Light Vehicles To 39 West 10 Vehicles To 39 West 10 Vehicles To 39 West 10 Well Rd (N) 39 East 20 (S) 20 TALS  Light Vehicles To 39 West 10 Well Rd (N) 39 East 10 Ught Vehicles To 10 Ught Vehicles To 11 Ught Vehicles To 12 Ught Vehicles To 13 West 14 Ught Vehicles To 16 Ught Vehicles To 17 Ught Vehicles To 18 Ught Vehicles To 19 Ught Vehicles To 19 Ught Vehicles To 10 Ught Vehicles To 10 Ught Vehicles To	R139 West  15 2900 5736 4524 13175  R139 West  17 2766 6286 4958 14027	Wall Rd (N) 378 301 100 1100 1118 596 (survey Hole in the Wall Rd (N) 2497 237 237 4338 8559 Hole in the Wall Rd (N) 2497 259 1344 4624 8724 Hole in the Wall Rd (N) 2497 259 1344 4724 8724 Hole in the Wall Rd (N) 48724 Hole in the Wall Rd (N)	0 100 100 100 100 100 100 100 100 100 1	0 121 0 0 121 121 121 121 121 121 121 12	378 597 100 118 1193 1N OPERATION - + subject dev.) TOTALS 12969 8958 9612 11353 42892 DEVELOPMENT TOTALS 13798 9161 10423 12312 45694 IN OPERATION - + subject dev.) TOTALS 14176 9758 10523 12430 46887	From R13 Hole in the R13 From R13 Hole in the R13 R8 R8 TO	To  9 West e Wall Rd (N) 9 East 09 (S) TALS  Heavy Vehicles To 9 West 10 East 09 (S) TALS  Heavy Vehicles To 9 West e Wall Rd (N) 9 East 09 (S) TALS  Heavy Vehicles To 9 West e Wall Rd (N) 9 East 09 (S) TALS  Heavy Vehicles To 9 West E Wall Rd (N) 9 East 09 (S) TALS  Heavy Vehicles To 9 West	R139 West  R139 West  R139 West  R139 West  R139 West  Q Q Q Q Q Q Q Q Q Q Q Q Q Q Q Q Q Q	Wall Rd (N)	0 0 0 0 0 0 WITH SUBJUSTICE R139 East 365 333 1 103 35 502 R139 East 449 40 11 127 617 WITH SUBJUSTICE 449 400 11 127 617	0   0   0   0   0   0   0   0   0   0	IN OPERA  TOTA  DEVELOP  TOTA  TOTA  TOTA  TOTA  DEVELOP  TOTA  DEVELOP  TOTA
R13 Hole in thi Hole in thi Hole in thi R8 R8 TC  2027  From R13 R8 TC  2032  From R13 R8 TC  2032  From R13 R8 TC  2042  From R13 R8 R1 R1 R1 R8 R1 R1 R1 R8 R1 R1 R8 R1 R1 R8 R1 R1 R8 R1 R8 R1 R1 R8 R1 R1 R8 R8 R1 R8 R8 R1 R8	39 West to Wail Rd (N) 39 East Vehicles To 39 West Vehicles To 39 West Vehicles To 39 West To 39 West To 39 West Vehicles To 39 West Vehicle	0 376 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Wall Rd (N)	0 100 100 100 100 100 100 100 100 100 1	0 121 0 0 121 121 121 121 121 121 121 12	378 597 100 118 1193 IN OPERATION - + subject dev. 12969 8958 9612 11353 42892 DEVELOPMENT d development) TOTALS 13798 9161 10423 12312 45694 IN OPERATION - + subject dev. TOTALS 14176 9758 10523 12430 46887 DEVELOPMENT d development) TOTALS	R13 Hole in the R13 R8 TO  2027  From R13 R8 TO  2032	To  9 West e Wall Rd (N) 99 East 09 (S) 77ALS  Heavy Vehicles To 99 West e Wall Rd (N) 99 East 09 (S) 77ALS  Heavy Vehicles To 99 West e Wall Rd (N) 99 East 096 (S) 77ALS  Heavy Vehicles To 99 West	R139 West	Wall Rd (N)	0   0   0   0   0   0   0   0   0   0	0   0   0   0   0   0   0   0   0   0	IN OPERA  TOTA  DEVELOP  TOTA  TOTA  TOTA  TOTA  DEVELOP  TOTA  DEVELOP  TOTA
Hade in the Hade i	39 West to Wall Rd (N) 39 East Uehicles To 39 West Wehicles To 39 West Vehicles To 39 West Vehicles To 39 West Light Vehicles To 39 West Light Vehicles To 39 Sest Light Vehicles To 39 Sest Light Vehicles To 39 West Light Vehicles Light Light Vehicles Light Light Vehicles Light Light Vehicles Light	R139 West  R139 West  15 2900 5736 4524 13175  R139 West  17 2766 6286 4958 14027  R139 West  17 3142 6286 4958 1403	Wall Rd (N)  378  100 1100 1118 596  (survey Hole in the Wall Rd (N) 2497 237 237 237 237 237 2438 8559  Hole in the Wall Rd (N) 2497 259 1344 4624 8724  Hole in the Wall Rd (N) 2497 259 259 259 269 278 2875 289 2487 2487 2487 2487 2487 2487 2487 2487	100 100 100 100 100 100 100 100 100 100	121 10 0 121 121 121 121 121 121 121 121	378 597 100 118 1193 IN OPERATION -+ subject dev.) TOTALS 958 9612 11353 42892 DEVELOPMENT 10423 12312 45694 IN OPERATION -+ subject dev.) TOTALS 14176 9758 10523 12430 46887 DEVELOPMENT d development) TOTALS 14176 9758 10523 12430 46887	From R13 Hole in the R13 Hole	To  9 West e Wall Rd (N) 9 East 09 (S) TALS  Heavy Vehicles To 9 West 109 (S) TALS  Heavy Vehicles To 9 West 109 (S) TALS  Heavy Vehicles To 9 West e Wall Rd (N) 9 East 09 (S) TALS  Heavy Vehicles To 9 West Heavy Vehicles To 9 West E Wall Rd (N) 9 East 09 (S) TALS  Heavy Vehicles To 9 West E Wall Rd (N) 9 Fast 109 (S) TALS  Heavy Vehicles To 9 West E Wall Rd (N) 9 East 109 (S) TALS	R139West  R139West  0 198 357 181 736  R139West  0 244 438 222 904  R139West  0 R139West	Wall Rd (N)	0 0 0 0 0 0 WITH SUBJ  R139 East 365 333 1 1 103 35 502 R139 East 409 40 11 1277 617 WITH SUBJ 400 11 1277 617 R139 East	0   0   0   0   0   0   0   0   0   0	IN OPERAL TOTAL  DEVELOP
R13 Hole in the Hole in the R12 R8 TC CO	39 West to Wail Rd (N) 39 East Vehicles To 39 West Vehicles To 39 West Vehicles To 39 West To 39 West To 39 West Vehicles To 39 West Vehicle	0 376 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Wall Rd (N)	0 100 100 100 100 100 100 100 100 100 1	0 121 0 0 121 121 121 121 121 121 121 12	378 597 100 118 1193 IN OPERATION - + subject dev. 12969 8958 9612 11353 42892 DEVELOPMENT d development) TOTALS 13798 9161 10423 12312 45694 IN OPERATION - + subject dev. TOTALS 14176 9758 10523 12430 46887 DEVELOPMENT d development) TOTALS	R13 Hole in the R13 R8 TO  2027  From R13 Hole in the R13 R8 TO  2032	To  9 West e Wall Rd (N) 99 East 09 (S) 77ALS  Heavy Vehicles To 99 West e Wall Rd (N) 99 East 09 (S) 77ALS  Heavy Vehicles To 99 West e Wall Rd (N) 99 East 096 (S) 77ALS  Heavy Vehicles To 99 West	R139 West	Wall Rd (N)	0   0   0   0   0   0   0   0   0   0	0   0   0   0   0   0   0   0   0   0	DEVELOF  TOTA  TOTA  TOTA  TOTA  TOTA  TOTA  TOTA  DEVELOF  TOTA  DEVELOF  TOTA  DEVELOF  TOTA

2042	OPERATION	2042	Heavy			WITH SUBJ	ECT DEVELOPMENT	IN OPERATION
	subject dev.)		Vehicles		(surv	eyed + TII growth fac	tor + committed dev	v. + subject dev.)
From	TOTALS	From	То	R139 West	Hole in the Wall Rd (N)	R139 East	R809 (S)	TOTALS
R139 V	15338	R139	West	0	300	559	268	1127
Hole in the W	10530	Hole in the	Wall Rd (N)	304	9	50	58	421
R139 E	11400	R139	East	547	25	2	173	747
R809	13467	R80	9 (S)	277	67	158	0	502
TOTA	50735	TO	ALS	1128	401	769	499	2797

From
R139 West
Hole in the Wall Rd (N)
R139 East
R809 (S)
TOTALS

RAFFIC FI	SURVEYED T			(17:00-18:00)	2024 PM Peak	RAFFIC FLOWS	SURVEYED			(08:00-09:00)	AM Peak
TOTA	Hole in the	Main Street	Hole in the	Main Street	То	TOTALS	Hole in the	Main Street	Hole in the	Main Street	То
	Wall Rd N 72	West 8	Wall Rd S 235	East 0	From Main Street East	327	Wall Rd N 103	West 1	Wall Rd S 223	East 0	treet East
	269	22	0	301	Hole in the Wall Rd S	384	235	9	0	140	ne Wall Rd S
	5	0	13	5	Main Street West	38	12	0	25	1	treet West
1	0 <b>346</b>	6 <b>36</b>	292 <b>540</b>	59 <b>365</b>	Hole in the Wall Rd N TOTALS	274 1023	350	6 <b>16</b>	224 <b>472</b>	44 185	TALS
	BASELINE T (surveyed flows + T)				2024 PM Peak	RAFFIC FLOWS	BASELINE 1 (surveyed flows + 1				AM Peak
TOTA	Hole in the	Main Street	Hole in the	Main Street	То	TOTALS	Hole in the	Main Street	Hole in the	Main Street	To
10171	Wall Rd N 72	West 8	Wall Rd S 235	East 0	From Main Street East	327	Wall Rd N 103	West 1	Wall Rd S 223	East 0	treet East
	269	22	235	301	Hole in the Wall Rd S	384	235	9	223	140	ne Wall Rd S
	5	0	13	5	Main Street West	38	12	0	25	1	treet West
1	0 <b>346</b>	6 <b>36</b>	292 <b>540</b>	59 <b>365</b>	Hole in the Wall Rd N TOTALS	274 1023	350	6 16	224 472	44 185	TALS
	340	30	340	300	TOTALS	1023	330	10	4/2	100	TALS
elopment	ner committed deve	Ott			2026 PM Peak	lopment flows	her committed dev	Oti			AM Peak
	Hole in the	Main Street	Hole in the	Main Street	To		Hole in the	Main Street	Hole in the	Main Street	То
TOTA	Wall Rd N	West	Wall Rd S	East	From	TOTALS	Wall Rd N	West	Wall Rd S	East	10
					Main Street East Hole in the Wall Rd S	0					treet East ne Wall Rd S
					Main Street West	0					treet West
					Hole in the Wall Rd N	0					ne Wall Rd N
	0	0	0	0	TOTALS	0	0	0	0	0	TALS
DEVELOP	WITHOUT SUBJECT	,				DEVELOPMENT	WITHOUT SUBJECT				
	h factor + committee	eyed flows + TII growt			2027 PM Peak		th factor + committe	yed flows + TII grow			AM Peak
TOTA	Hole in the Wall Rd N	Main Street West	Hole in the Wall Rd S	Main Street East	From	TOTALS	Hole in the Wall Rd N	Main Street West	Hole in the Wall Rd S	Main Street East	То
	Wall Kd N 77	west 9	253	East 0	Main Street East	352	111	west 1	240	East 0	treet East
	289	24	0	324	Hole in the Wall Rd S	414	253	10	0	151	ne Wall Rd S
	5	0	14 314	5 63	Main Street West Hole in the Wall Rd N	41 294	13	6	27 241	47	treet West ne Wall Rd N
1	371	39	581	392	TOTALS	1101	377	17	508	199	TALS
				•							
TIONAL P	NT FLOWS - OPERA	UBJECT DEVELOPME	S		2027 PM Peak	TIONAL PHASE	ENT FLOWS - OPERA	JBJECT DEVELOPMI	s		AM Peak
TOTA	Hole in the	Main Street	Hole in the	Main Street	То	TOTALS	Hole in the	Main Street	Hole in the	Main Street	To
IOIA	Wall Rd N	West	Wall Rd S	East	From		Wall Rd N	West	Wall Rd S	East	
			20	0	Main Chanas Fant			0	74		
	0	0	32 0	0 54	Main Street East Hole in the Wall Rd S	71 28	0	0	71 0	0	treet East ne Wall Rd S
			32 0 0	0 54 0	Hole in the Wall Rd S Main Street West	71 28 0		0 0	71 0 0		ne Wall Rd S treet West
	0	0	0 0 0	54 0	Hole in the Wall Rd S Main Street West Hole in the Wall Rd N	28 0 0	0 0	0 0 0	0 0 0	0 28 0	ne Wall Rd S treet West ne Wall Rd N
	0	0	0	54 0	Hole in the Wall Rd S Main Street West	28 0	0	0	0	0 28 0	ne Wall Rd S treet West
	0 0 0 0	0 0 0 0	0 0 0 32	54 0	Hole in the Wall Rd S Main Street West Hole in the Wall Rd N TOTALS	28 0 0 99	0 0 0 0	0 0 0 0	0 0 0 <b>71</b>	0 28 0	ne Wall Rd S treet West ne Wall Rd N DTALS
. + subject	0 0 0 0	0 0 0 0 WITH SUBJI	0 0 0 32	54 0 0 54	Hole in the Wall Rd S Main Street West Hole in the Wall Rd N TOTALS  2027 PM Peak	0 0 99 IN OPERATION + subject dev.)	0 0 0 0 0 ECT DEVELOPMENT	0 0 0 0 WITH SUBJ	0 0 0 71	0 28 0 0 28	ne Wall Rd S treet West ne Wall Rd N DTALS
	0 0 0 0	0 0 0 0	0 0 0 32	54 0	Hole in the Wall Rd S Main Street West Hole in the Wall Rd N TOTALS  2027 PM Peak To	28 0 0 99	0 0 0 0	0 0 0 0	0 0 0 <b>71</b>	0 28 0	ne Wall Rd S treet West ne Wall Rd N OTALS  AM Peak
r. + subject	0 0 0 0 0 ECT DEVELOPMENT tor + committed dev Hole in the Wall Rd N 77	0 0 0 WITH SUBJI eyed + Til growth fact Main Street West 9	0 0 0 32 32 (surv Hole in the Wall Rd S 285	54 0 0 54 Main Street East	Hole in the Wall Rd S Main Street West Hole in the Wall Rd N TOTALS  2027 PM Peak To From Main Street East	28 0 0 99 IN OPERATION + subject dev.)	0 0 0 0 0 ECT DEVELOPMENT tor + committed dev Hole in the Wall Rd N	0 0 0 0 WITH SUBJ WITH SUBJ Wain Street West	0 0 71 (surv Hole in the Wall Rd S	0 28 0 0 28 28 Main Street East 0	ne Wall Rd S treet West ne Wall Rd N OTALS  AM Peak To treet East
. + subject	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 WITH SUBJI	0 0 0 32 (surv Hole in the Wall Rd S 285 0	54 0 0 54 Main Street East 0 378	Hole in the Wall Rd S Main Street West Hole in the Wall Rd N TOTALS  2027 PM Peak To From Main Street East Hole in the Wall Rd S	28 0 0 99 IN OPERATION + subject dev.) TOTALS 423 442	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 WITH SUBJ With SuBJ Main Street West 1 10	0 0 0 71 (surv Hole in the Wall Rd S 311 0	28 0 0 28 28 Main Street East 0 179	ne Wall Rd S treet West ne Wall Rd N DTALS  AM Peak  To treet East ne Wall Rd S
r. + subject	0 0 0 0 0 ECT DEVELOPMENT tor + committed dev Hole in the Wall Rd N 77	0 0 0 WITH SUBJI eyed + Til growth fact Main Street West 9	0 0 0 32 32 (surv Hole in the Wall Rd S 285	54 0 0 54 Main Street East	Hole in the Wall Rd S Main Street West Hole in the Wall Rd N TOTALS  2027 PM Peak  TO From Main Street East Hole in the Wall Rd N Main Street West Hole in the Wall Rd N	28 0 0 99 IN OPERATION + subject dev.)	0 0 0 0 0 ECT DEVELOPMENT tor + committed dev Hole in the Wall Rd N	0 0 0 0 WITH SUBJ WITH SUBJ Wain Street West	0 0 71 (surv Hole in the Wall Rd S	0 28 0 0 28 28 Main Street East 0	ne Wall Rd S treet West ne Wall Rd N DTALS  AM Peak To treet East ne Wall Rd S treet West ne Wall Rd S
r. + subject	ECT DEVELOPMENT tor + committed dev Hole in the Wall Rd N 77 289 5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 32 (surv Hole in the Wall Rd S 285 0 14	54 0 0 54 Main Street East 0 378 5	Hole in the Wall Rd S Main Street West Hole in the Wall Rd N TOTALS  2027 PM Peak  TO From Main Street East Hole in the Wall Rd S Main Street West	28 0 0 99 IN OPERATION + subject dev.) TOTALS 423 442 41	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 WITH SUBJ WITH SUBJ Wain Street West 1 1 0 0	0 0 0 71 (surv Hole in the Wall Rd S 311 0 27	28 0 0 28 28 Main Street East 0 179 1	ne Wall Rd S treet West ne Wall Rd N DTALS  AM Peak  To treet East ne Wall Rd S treet Wall Rd S treet West
TOTA	ECT DEVELOPMENT for + committed dev Hole in the Wall Rd N 77 289 5	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 0 0 0 0 0 0	54 0 0 54 Main Street East 0 378 5 63	Hole in the Wall Rd S Main Street West Hole in the Wall Rd N TOTALS  2027 PM Peak  TO From Main Street East Hole in the Wall Rd S Main Street West Hole in the Wall Rd N TOTALS	28 0 99 IN OPERATION + subject dev.) TOTALS 423 442 41 294 1200	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 WITH SUBJ WITH SUBJ WITH SUBJ  With Street West 1 10 0 6 17	0 0 0 0 71 (surv Wall Rd S 311 0 27 241	28 0 0 28 28 Main Street East 0 179 11	AM Peak To treet East ne Wall Rd N TALS  AM Peak To treet East treet Wall Rd N TALS
TOTA  TOTA	O O O O O O O O O O O O O O O O O O O	WITH SUBJI  WITH SUBJI  WITH SUBJI  Weyed + Til growth fact  Main Street  West  9  24  0  6 39	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	54 0 0 54 Main Street East 0 378 5 63 446	Hole in the Wall Rd S Main Street West Hole in the Wall Rd N TOTALS  2027 PM Peak  To From Main Street East Hole in the Wall Rd S Main Street West Hole in the Wall Rd N TOTALS  2032 PM Peak	28 0 99 IN OPERATION + subject dev.) TOTALS 423 442 41 294 1200	0 0 0 0 0 0 ECT DEVELOPMENI tor + committed dev Hole in the Wall Rd N 111 253 13 0 377	0 0 0 WITH SUBJ Syed + Til growth fac Main Street West 1 10 0 6 17	0 0 0 0 71 71 (surve Wall Rd S 311 0 27 241 579 (surve	0 28 0 0 0 28 28 Main Street East 0 179 1 47 227	ne Wall Rd S treet West ne Wall Rd N TTALS  AM Peak To treet East treet East treet West ne Wall Rd S treet West AM Peak AM Peak
TOTA  TOTA	O O O O O O O O O O O O O O O O O O O	WITH SUBJI  WITH SUBJI  Weyed + Til growth factor  West  West  9  24  6  39  yed flows + Til growt  Main Street	(surve)	54 0 0 54 Main Street East 0 378 5 63 446	Hole in the Wall Rd S Main Street West Hole in the Wall Rd N TOTALS  2027 PM Peak  To From Main Street East Hole in the Wall Rd S Main Street West Hole in the Wall Rd S TOTALS  2032 PM Peak	28 0 99 IN OPERATION + subject dev.) TOTALS 423 442 41 294 1200	O O O O O O O O O O O O O O O O O O O	0 0 0 0 WITH SUBJ Wath fac Main Street West 1 10 6 17 yed flows + Til growt Main Street Main Street	0 0 0 0 71 71 (surve Watt Rd S 311 0 27 241 579 (surve Hole in the	0   28     0   0   28   28     28	AM Peak To treet East ne Wall Rd N TALS  AM Peak To treet East treet Wall Rd N TALS
TOTA  1 DEVELOP d develop	O O O O O O O O O O O O O O O O O O O	WITH SUBJI  WITH SUBJI  WITH SUBJI  Weyed + Til growth fact  Main Street  West  9  24  0  6 39	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	54 0 0 54 Main Street East 0 378 5 63 446	Hole in the Wall Rd S Main Street West Hole in the Wall Rd N TOTALS  2027 PM Peak  To From Main Street East Hole in the Wall Rd S Main Street West Hole in the Wall Rd N TOTALS  2032 PM Peak	28 0 0 99 IN OPERATION + subject dev.) TOTALS 423 442 41 294 1200 DEVELOPMENT d development)	0 0 0 0 0 0 ECT DEVELOPMENI tor + committed dev Hole in the Wall Rd N 111 253 13 0 377	0 0 0 WITH SUBJ Syed + Til growth fac Main Street West 1 10 0 6 17	0 0 0 0 71 71 (surve Wall Rd S 311 0 27 241 579 (surve	0 28 0 0 0 28 28 Main Street East 0 179 1 47 227	ne Wall Rd S treet West ne Wall Rd N TTALS  AM Peak To treet East treet East treet West ne Wall Rd S treet West AM Peak AM Peak
TOTA  1 DEVELOP d develop	O O O O O O O O O O O O O O O O O O O	0 0 0 0 WITH SUBJI Main Street West 9 24 0 6 39 39 pyed flows + Til growt Main Street West	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	54 0 0 54 54 Main Street East 0 378 5 63 446	Hole in the Wall Rd S Main Street West TOTALS  2027 PM Peak TO From To From Main Street East Hole in the Wall Rd S Main Street East Hole in the Wall Rd S Main Street West TOTALS  2032 PM Peak TOTALS	28 0 0 99 IN OPERATION + subject dev.)  TOTALS  423 442 41 294 1200  DEVELOPMENT TOTALS	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 0 0 0 0 0 0	0   0   0   0   0   0   0   0   0   0	0 28 0 0 0 28 28 28 28 28 28 28 28 28 28 28 27 28 27 227	ne Wall Rd S reet West  AM Peak  To  treet East ne Wall Rd N  To  treet East ne Wall Rd S  AM Peak  To  AM Peak  To
TOTA  1 DEVELOP d develop	CECT DEVELOPMENT for * committed dev development for * committed dev development for * committed dev development for * committed for * committ	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	S4   0   0   0   54     54     54	Hole in the Wall Rd S Main Street West Hole in the Wall Rd N TOTALS  2027 PM Peak  To From Main Street East Hole in the Wall Rd S Main Street West TOTALS  2032 PM Peak  TOTALS  2032 PM Peak Hole in the Wall Rd S Main Street East Hole in the Wall Rd S Main Street East Hole in the Wall Rd S Main Street East	28 0 0 99 IN OPERATION - * subject dev.) TOTALS 423 442 291 1200 DEVELOPMENT to development) TOTALS 385 453	O O O O O O O O O O O O O O O O O O O	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	Main Street   East	ne Walt Rd S reet West 1  E Walt Rd N  TALS  AM Peak  To  treet East ne Walt Rd S  treet West 1  AM Peak  To  To  TALS  To  To  To  Treet East se Walt Rd S  To  To  Treet East To  To  Treet East To  To  Treet East To  To  Treet East To  Treet West 1  To  Treet East To  Treet East To  Treet East To  Treet East S  Treet West 1
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TOTA  1 1  DEVELOP d develop of d d d d d d d d d d d d d d d d d d	ECT DEVELOPMENT for * Committed dev Hole in the Watt Rd N  77  289  5  0  371  WITHOUT SUBJECT To A factor * committed dev Hole in the Watt Rd N  815  6  0  408  ECT DEVELOPMENT for * Committed dev Hole in the Watt Rd N  815  408  WITHOUT SUBJECT for * Committed dev Hole in the Watt Rd N  817  6  0  408  WITHOUT SUBJECT for * Committed dev Hole in the Watt Rd N  408  WITHOUT SUBJECT for * Committed dev Hole in the Watt Rd N  408  WITHOUT SUBJECT for * Committed dev Hole in the Watt Rd N  408  WITHOUT SUBJECT for * Committed dev Hole in the Watt Rd N  408  WITHOUT SUBJECT for * Committed dev Hole in the Watt Rd N  402  4442  ECT DEVELOPMENT for * Committed dev Hole in the Watt Rd N  4422  ECT DEVELOPMENT for * Committed dev Hole in the Watt Rd N  Watt Rd N  4422  ECT DEVELOPMENT for * COmmitted dev Hole in the Watt Rd N  Watt Rd N  4422  ECT DEVELOPMENT for * COmmitted dev Hole in the Watt Rd N  Watt Rd N  Watt Rd N  Hole in the Watt Rd N  Watt Rd N  4422  ECT DEVELOPMENT for * COmmitted dev Hole in the Watt Rd N  WATT	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Surve	Main Street	Hole in the Wall Rd S Main Street West Hole in the Wall Rd N TOTALS  2027 PM Peak  TO From To From Main Street East Hole in the Wall Rd S Main Street East Hole in the Wall Rd S Main Street West Hole in the Wall Rd S Main Street East Hole in the Wall Rd S Main Street East Hole in the Wall Rd S Main Street East Hole in the Wall Rd S Main Street West Hole in the Wall Rd S Main Street West Hole in the Wall Rd S Main Street East Hole in the Wall Rd S Main Street East Hole in the Wall Rd S Main Street East Hole in the Wall Rd S Main Street West Hole in the Wall Rd N TOTALS  2042 PM Peak  To From Main Street East Hole in the Wall Rd N Min Street Wast Hole in the Wall Rd N TOTALS	28 0 99 IN OPERATION + subject dev.  1 23 442 41 1200  DEVELOPMENT d development) TOTALS 483 444 323 1205 IN OPERATION + subject dev.) TOTALS 451 451 451 451 451 451 451 451 451 451	O O O O O O O O O O O O O O O O O O O	0	Gaunva   Hote in the   Wall Rd S   Casara   Ca	Main Street   East	ne Walt Rd S treet West  AM Peak  To  treet East ne Walt Rd N  To  treet East ne Walt Rd S  To  treet East ne Walt Rd S  To  treet East ne Walt Rd S  AM Peak To  treet East To  treet East To  treet East To  treet East te Walt Rd N  To  treet East te Walt Rd N  To  treet East te Walt Rd N  To  treet East te Walt Rd S  treet West te Walt Rd S  treet West te Walt Rd S  AM Peak To  To  treet East To  AM Peak To  To  treet East te Walt Rd N  To  Treet Walt Rd N  To  To  Treet Walt Rd N  To  To  Treet Walt Rd N  To  To  To  Treet Walt Rd N  To  To  To  To  To  Treet Walt Rd N  To  To  To  To  To  To  Treet Walt Rd N  To  To  To  To  To  To  To  To  To  T
TOTA  1 1  DEVELOP d develop of d d d d d d d d d d d d d d d d d d	CECT DEVELOPMENT for * committed dev Matt Rd N  777  889  5 0  371  WITHOUT SUBJECT h factor * committed dev Matt Rd N  85  317  6  0  408  ECT DEVELOPMENT for * committed dev Matt Rd N  85  317  6  0  408  WITHOUT SUBJECT h factor * committed dev Matt Rd N  85  317  6  0  408  WITHOUT SUBJECT h factor * committed dev Matt Rd N  85  317  6  0  408  WITHOUT SUBJECT h factor * committed dev Matt Rd N  408  WITHOUT SUBJECT h factor * committed dev Matt Rd N  408  WITHOUT SUBJECT h factor * committed dev Matt Rd N  409  442  ECT DEVELOPMENT for * committed dev Matt Rd N  442  ECT DEVELOPMENT for * committed dev Matt Rd N  442  ECT DEVELOPMENT for * committed dev Matter	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Survive	Main Street   East	Hole in the Wall Rd S Main Street West Hole in the Wall Rd N TOTALS  2027 PM Peak  2027 PM Peak  2027 PM Peak  To From Main Street East Hole in the Wall Rd N TOTALS  2032 PM Peak  2032 PM Peak  2032 PM Peak  To From Main Street East Hole in the Wall Rd N TOTALS  2032 PM Peak  To From Main Street East Hole in the Wall Rd N TOTALS  2032 PM Peak  2032 PM Peak  To From Main Street East Hole in the Wall Rd N TOTALS  2042 PM Peak  To From Main Street East Hole in the Wall Rd N TOTALS  2042 PM Peak  To From Main Street West Hole in the Wall Rd N TOTALS  2042 PM Peak  To From Main Street East Hole in the Wall Rd N TOTALS	28 0 99 IN OPERATION + subject dev.) TOTALS 423 442 41 1200 DEVELOPMENT development) TOTALS 385 453 443 223 1205 IN OPERATION + subject dev.) TOTALS 451 441 442 323 1304 DEVELOPMENT development) TOTALS 456 451 441 443 323 1304 IN OPERATION - subject dev.)	O COMMITTED BLEET IN THE BLEET OF EVELOPMENT for + Committed end + Committed e	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Surve	Main Street   East	ie Walt Rd S reet West ie Walt Rd N TO Treet East ie Walt Rd N To Treet West ie Walt Rd N To Treet East ie Walt Rd N To Treet Walt Rd N To Treet Walt Rd N To Treet East ie Walt Rd N To Treet East ie Walt Rd N To Treet East ie Walt Rd N To Treet East Treet Walt Rd N To Treet East
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2042	AM Peak			WIIII SODA	LO I DEVELOP PIEN	IN OF ENATION	2042	PM Peak			WIIII JUDA	LCT DEVELOPMENT	IN OF ENATION
2042	Airticak		(surv	eyed + TII growth fac	tor + committed dev	v. + subject dev.)	2042	THICAK		(surve	eyed + TII growth fac	tor + committed dev	. + subject dev.
/	To	Main Street	Hole in the	Main Street	Hole in the	TOTALS		To	Main Street	Hole in the	Main Street	Hole in the	TOTALS
From		East	Wall Rd S	West	Wall Rd N	TOTALS	From		East	Wall Rd S	West	Wall Rd N	TOTALS
Main St	reet East	0	356	1	132	489	Main S	treet East	0	332	10	92	434
Hole in the	e Wall Rd S	207	0	12	300	519	Hole in t	he Wall Rd S	439	0	28	344	811
Main Str	reet West	1	32	0	15	48	Main S	treet West	6	17	0	6	29
Hole in the	e Wall Rd N	56	286	8	0	350	Hole in t	he Wall Rd N	75	373	8	0	456
TOT	TALS	264	674	21	447	1406	TO	OTALS	520	722	46	442	1730

2024 Light	AADT			SURVEYED	TRAFFIC FLOWS	2024	Heavy	AADT			SURVEYED T	RAFFIC FLO
Vehicle To	Main Street	Hole in the	Main Street	Hole in the		2024	Vehicles To	Main Street	Hole in the	Main Street	Hole in the	
From	East	Wall Rd S	West	Wall Rd N	TOTALS	From		East	Wall Rd S	West	Wall Rd N	TOTAL
Main Street East Hole in the Wall Rd	2531	2647 2	42 172	627 3029	3317 5734		treet East he Wall Rd S	0 126	136 0	0	15 55	:
Main Street West	2331	208	1/2	75	307		treet West	0	3	0	1	
Hole in the Wall Rd		3103	61	1	3676		ne Wall Rd N	15	57	1	0	
TOTALS	3066	5960	276	3732	13034	10	DIALS	141	196	4	71	
2024 Light					TRAFFIC FLOWS	2024	Heavy				BASELINE T	
Vehicle	Main Street	Hole in the	Main Street	(surveyed flows + 1 Hole in the	,		Vehicles To	Main Street	Hole in the	Main Street	(surveyed flows + T Hole in the	
From	East	Wall Rd S	West	Wall Rd N	TOTALS	From		East	Wall Rd S	West	Wall Rd N	TOTAL
Main Street East Hole in the Wall Rd	2531	2647 2	42 172	627 3029	3317 5734		treet East he Wall Rd S	0 126	136 0	0	15 55	
Main Street West	2331	208	1/2	75	307		treet West	0	3	0	1	
Hole in the Wall Rd		3103	61	1	3676		ne Wall Rd N	15	57	1	0	
TOTALS	3066	5960	276	3732	13034	10	DTALS	141	196	4	71	
<b>2026</b> Light			Ott	her committed dev	elopment flows	2026	Heavy			Ott	her committed deve	elopment f
Vehicle	Main Street	Hole in the	Main Street	Hole in the			Vehicles To	Main Street	Hole in the	Main Street	Hole in the	
From	East	Wall Rd S	West	Wall Rd N	TOTALS	From		East	Wall Rd S	West	Wall Rd N	TOTAL
Main Street East Hole in the Wall Rd	;				0		treet East he Wall Rd S					
Main Street West					0	Main St	treet West					
Hole in the Wall Rd					0		ne Wall Rd N					
TOTALS	0	0	0	0	0	10	IALO	0	0	0	0	
2027 Light	_		yed flows + Til growt	WITHOUT SUBJECT		2027	Heavy				WITHOUT SUBJECT	
Vehicle	Main Street	Hole in the	Main Street	Hole in the			Vehicles To	Main Street	Hole in the	Main Street	th factor + committe  Hole in the	
From	East	Wall Rd S	West	Wall Rd N	TOTALS	From		East	Wall Rd S	West	Wall Rd N	TOTAL
Main Street East Hole in the Wall Rd	2723	2848 2	45 185	675 3259	3569 6169		treet East he Wall Rd S	148	160 0	0	18 65	
Main Street West	25	224	1	81	331	Main St	treet West	0	4	0	1	
Hole in the Wall Rd TOTALS	3299	3339 <b>6413</b>	66 <b>297</b>	4016	3956 14025		ne Wall Rd N	18 <b>166</b>	67 <b>231</b>	1 5	0 <b>84</b>	
101/125	0233	0410	207	4010	14020		, meo	100	201	3	04	
2027 Light	_	SI	UBJECT DEVELOPME	ENT FLOWS - OPERA	ATIONAL PHASE	2027	Heavy		S	UBJECT DEVELOPME	ENT FLOWS - OPERA	TIONAL PI
Vehicle	Main Street	Hole in the	Main Street	Hole in the	TOTALS		Vehicles To	Main Street	Hole in the	Main Street	Hole in the	TOTAL
From	East	Wall Rd S	West	Wall Rd N		From		East	Wall Rd S	West	Wall Rd N	TOTAL
											0	
Main Street East Hole in the Wall Rd	596	597	0	0	597 596		treet East he Wall Rd S	0	0	0	-	
Hole in the Wall Rd Main Street West	5 596 0	0	0	0	596 0	Hole in th Main St	he Wall Rd S treet West	0	0	0	0	
Hole in the Wall Rd Main Street West Hole in the Wall Rd	5 596 0 0	0 0	0 0	0 0	596 0 0	Hole in the Main St. Hole in th	he Wall Rd S treet West ne Wall Rd N	0 0	0 0 0	0 0	0 0	
Hole in the Wall Rd Main Street West Hole in the Wall Rd TOTALS	5 596 0	0	0 0 0	0 0 0	596 0 0 1193	Hole in the Main St. Hole in th	he Wall Rd S treet West	0	0	0 0 0	0 0 0	
Hole in the Wall Rd Main Street West Hole in the Wall Rd TOTALS Light	5 596 0 1 0 596	0 0 0 597	0 0 0 0	0 0 0 0	596 0 0 1193	Hole in the Main St. Hole in th	he Wall Rd S treet West ne Wall Rd N OTALS	0 0	0 0 0	0 0 0 0	0 0 0 0	
Hole in the Wall Rd Main Street West Hole in the Wall Rd TOTALS	5 596 0 0 596 596	0 0 0 597 (survi	0 0 0 0 WITH SUBJ eyed + Til growth fac Main Street	0 0 0 0 0 ECT DEVELOPMENT tor + committed dev	596 0 0 1193	Hole in the Main St Hole in the TO	he Wall Rd S treet West ne Wall Rd N DTALS	0 0 0 0	0 0 0 0 (surv	0 0 0 0 WITH SUBJ eyed + Til growth fac Main Street	0 0 0 0 0 0 ECT DEVELOPMENT tor + committed dev	. + subject
Hole in the Wall Rd Main Street West Hole in the Wall Rd TOTALS  2027 Light Vehicle To	5 596 0 0 1 0 596 S Main Street East	0 0 0 597 (survi	0 0 0 WITH SUBJ eyed + Til growth fac Main Street West	0 0 0 0 0 0 ECT DEVELOPMENT tor + committed dev	596 0 0 1193 TIN OPERATION v. + subject dev.)	Hole in the Main St Hole in the TO 2027	he Wall Rd S treet West he Wall Rd N OTALS Heavy Vehicles	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 (surv	0 0 0 WITH SUBJ eyed + Til growth fac Main Street West	0 0 0 0 0 ECT DEVELOPMENT ttor + committed dev Hole in the Wall Rd N	. + subject
Hole in the Wall Rd Main Street West Hole in the Wall Rd TOTALS  2027 Light Vehicle To	5 596 0 0 1 0 596 S Main Street East 1	0 0 0 597 (survi	0 0 0 0 WITH SUBJ eyed + Til growth fac Main Street	0 0 0 0 0 ECT DEVELOPMENT tor + committed dev	596 0 0 1193	Hole in the Main St Hole in the TO 2027	he Wall Rd S treet West he Wall Rd N DTALS Heavy Vehicles	0 0 0 0	0 0 0 0 (surv	0 0 0 0 WITH SUBJ eyed + Til growth fac Main Street	0 0 0 0 0 0 ECT DEVELOPMENT tor + committed dev	
Hole in the Wall Rd Main Street West Hole in the Wall Rd TOTALS  2027 Light Vehicle To From Main Street East Hole in the Wall Rd Main Street West	5 596 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 597 (surw Hole in the Wall Rd S 3445 2 224	0 0 0 0 WITH SUBJ weyed + Til growth fac Main Street West 45 185	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	596 0 0 1193 IN OPERATION V. + subject dev.) TOTALS 4166 6765 331	Hole in the Main St. Hole in the TO 2027  From Main St. Hole in the Main St. Hole in the Main St.	he Wall Rd S treet West he Wall Rd N DTALS  Heavy Vehicles To  treet East he Wall Rd S treet West	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 (surv Hote in the Wall Rd S 160 0 4	0 0 0 WITH SUBJ WITH SUBJ Wain Street West 0 4	O O O O O O O O O O O O O O O O O O O	r. + subject TOTAL
Hole in the Wall Rd Main Street West Hole in the Wall Rd TOTALS  2027 Light Vehicle To From Main Street East Hole in the Wall Rd Main Street West	5 596 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 597 (surw Hole in the Wall Rd S	0 0 0 WITH SUBJ eyed + Til growth fac Main Street West 45	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	596 0 0 1193 TIN OPERATION V. + subject dev.) TOTALS 4166 6765	Hole in the Main St. Hole in the TO 2027  From Main St. Hole in the Main St.	he Wall Rd S treet West he Wall Rd N DTALS  Heavy Vehicles To  treet East he Wall Rd S	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 (surv Hole in the Wall Rd S 160 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 0 0 0 0 0 0 0	TOTAL
Hole in the Wall Rd Main Street West TOTALS  2027 Light Vehicle To From Main Street East Hole in the Wall Rd Main Street West Hole in the Wall Rd TOTALS	596 0 0 596 596 Main Street East 1 3319 25 4 550	(surw Hole in the Wall Rd S 3445 2 224 3339	0 0 0 WITH SUBJ eyed + TII growth fac Main Street West 45 185 1 66	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	596 0 0 1193 IN OPERATION v.+ subject dev.) TOTALS 4166 6765 331 3956 15218	Hole in the Main St. Hole in the TO 2027  From Main St. Hole in the Main St.	he Wall Rd S treet West he Wall Rd N DTALS  Heavy Vehicles To  treet East he Wall Rd S treet West he Wall Rd S	0   0   0   0   0   0   0   0   0   0	(surv Hole in the Wall Rd S 160 0 4	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 0 0 0 0 0 0	TOTAl
Hole in the Wall Rd Main Street West Hole in the Wall Rd TOTALS  2027 Light Vehicle To From Main Street East Hole in the Wall Rd Main Street West	S   S96   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 WITH SUBJ eyed + TII growth fac Main Street West 45 185 1 66	0 0 0 0 0 0 ECT DEVELOPMENT tor + committed dee Hole in the Wall Rd N 675 3259 81 1 4016	596 0 0 1193 I IN OPERATION V. + subject dev.) TOTALS 4166 6765 331 3956 15218	Hole in the Main St. Hole in the TO 2027  From Main St. Hole in the Main St.	he Wall Rd S treet West he Wall Rd N OTALS  Heavy Vehicles To Other East he Wall Rd S treet West he Wall Rd N	0   0   0   0   0   0   0   0   0   0	0 0 0 0 (surv Hote in the Wall Rd S 160 4 67 231	WITH SUBJECT OF THE STATE OF THE SUBJECT OF THE SUB	O O O O O O O O O O O O O O O O O O O	TOTAI
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Hole in the Wall Rd Main Street West Hole in the Wall Rd TOTALS  2027 Light Vehicle From Main Street East Hole in the Wall Rd Main Street Least Hole in the Wall Rd TOTALS  2032 Light Vehicle TOTALS  2032 Light Vehicle TOTALS  2032 Light Vehicle TOTALS  2032 Light Vehicle To T	Main Street   East	Carrel	0 0 0 0 0 WITH SUBJUST STATE S	O O O O O O O O O O O O O O O O O O O	596 0 0 1193 IN OPERATION 1- subject dev.) TOTALS 4166 6765 3311 3956 15218 DEVELOPMENT d development) TOTALS 3911 6760 361 4334 15366 IN OPERATION 1 OTALS 4508 7356 361 4334 16559 DEVELOPMENT d development) TOTALS	Hole in the Main St Hole i	he wall Rd S treet West Heavy Vehicles To treet East he wall Rn N TALS  Heavy Vehicles To treet East he wall Rd S treet West he wall Rd S treet West To treet East he wall Rd N To treet East he wall Rd N To treet East he wall Rd S treet West To To treet East he wall Rd N TALS  Heavy Vehicles To To treet East he wall Rd N TALS  Heavy Vehicles To To treet East he wall Rd N TALS  To treet West To To The Wall Rd N TO TALS  To To The Wall Rd N TO	Main Street   East   0   148   166	GSUPVE	0	CECT DEVELOPMENT for + Committed dev Aut Rad N  18 65 11 04 84 WITHOUT SUBJECT fit factor' + committed dev Aut Rad N  22 79 11 02 DECT DEVELOPMENT for + Committed dev Aut Rad N  22 ECT DEVELOPMENT for + Committed dev Aut Rad N  102 WITHOUT SUBJECT for the factor + committed dev Aut Rad N  102 WITHOUT SUBJECT fit factor + committed fit had the Wall Rad N  102 WITHOUT SUBJECT fit factor + committed fit had the Wall Rad N  102 WITHOUT SUBJECT fit factor + committed fit had the Wall Rad N  102 WITHOUT SUBJECT fit factor + committed fit had the Wall Rad N  WALL RAD N  102 WITHOUT SUBJECT fit factor + committed fit factor + committed fit had the Wall Rad N  99 99	TOTAL  TOTAL  DEVELOPP  TOTAL  IN OPERA  **Subject  TOTAL  DEVELOPP  TOTAL
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Hole in the Wall Rd Main Street West Hole in the Wall Rd TOTALS  2027 Light Vehicle  To From  Main Street East Hole in the Wall Rd Main Street West Hole in the Wall Rd Main Street East Hole in the Wall Rd Main Street East Hole in the Wall Rd Main Street East Hole in the Wall Rd TOTALS  2032 Light Vehicle  To From  Main Street East Hole in the Wall Rd TOTALS  2032 Light Vehicle To To From  Main Street East Hole in the Wall Rd Hole in the Wall Rd Main Street West Hole in the Wall Rd	Main Street   East	Survey	0 0 0 0 WITH SUBJ powth fac Main Street West 1185 1185 1185 1185 1297 West 4185 1297 West 4187 4187 4187 4187 4187 4187 4187 4187	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	596 0 0 1193 IN OPERATION .+ subject dev.) TOTALS 4166 6765 3311 3956 15218  DEVELOPMENT TOTALS 3911 6760 361 4334 15366 IN OPERATION .+ subject dev.) TOTALS 4508 7356 15218  DEVELOPMENT TOTALS 4508 7356 1528 15361 4334 15366 15361 4334 15366 15366 15361 15366 153	Hole in the Main St Mole i	he wall Rd S treet West he wall Rd S treet West he wall Rd N DTALS  Heavy Vehicles To  treet East he wall Rd S To  To  treet East he wall Rd S To  treet West he wall Rd N DTALS  Heavy Vehicles To  treet East he wall Rd S Treet West To  treet East he wall Rd S To  treet East he wall Rd S To  treet West To  treet East he wall Rd S  treet West se wall Rd N DTALS  Heavy Vehicles To  treet East se wall Rd N TO  treet East he wall Rd S  treet West se wall Rd N TO  TO  treet East he wall Rd S  To  To  treet East he wall Rd S  To  To  To  To  To  To  To  To  To  T	Main Street   East   0   148   166	Surve	0	DECT DEVELOPMENT for * Committed dev Malt Rd N  18 655 11 04 844 WITHOUT SUBJECT this factor * committed dev Malt Rd N  10 102 EET DEVELOPMENT to * Committed dev Malt Rd N  10 102 EET DEVELOPMENT to * Committed dev Malt Rd N  10 102 WITHOUT SUBJECT this factor * committed dev Malt Rd N  22 79 10 102 WITHOUT SUBJECT this factor * committed dev Malt Rd N  27 99 110 102 WITHOUT SUBJECT this factor * committed dev Malt Rd N  27 99 20 10 122	DEVELOP:  TOTA  DEVELOP:  TOTA  TOTA  TOTA  TOTA  TOTA  TOTA
Hole in the Wall Rd Main Street West Hole in the Wall Rd TOTALS  2027 Light Vehicle  2027 Wall Rd Main Street East Hole in the Wall Rd Main Street West Hole in the Wall Rd Main Street West Hole in the Wall Rd Main Street East Hole in the Wall Rd Main Street East Hole in the Wall Rd TOTALS  2032 Light Vehicle  2032 Light To From Main Street East Hole in the Wall Rd Main Street East Hole in the Wall Rd TOTALS  2042 Light Vehicle To From Main Street East Hole in the Wall Rd TOTALS  2042 Light Vehicle To From Main Street East Hole in the Wall Rd Main Street East Hole in the Wall Rd Main Street East	Main Street   East	Carrel	0 0 0 0 0 WITH SUBJUST STATE S	O O O O O O O O O O O O O O O O O O O	596 0 0 1193 IN OPERATION 1.+ subject dev.) TOTALS 4166 6765 331 331 331 301 301 TOTALS 4508 4508 4508 4508 4508 4508 4508 4508	Hole in the Main St Hole i	He wall Rd S treet West Heavy Vehicles To treet East Heavy Vehicles To	Main Street   East   0   148   166	Gaunvi	0	CECT DEVELOPMENT for + Committed dev Author Services of the Se	.+ subject TOTA  DEVELOP  IN OPERA  TOTA  TOTA  TOTA  DEVELOP  TOTA  TOTA  TOTA  TOTA  TOTA
Hole in the Wall Rd Main Street West Hole in the Wall Rd TOTALS  2027 Light Vehicle From Main Street East Hole in the Wall Rd TOTALS  2032 Light Vehicle To TOTALS  2032 Light Vehicle To TOTALS  2032 Light Vehicle To ToTALS  2032 Light ToTALS  2042 Light Light To T	Main Street East	Survey	0 0 0 0 0 WITH SUBJ proved flows + Till growth fact flows + Till growth	O O O O O O O O O O O O O O O O O O O	596 0 0 1193 IN OPERATION 1.+ subject dev.) TOTALS 4166 6765 331 331 331 301 301 TOTALS 4508 4508 4508 4508 4508 4508 4508 4508	Hole in the Main St Hole i	treet East he Wall Rd S Too treet East he Wall Rd N TALS  Heavy Vehicles To treet East he Wall Rd N TALS  Heavy Vehicles To treet East he Wall Rd N TALS  Heavy Vehicles To treet East he Wall Rd N TALS  Heavy Vehicles To treet East he Wall Rd N TALS  Heavy Vehicles To treet East he Wall Rd N TALS  Heavy Vehicles To treet East he Wall Rd S treet West he Wall Rd S To TALS  Heavy Vehicles	Main Street   East   0   188   166	Survive	0 0 0 0 WITH SUBJ powed flows + Till growth fact Main Street West 0 1 1 5 5 WITH SUBJ west 1 1 5 WITH SUBJ yeed flows + Till growth fact Main Street West 1 1 5 WITH SUBJ yeed flows + Till growth fact Main Street West 0 2 7 WITH SUBJ yeed flows + Till growth fact Main Street West 0 2 7 WITH SUBJ yeed flows + Till growth fact West 0 4 4 6 7 WITH SUBJ yeed flows + Till growth fact West 0 2 7 WITH SUBJ yeed flows + Till growth fact West 0 4 Main Street West 0 4 Main Street West 0 7 WITH SUBJ yeed flows + Till growth fact West 0 4 Main Street Main Street Main Street Main Street Main Street Main Street	CECT DEVELOPMENT for *Committed dev Malt Rd N  18 655 11 0 84 WITHOUT SUBJECT th factor *committed dev Malt Rd N  22 79 11 0 102 WITHOUT SUBJECT th factor *committed dev Malt Rd N  22 79 11 0 102 WITHOUT SUBJECT th factor *committed dev Malt Rd N  22 79 11 0 102 WITHOUT SUBJECT th factor *committed dev Malt Rd N  22 79 11 0 102 WITHOUT SUBJECT th factor *committed dev Malt Rd N  27 99 22 11 128 EECT DEVELOPMENT tor *committed dev Malt Rd N  128 EECT DEVELOPMENT tor *committed dev Malt Rd N  128 EECT DEVELOPMENT tor *committed dev Malt Rd N  128 EECT DEVELOPMENT tor *committed dev Malt Rd N  128 EECT DEVELOPMENT tor *committed dev Malt Rd N  148 EECT DEVELOPMENT tor *committed dev Malt Rd N  148 EECT DEVELOPMENT tor *committed dev Malt Rd N  148 EECT DEVELOPMENT tor *committed dev Malt Rd N  148 EECT DEVELOPMENT tor *committed dev Malt Rd N  148 EECT DEVELOPMENT tor *committed dev Malt Rd N  148 EECT DEVELOPMENT tor *committed dev Malt Rd N  148 EECT DEVELOPMENT tor *committed dev Malt Rd N  148 EECT DEVELOPMENT tor *committed dev Malt Rd N  148 EECT DEVELOPMENT tor *committed dev Malt Rd N  148 EECT DEVELOPMENT tor *committed dev Malt Rd N  148 EECT DEVELOPMENT tor *committed dev Malt Rd N  148 EECT DEVELOPMENT tor *committed dev Malt Rd N  148 EECT DEVELOPMENT tor *committed dev Malt Rd N  148 EECT DEVELOPMENT tor *committed dev Malt Rd N  149 EECT DEVELOPMENT tor *committed dev Malt Rd N  149 EECT DEVELOPMENT tor *committed dev Malt Rd N  149 EECT DEVELOPMENT tor *committed dev Malt Rd N  149 EECT DEVELOPMENT tor *committed dev Malt Rd N  140 EECT DEVELOPMENT tor *committed dev Malt Rd N  140 EECT DEVELOPMENT tor *committed dev Malt Rd N  140 EECT DEVELOPMENT tor *committed dev Malt Rd N  140 EECT DEVELOPMENT tor *committed dev Malt Rd N  140 EECT DEVELOPMENT tor *committed dev Malt Rd N  140 EECT DEVELOPMENT tor *committed dev Malt Rd N  140 EECT DEVELOPMENT tor *committed dev Malt Rd N  140 EECT DEVELOPMENT tor *committed dev Malt Rd N  140 EECT DEVELOPMENT tor *committed dev Malt Rd N  140 EECT DEVELOPMENT	TOTAL  DEVELOPP  IN OPERA  + subject  TOTAL  TOTAL  IN OPERA  TOTAL  IN OPERA  TOTAL  IN OPERA  TOTAL  IN OPERA  TOTAL  TOTAL  TOTAL  TOTAL
Hole in the Wall Rd Main Street West Light Vehicle From Main Street East Hole in the Wall Rd Main Street East Hole in the Wall Rd Main Street East Hole in the Wall Rd Main Street West Hole in the Wall Rd Main Street East Hole in the Wall Rd TOTALS  2032 Light Vehicle To From Main Street East Hole in the Wall Rd Main Street East Light Vehicle Light Light Vehicle Light Vehic	Main Street   East	Carrel	0 0 0 0 0 WITH SUBJUST STATE S	O O O O O O O O O O O O O O O O O O O	596 0 1193 IN OPERATION 1+ subject dev.) TOTALS 4166 6765 3311 33956 15218 DEVELOPMENT dd development) TOTALS 3911 6760 361 4334 15366 IN OPERATION 1- subject dev.) TOTALS 4508 4508 10 OPERATION 1- subject dev.) TOTALS 4508 10 OPERATION 1- subject dev.) TOTALS 4508 11 OPERATION 1- subject dev.) TOTALS 4508 16559 DEVELOPMENT dd development) TOTALS 4211 7330 392 4899 16662	Hole in the Main St Hole i	he wall Rd S treet West he wall Rd No Treet West he wall Rd No Treet West he wall Rd No Treet East he wall Rd No Treet Ea	Main Street   East   0   148   166	Gaunvi	0	CET DEVELOPMENT for *Committed dev Hole in the Hole in the Wall Rd N  22  79  10  10  10  10  10  10  10  10  10  1	C.+ subject  TOTAL  DEVELOPM  d developm  TOTAL  IN OPERA  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  IN OPERA  TOTAL  TOTAL  IN OPERA  TOTAL  TOTAL  TOTAL
Hole in the Wall Rd Main Street West Hole in the Wall Rd TOTALS  2027 Light Vehicle  To From Main Street West Hole in the Wall Rd Main Street West Hole in the Wall Rd TOTALS  2032 Light Wehicle  To From Main Street Bast Hole in the Wall Rd Main Street West Hole in the Wall Rd TOTALS  2032 Light Wehicle To From Main Street East Hole in the Wall Rd TOTALS  2042 Light To From Main Street Bast Hole in the Wall Rd TOTALS  2042 Light To To From Main Street West Hole in the Wall Rd TOTALS  2042 Light Vehicle  To From To From To From Main Street West Hole in the Wall Rd TOTALS  2042 Light Vehicle  2042 Light To From To From Main Street East Hole in the Wall Rd Main Street West Hole in the Wall Rd Main Street East	Main Street   East   1   1   1   1   1   1   1   1   1	Survey	0 0 0 0 WITH SUBJ proved flows + Till growth face Main Street West 1185 1297 West 185 1297 West	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	596 0 0 1193 IN OPERATION 1.+ subject dev.) TOTALS 4166 6765 3351 3956 15218 DEVELOPMENT 10 didevelopment) TOTALS 3911 4334 15366 IN OPERATION 10 TOTALS 4508 7356 361 4334 16559 DEVELOPMENT 10 TOTALS 4508 7356 4508 7356 15218 IN OPERATION 10 TOTALS 4508 7356 10 TOTALS 4609 10 TOTALS	Hole in the Main St Hole i	he wall Rd S treet West he wall Rd No TALS  Heavy Vehicles To ttreet East he wall Rd No TALS  Heavy Vehicles To treet East he wall Rd No TALS  Heavy Vehicles To treet East he wall Rd No TALS  Heavy Vehicles To treet East he wall Rd No TALS  Heavy Vehicles To treet East he wall Rd No TALS  Heavy Vehicles To treet East he wall Rd No TALS  Heavy Vehicles To treet East he Wall Rd No TALS  Heavy Vehicles To treet East he Wall Rd No TALS  Heavy Vehicles To treet East he Wall Rd No TALS  Heavy Vehicles To treet East he Wall Rd No TALS	Main Street   East   0   148   166	Survive	0	CET DEVELOPMENT for *Committed dev Malt Rad N  18 655 11 0 844 WITHOUT SUBJECT th factor * committed dev Malt Rad N  102 779 11 0 102 WITHOUT SUBJECT th factor * committed dev Malt Rad N  22 79 11 0 102 WITHOUT SUBJECT th factor * committed dev Malt Rad N  29 99 22 18 102 WITHOUT SUBJECT th factor * committed dev Malt Rad N  102 102 WITHOUT SUBJECT th factor * committed dev Malt Rad N  27 97 128 ECT DEVELOPMENT to * committed dev Malt Rad N  127 99 22 128	TOTAL  DEVELOPP  IN OPERA  + subject  TOTAL
Hole in the Wall Rd Main Street West Hole in the Wall Rd TOTALS  2027 Light Vehicle To From Main Street East Hole in the Wall Rd TOTALS  2032 Light Vehicle To From Main Street Wall Rd Main Street Wall Rd Main Street West Hole in the Wall Rd TOTALS  2032 Light Vehicle To From Main Street West Hole in the Wall Rd TOTALS  2032 Light Vehicle To To From Main Street West Hole in the Wall Rd TOTALS  2042 Light Vehicle To From Main Street East Hole in the Wall Rd TOTALS  2042 Light Vehicle To To From Main Street East Hole in the Wall Rd TOTALS  2042 Light Vehicle Light Light Light Vehicle Light Vehicle Light Vehicle Light Light Light Light Light Light Light Vehicle Light Li	Main Street   East   1   3   3   3   3   3   3   3   3   3	Caure	0 0 0 0 0 WITH SUBJ SUPPER TILL GOVERN THE SUBJ HISTORY T	O O O O O O O O O O O O O O O O O O O	596 0 0 1193 IN OPERATION . + subject dev.) TOTALS 4166 6765 3311 39566 15218 DEVELOPMENT d development) TOTALS 3911 6760 361 4334 15366 IN OPERATION . + subject dev.) TOTALS 4508 7356 361 4334 15369 DEVELOPMENT d development) TOTALS 4508 7356 361 4334 16559 DEVELOPMENT TOTALS 4241 7330 3922 4699 16667 IN OPERATION L + subject dev.) TOTALS	Hole in the Main St Mole in the Mole in th	he wall Rd S treet West he wall Rd No treet West he wall Rd No treet West he wall Rd No treet East he wall Rd No treet West he wall Rd No treet West he wall Rd No treet East he wall Rd No treet East he wall Rd No treet East he wall Rd No treet West he wall Rd No treet East he wall Rd No treet East he wall Rd No treet East he wall Rd No treet West he wall Rd No treet East he wall Rd No treet West he wall Rd No treet East	Main Street   East   0   182   204	Gaunve	0 0 0 0 WITH SUBJ powth fac. Main Street West 0 1 1 5 5 WITH SUBJ wyed flows + Till growth fac. Main Street West 1 1 5 WITH SUBJ wyed flows + Till growth fac. West 0 1 1 5 WITH SUBJ wyed flows + Till growth fac. West 0 1 1 7 WITH SUBJ wyed flows + Till growth fac. West 0 1 1 7 WITH SUBJ wyed flows + Till growth fac. West 0 1 1 1 7 WITH SUBJ wyed flows + Till growth fac. West 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	CECT DEVELOPMENT for + Committed dev Walt Rd N  18 655 11 04 844 WITHOUT SUBJECT III factor's committed dev Walt Rd N  102 79 1102 EET DEVELOPMENT for + committed dev Walt Rd N  22 EET DEVELOPMENT for + committed dev Walt Rd N  22 WITHOUT SUBJECT III for the Walt Rd N  22 WITHOUT SUBJECT III for the Walt Rd N  27 99 102 102 WITHOUT SUBJECT III for the Walt Rd N  27 99 22 0 128 EET DEVELOPMENT for + committed walt Rd N  27 99 24 0 128 EET DEVELOPMENT for + committed walt Rd N  27 27 99 26 128 EET DEVELOPMENT for + committed walt Rd N  40 40 40 40 40 40 40 40 40 40 40 40 40	DEVELOPPE  TOTAL  IN OPERA  ** Subject  TOTAL  IN OPERA  ** TOTAL  IN OPERA  ** TOTAL  IN OPERA  ** TOTAL  TOTAL  IN OPERA  ** TOTAL  TOTAL

2024 AM Peak	(08:00-09:00)			SURVEYED 1	TRAFFIC FLOWS	2024	PM Peak	(17:00-18:00)			SURVEYED T	RAFFIC FLO
То	Hole in the	Marrsfield	Hole in the	Clongriffin	TOTALS		То	Hole in the	Marrsfield	Hole in the	Clongriffin Avenue (W)	TOTAL
From Hole in the Wall Rd N	Wall Rd N	Avenue (E)	Wall Rd S 166	Avenue (W)	354	From Hole in the	Wall Rd N	Wall Rd N	Avenue (E)	Wall Rd S 230	Avenue (W)	
Marrsfield Avenue (E)	57	0	26	208	291	Marrsfield A		24	0	31	93	
Hole in the Wall Rd S	167	20	0	159	346	Hole in the		197	27	0	114	
Clongriffin Avenue (W)	106	135	78	0	319	Clongriffin A		63	126	115	0	
TOTALS	330	202	270	508	1310	TOTA	ALS	284	207	376	288	1
2024 AM Peak					TRAFFIC FLOWS	2024	PM Peak				BASELINE T	
To	Hole in the	Marrsfield	Hole in the	(surveyed flows + T Clongriffin			To	Hole in the	Marrsfield	Hole in the	(surveyed flows + T Clongriffin	
From	Wall Rd N	Avenue (E)	Wall Rd S	Avenue (W)	TOTALS	From		Wall Rd N	Avenue (E)	Wall Rd S	Avenue (W)	TOTA
Hole in the Wall Rd N	0	47	166	141	354	Hole in the		0	54	230	81	
Marrsfield Avenue (E)	57	0	26	208	291	Marrsfield A		24	0	31	93	
Hole in the Wall Rd S Clongriffin Avenue (W)	167 106	20 135	78	159	346 319	Hole in the Clongriffin A		197 63	27 126	0 115	114	
TOTALS	330	202	270	508	1310	TOTA		284	207	376	288	:
2026 AM Peak	Hole in the	Marrsfield	Hole in the	her committed dev	elopment flows	2026	PM Peak	Hole in the	Marrsfield	Hole in the	her committed deve	elopment
From	Wall Rd N	Avenue (E)	Wall Rd S	Clongriffin Avenue (W)	TOTALS	From	То	Wall Rd N	Avenue (E)	Wall Rd S	Clongriffin Avenue (W)	TOTA
Hole in the Wall Rd N		, ,		,	0	Hole in the	Wall Rd N		,		,	
Marrsfield Avenue (E)					0	Marrsfield A						
Hole in the Wall Rd S					0	Hole in the						
Clongriffin Avenue (W) TOTALS	0	0	0	0	0	Clongriffin A		0	0	0	0	
1011123	U	U I	-	-		1017	120	U	U			
2027 AM Peak		(surve		WITHOUT SUBJECT th factor + committe		2027	PM Peak		(surve	yed flows + TII growt	WITHOUT SUBJECT th factor + committe	
То	Hole in the	Marrsfield	Hole in the	Clongriffin	TOTALS		То	Hole in the	Marrsfield	Hole in the	Clongriffin	TOTA
From	Wall Rd N	Avenue (E)	Wall Rd S	Avenue (W)		From		Wall Rd N	Avenue (E)	Wall Rd S	Avenue (W)	IUIA
Hole in the Wall Rd N Marrsfield Avenue (E)	0	51	179	152	382	Hole in the		0	58	247	87	
Hole in the Wall Rd S	61 180	0 22	28 0	224 171	313 373	Marrsfield A Hole in the		26 212	0 29	33	100 123	
Clongriffin Avenue (W)	114	145	84	0	343	Clongriffin A		68	136	124	123	
TOTALS	355	218	291	547	1411	TOTA		306	223	404	310	
OOO7 AM Dools		61	IDJECT DEVELORM	ENT FLOWS - OPERA	TIONAL BUACE	2027	DM Deals		61	UBJECT DEVELOPME	THE FLOWE OPERA	TIONAL F
2027 AM Peak	Hole in the	Marrsfield	Hole in the	Clongriffin		2027	PM Peak To	Hole in the	Marrsfield	Hole in the	Clongriffin	
From	Wall Rd N	Avenue (E)	Wall Rd S	Avenue (W)	TOTALS	From		Wall Rd N	Avenue (E)	Wall Rd S	Avenue (W)	TOTA
Hole in the Wall Rd N	0	3	0	0	3	Hole in the		0	4	0	0	
Marrsfield Avenue (E) Hole in the Wall Rd S	5	0	0	10	15 0	Marrsfield A Hole in the		0	0	0	7	
Clongriffin Avenue (W)	0	6	0	0	6	Clongriffin A		0	7	0	0	
TOTALS	5	9	0	10	24	TOTA		2	11	0	7	
											-	
2027 AM Peak			WITH SUBJ	ECT DEVELOPMENT	IN OPERATION					WITH SUBJ	ECT DEVELOPMENT	IN OPERA
_			eyed + TII growth fac	tor + committed dev		2027	PM Peak	11.1.2.11.		eyed + TII growth fac		
To From	Hole in the Wall Rd N	Marrsfield	eyed + TII growth fac Hole in the	tor + committed dev			PM Peak	Hole in the	Marrsfield	eyed + TII growth fac Hole in the	tor + committed dev	. + subjec
From	Wall Rd N	Marrsfield Avenue (E)	eyed + TII growth fac Hole in the Wall Rd S	tor + committed dev	r. + subject dev.) TOTALS	2027 From Hole in the	To	Wall Rd N	Marrsfield Avenue (E)	eyed + TII growth fac Hole in the Wall Rd S	tor + committed dev Clongriffin Avenue (W)	. + subject
From Hole in the Wall Rd N Marrsfield Avenue (E)		Marrsfield	eyed + TII growth fac Hole in the	ctor + committed dev Clongriffin Avenue (W)	v. + subject dev.)	From Hole in the Marrsfield A	To Wall Rd N Avenue (E)		Marrsfield	eyed + TII growth fac Hole in the	tor + committed dev	. + subject
From Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd S	Wall Rd N 0 66 180	Marrsfield Avenue (E) 54 0 22	Hole in the Wall Rd S  179 28	Clongriffin Avenue (W) 152 234 171	7. + subject dev.)  TOTALS  385  328  373	From Hole in the Marrsfield A	Wall Rd N Avenue (E) Wall Rd S	Wall Rd N 0 28 212	Marrsfield Avenue (E) 62 0 29	Hole in the Wall Rd S 247 33	Clongriffin Avenue (W) 87 107 123	. + subject
From Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd S Clongriffin Avenue (W)	Wall Rd N 0 66 180 114	Marrsfield Avenue (E) 54 0 22 151	Hole in the Wall Rd S  179 28 0 84	Clongriffin Avenue (W) 152 234 171	TOTALS  385 328 373 349	From Hole in the Marrsfield A Hole in the Clongriffin A	Wall Rd N Avenue (E) Wall Rd S Avenue (W)	Wall Rd N 0 28 212 68	Marrsfield Avenue (E) 62 0 29 143	Hole in the Wall Rd S  247  33  0 124	Clongriffin Avenue (W)  87 107 123	TOTA
From Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd S	Wall Rd N 0 66 180	Marrsfield Avenue (E) 54 0 22	eyed + Til growth fac Hole in the Wall Rd S 179 28 0 84 291	Clongriffin Avenue (W) 152 234 171 0	7. + subject dev.)  TOTALS  385  328  373  349  1435	From Hole in the Marrsfield A	Wall Rd N Avenue (E) Wall Rd S Avenue (W)	Wall Rd N 0 28 212	Marrsfield Avenue (E) 62 0 29	eyed + Til growth fac  Hole in the  Wall Rd S  247  33  0  124  404	Clongriffin Avenue (W)  87 107 123 0 317	TOTA
From Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd S Clongriffin Avenue (W)	Wall Rd N 0 66 180 114	Marrsfield Avenue (E) 54 0 22 151 227	Hole in the Wall Rd S  179 28 0 84 291	Clongriffin Avenue (W)  152 234 171 0 557	TOTALS  385 328 373 349 1435	From Hole in the Marrsfield A Hole in the Clongriffin A	Wall Rd N Avenue (E) Wall Rd S Avenue (W)	Wall Rd N 0 28 212 68	Marrsfield Avenue (E) 62 0 29 143 234	Hole in the Wall Rd S  247 33 0 124 404	tor + committed dev Clongriffin Avenue (W)  87 107 123 0 317	TOTA  1 DEVELOP
From Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd S Clongriffin Avenue (W) TOTALS  2032 AM Peak	Wall Rd N 0 66 180 114	Marrsfield Avenue (E) 54 0 22 151 227	Hole in the Wall Rd S  179 28 0 84 291	Clongriffin Avenue (W)  152 234 171 0 557  WITHOUT SUBJECT th factor + committee	TOTALS  385 328 373 349 1435  DEVELOPMENT and development)	From Hole in the Marrsfield A Hole in the Clongriffin A	To Wall Rd N Avenue (E) Wall Rd S Avenue (W) ALS PM Peak	Wall Rd N 0 28 212 68	Marrsfield Avenue (E) 62 0 29 143 234	eyed + Til growth fac  Hole in the  Wall Rd S  247  33  0  124  404	Clongriffin Avenue (W)  87 107 123 0 317  WITHOUT SUBJECT	TOTA  1 DEVELOP d develop
From Hote in the Wall Rd N Marrsfield Avenue (E) Hote in the Wall Rd S Clongriffin Avenue (W) TOTALS  2032 AM Peak To	Wall Rd N  0 66 180 114 360	Marrsfield Avenue (E) 54 0 22 151 227	eyed + Til growth fac  Hole in the  Wall Rd S  179  28  0  84  291	Clongriffin Avenue (W)  152 234 171 0 557	TOTALS  385 328 373 349 1435	From Hole in the Marrsfield A Hole in the Clongriffin A	Wall Rd N Avenue (E) Wall Rd S Avenue (W)	Wall Rd N  28 212 68 308	Marrsfield Avenue (E) 62 0 29 143 234	## Hole in the Wall Rd S  247  33  0  124  404	tor + committed dev Clongriffin Avenue (W)  87 107 123 0 317	TOTA  DEVELOP d develop
From Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd S Zlongriffin Avenue (W) TOTALS  2032 AM Peak To From Hole in the Wall Rd N	Wall Rd N	Marrsfield Avenue (E)  54  0 22 151 227  (surve Marrsfield Avenue (E) 55	eyed + Til growth fac  Hole in the  Wall Rd S  179  28  0  84  291  yed flows + Til grow  Hole in the  Wall Rd S	ctor+committed dev Clongriffin Avenue (W) 152 234 171 0 557 WITHOUT SUBJECT th factor+committe Clongriffin Avenue (W) 166	TOTALS  385 328 373 349 1435  DEVELOPMENT at development) TOTALS  417	From Hole in the Marrsfield / Hole in the Clongriffin F TOTA  2032  From Hole in the	To Wall Rd N Avenue (E) Wall Rd S Avenue (W) ALS PM Peak To Wall Rd N	Wall Rd N	Marrsfield Avenue (E)  62  0 29 143 234  (surve Marrsfield Avenue (E)  64	eyed + Til growth fac  Hole in the  Wall Rd S  247  333  0  124  404  404  Power of flows + Til growth Hole in the  Wall Rd S  271	tor + committed dev Clongriffin Avenue (W)  87 107 123 0 317 WITHOUT SUBJECT th factor + committe Clongriffin Avenue (W)  96	TOTA  DEVELOP d develop
From Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd S Clongriffin Avenue (W) TOTALS  2032 AM Peak To From Hole in the Wall Rd N Marrsfield Avenue (E)	Wall Rd N  66 180 114 360  Hole in the Wall Rd N  67	Marrsfield Avenue (E)  54  0  22  151  227  (surve Marrsfield Avenue (E)  55  0	yed flows + Til growth fac  Hole in the  Wall Rd S  179  28  0  844  291  yed flows + Til grow  Hole in the  Wall Rd S  31  31	ctor+committed dev Clongriffin Avenue (W) 152 234 171 0 557 WITHOUT SUBJECT th factor+committe Clongriffin Avenue (W) 166 245	70TALS  385 328 373 349 1435  DEVELOPMENT dd development)  TOTALS  417 343	From Hole in the Marrsfield J Hole in the Clongriffin A TOTA  2032  From Hole in the Marrsfield J	To  Wall Rd N  Avenue (E)  Wall Rd S  Avenue (W)  ALS  PM Peak  To  Wall Rd N  Avenue (E)	Wall Rd N  28 212 68 308  Hole in the Wall Rd N  28	Marrsfield Avenue (E) 62 0 29 143 234 (surve	weekeyed + Till growth face  Hole in the  Wall Rd S  247  33  0  124  404  404  Hole in the  Wall Rd S  271  37	tor + committed dev Clongriffin Avenue (W) 87 107 123 317 WITHOUT SUBJECT th factor + committe Clongriffin Avenue (W) 96 110	TOTA  1 DEVELOP d develop
From Hote in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd S Clongriffin Avenue (W) TOTALS  2032 AM Peak To From Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd S	Wall Rd N  66 180 114 360  Hote in the Wall Rd N  67 197	Marrsfield Avenue (E)  54  0 22 151 227  (surve Marrsfield Avenue (E)  55  0 24	eyed + Til growth fac  Hote in the  Wall Rd S  179 28 0 84 291  yed flows + Til grow  Hote in the  Wall Rd S  196 31	ctor+committed dev Clongriffin Avenue (W) 152 234 171 0 557 WITHOUT SUBJECT th factor+committe Clongriffin Avenue (W) 166	TOTALS  385 328 373 349 1435  DEVELOPMENT TOTALS  TOTALS  DEVELOPMENT TOTALS  417 343 408	From Hole in the Marrsfield / Hole in the Clongriffin / TOT/ 2032  From Hole in the Marrsfield / Hole in the	Wall Rd N Avenue (E) Wall Rd S Avenue (W) ALS  PM Peak To  Wall Rd N Avenue (E) Wall Rd N Avenue (E) Wall Rd S	Wall Rd N  28 212 68 308  Hote in the Wall Rd N  0 28 232	Marrsfield Avenue (E) 62 0 29 143 234 (surve Marrsfield Avenue (E) 64 0 32	eyed + Til growth fac  Hote in the  Wall Rd S  247  33  0  124  404  404  eyed flows + Til growt  Hote in the  Wall Rd S  271  37  0	tor + committed dev Clongriffin Avenue (W)  87  107  123  0  317  WITHOUT SUBJECT th factor + committe Clongriffin Avenue (W)  96  110  134	TOTA  1 DEVELOP d develop
From Hote in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd S Clongriffin Avenue (W) TOTALS  2032 AM Peak To From Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd S	Wall Rd N  66 180 114 360  Hole in the Wall Rd N  67	Marrsfield Avenue (E)  54  0  22  151  227  (surve Marrsfield Avenue (E)  55  0	yed flows + Til growth fac  Hole in the  Wall Rd S  179  28  0  844  291  yed flows + Til grow  Hole in the  Wall Rd S  31  31	ctor+committed dev Clongriffin Avenue (W) 152 234 171 0 557 WITHOUT SUBJECT th factor+committe Clongriffin Avenue (W) 166 245 187	70TALS  385 328 373 349 1435  DEVELOPMENT dd development)  TOTALS  417 343	From Hole in the Marrsfield J Hole in the Clongriffin A TOTA  2032  From Hole in the Marrsfield J	Wall Rd N Avenue (E) Wall Rd S Avenue (W) ALS PM Peak To Wall Rd N Avenue (E) Wall Rd N Avenue (E) Wall Rd S Avenue (W)	Wall Rd N  28 212 68 308  Hole in the Wall Rd N  28	Marrsfield Avenue (E) 62 0 29 143 234 (surve	weekeyed + Till growth face  Hole in the  Wall Rd S  247  33  0  124  404  404  Hole in the  Wall Rd S  271  37	tor + committed dev Clongriffin Avenue (W) 87 107 123 317 WITHOUT SUBJECT th factor + committe Clongriffin Avenue (W) 96 110	TOTA  TOTA  DEVELOP d develop TOTA
From Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd S Clongriffin Avenue (W) TOTALS  2032 AM Peak To From Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd N TOTALS	Wall Rd N  66 180 114 360  Hote in the Wall Rd N  67 197 125	Marrsfield Avenue (E)  54  0 22 151 227  (surve Marrsfield Avenue (E)  55  0 24 159	week - Til growth fac Hole in the Wall Rd S	ctor + committed dev Clongriffin Avenue (W) 152 234 171 0 557 WITHOUT SUBJECT th factor + committe Clongriffin Avenue (W) 166 245 187	. + subject dev.) TOTALS  385 328 373 349 1435  DEVELOPMENT of development) TOTALS  417 343 408 376 1544	From Hole in the Marrield / Hole in the Clongiffin A  2032  From Hole in the Clongiffin A  TOTA	To Wall Rd N Avenue (E) Wall Rd S Avenue (W) ALS  PM Peak To Wall Rd N Avenue (E) Wall Rd S Avenue (W) ALS	Wall Rd N   0   28   212   68   308	Marrsfield Avenue (E) 62 29 143 234  (surve) Marrsfield Avenue (E) 64 0 32 149	eyed + Til growth fac Hote in the Wall Rd S 247 33 0 124 404 404 404 406 Hote in the Wall Rd S 271 37 0 136 444	tor + committed dev Clongriffin Avenue (W) 87 107 123 0 317 WITHOUT SUBJECT th factor + committe Clongriffin Avenue (W) 96 110 134	TOTA  DEVELOP  d develop  TOTA
From Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd S Clongriffin Avenue (W) TOTALS  2032 AM Peak To From Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd N TOTALS  2032 AM Peak 2032 AM Peak	Wall Rd N  66 180 114 360  Hote in the Wall Rd N  67 197 125 389	Marrsfield   Avenue (E)	with subsection of the subsect	tor + committed de- Clongriffin Avenue (W) 152 234 171 0 557 WITHOUT SUBJECT th Lactor + committed Clongriffin Avenue (W) 166 245 187 0 598 ECT DEVELOPMENT	. + subject dev.)  TOTALS  385 328 373 349 1435  DEVELOPMENT  TOTALS  417 343 408 376 1544  IN OPERATION + subject dev.)	From Hole in the Marrsfield / Hole in the Clongriffin A TOTA 2032  From Hole in the Marrsfield / Hole in the Clongriffin A	To Wall Rd N Wall Rd S Avenue (E) Wall Rd S Avenue (W) ALS  PM Peak  To Wall Rd N Avenue (E) Wall Rd S Avenue (W) ALS	Wall Rd N  28 212 68 308  Hote in the Wall Rd N  0 22 232 74 334	Marrsfield   Avenue (E)	eyed + Til growth fac Hote in the Wall Rd S 247 33 0 124 404 404 404 406 Hote in the Wall Rd S 271 37 0 136 444	tor + committed dev Clongriffin Avenue (W) 87 107 107 123 0 337 WITHOUT SUBJECT th factor + committe Clongriffin Avenue (W) 96 110 134 0 3400 ECT DEVELOPMENT tor + committed dev	TOTA  DEVELOP  TOTA  IN OPERA  **  **  **  **  **  **  **  **  **
From Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd S Clongriffin Avenue (W) TOTALS  2032 AM Peak To From Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd N TOTALS  2032 AM Peak TO TOTALS	Walt Rd N  66 180 1144 360  Hole in the Walt Rd N  197 197 125 389	Marrsfield   Avenue (E)	eyed + Til growth face  Walt Rd S  179  28  0  844  291  With RdS  106  106  31  0  92  319  With Subsept of the Hole in the H	tor - committed des Clongriffin Avenue (W) 152 234 171 0 557 WITHOUT SUBJECT th factor - committed Avenue (W) 168 169 169 169 169 169 169 169 169 169 169	. + subject dev.)  TOTALS  385 328 373 349 1435  DEVELOPMENT  TOTALS  417 343 408 376 1544  IN OPERATION + subject dev.)  TOTALS	From Hote in the Marsfield // Hote in the Clongriffin // 2032  From Hote in the Marsfield // Hote in the Clongriffin // 2032	To Watt Rd N Avenue (E) Watt Rd S twenue (W) ALS PM Peak To Watt Rd N Avenue (E) Watt Rd S twenue (W) ALS PM Peak To	Wall Rd N  28 212 688 308  Hole in the Wall Rd N  28 232 74 334  Hole in the Wall Rd N	Marrsfield   Avenue (E)	weet of Til growth face Walt Rds 247 33 0 124 404 Hole in the Walt Rds 271 37 0 136 444 WITH SUBJ	tor + committed dev Clongriffin Avenue (W) 87 107 123 0 31 Clongriffin Avenue (W) 96 110 340 CT DEVELOPMENT for * Committed dev	TOTA  DEVELOP  TOTA  IN OPERA  **  **  **  **  **  **  **  **  **
From Hote in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd S Clongriffin Avenue (W) TOTALS  2032 AM Peak To From Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd S Clongriffin Avenue (W) TOTALS  2032 AM Peak To From Hole in the Wall Rd S Longriffin Avenue (W) TOTALS	Walt Rd N	Marrsfield Avenue (E)  4 0 22  151  227  (surve E)  4 4 4 4 4 4 5 6 6 6 6 6 6 6 6 6 6 6 6 6	weet a Til growth face Watt Rd S 179 28 28 44 291  yeet flows + Til grow Hole in the Watt Rd S 19 31 90 291 WIT HOUSE WITH SUB- WITH SUB- WITH SUB- WITH SUB- WITH SUB- Hole in the Watt Rd 1196 1196 1196 1196 1196 1196 1196 119	tor + committed de- Clongriffin Avenue (W) 152 2344 1771 0 557 WITHOUT SUBSECT this actor + committed de- Clongriffin Avenue (W) 186 245 187 0 196 245 187 Clongriffin Avenue (Google	. + subject dev.)  TOTALS  385 328 373 349 1435  DEVELOPMENT  TOTALS  TOTALS  107 107 107 107 107 107 107 107 107 10	From Hole in the Marsfield J Hole in the Clongriffin n TOTA 2032  From Hole in the Marsfield J Hole in the Clongriffin A TOTA 2032	To Watt Rd N Avenue (E) Watt Rd S Avenue (W) ALS PM Peak To Watt Rd N Avenue (E) Watt Rd S Avenue (W) ALS PM Peak To Watt Rd N Watt Rd N	Wall Rd N	Marrsfield   Avenue (E)	weet of 11 growth face Well Rd S 247 33 01 124 404 404 404 404 404 404 404 404 404 4	tor + committed dev Clongriffin Avenue (W) 87 107 107 123 0 317 WITHOUT SUBSECT this dator + committed Clongriffin Avenue (W) 134 0 340 ECT DEVELOPMENT tor + committed or tor + committed or Clongriffin Avenue (W) 96	TOTA  1 DEVELOP TOTA  1 TOTA  1 TOTA
From Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd S Clongriffin Avenue (W) TOTALS  2032 AM Peak To From Hole in the Wall Rd N Marrsfield Avenue (E)  2032 AM Peak To TOTALS  2032 AM Peak To TOTALS	Walt Rd N  66 180 1144 360  Hole in the Walt Rd N  197 197 125 389	Marrsfield   Avenue (E)	eyed + Til growth face  Walt Rd S  179  28  0  844  291  With RdS  106  106  31  0  92  319  With Subsept of the Hole in the H	tor - committed des Clongriffin Avenue (W) 152 234 171 0 557 WITHOUT SUBJECT th factor - committed Avenue (W) 168 169 169 169 169 169 169 169 169 169 169	. + subject dev.)  TOTALS  385 328 373 349 1435  DEVELOPMENT  TOTALS  417 343 408 376 1544  IN OPERATION + subject dev.)  TOTALS	From Hole in the Marsfield / Hole in the Clongriffin A 2032  From Hole in the Clongriffin A TOT/ 2032  From Hole in the Clongriffin A TOT/ 2032	To  Wall Rd N Avenue (E) Wall Rd S Avenue (W) ALS  PM Peak  To  Wall Rd S Avenue (W) ALS  PM Peak  To  Wall Rd S Avenue (E) Wall Rd N Avenue (E) Wall Rd N Avenue (E)	Wall Rd N  28 212 688 308  Hole in the Wall Rd N  28 232 74 334  Hole in the Wall Rd N	Marrsfield   Avenue (E)	weet of Til growth face Walt Rds 247 33 0 124 404 Hole in the Walt Rds 271 37 0 136 444 WITH SUBJ	tor + committed dev Clongriffin Avenue (W) 87 107 123 0 31 Clongriffin Avenue (W) 96 110 340 CT DEVELOPMENT for * Committed dev	TOTA  1 DEVELOP d develop TOTA
From Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd S Clongriffin Avenue (W) TOTALS  2032 AM Peak To From Hole in the Wall Rd S Clongriffin Avenue (W) TOTALS  2032 AM Peak To From Marrsfield Avenue (E) Hole in the Wall Rd S Clongriffin Avenue (W) TOTALS  2032 AM Peak To From Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd N	Walk Rd N	Marrsfield Avenue (E)  54  54  54  64  62  22  151  227  (surver  Marrsfield Avenue (E)  55  62  24  159  238  Marrsfield Avenue (E)  55  65  65  65  65  65  65  65  65  6	yed 1 Til growth face Walt Rd S 179 28 84 291 yed flows + Til growth Hole in the Walt Rd S 31 30 92 319 WITH SMBLIN HOLE IN the Walt Rd S 16 16 17 18 18 18 19 19 19 19 19 19 19 19 19 19 19 19 19	tor + committed dec Clongriffin Avenue (W)  152 234 171 0 557 WITHOUT SUBJECT this factor + committed tor Clongriffin Avenue (W) 245 187 0 6 245 187 10 6 10 6 10 6 10 7 10 10 10 10 10 10 10 10 10 10 10 10 10	. + subject dev.)  TOTALS  385 385 373 349 1435  DEVELOPMENT  TOTALS  417 343 408 376 1544  IN OPERATION . + subject dev.)  TOTALS  420 3358	From Hole in the Marrifield / Hole in the Clongriffin / 2032  From Hole in the Clongriffin / TOT/ 2032  From Hole in the Clongriffin / TOT/ 2032	To  Wall Rd N Avenue (E) Wall Rd S Avenue (W) ALS  PM Peak  To  Wall Rd N Avenue (E) Wall Rd N ALS  PM Peak  To  Wall Rd N Avenue (W) ALS  Wall Rd N Avenue (E) Wall Rd S Avenue (E) Wall Rd S Avenue (W)	Wall Rd N	Marrsfield Avenue (E) 62 62 62 63 29 143 234  Marrsfield Avenue (E) 63 22 149 245  Marrsfield Avenue (E) 68 68	weed + Til growth face  Wait Raf S	tor + committed dev Clongriffin Avenue (W) 87 107 123 0 317 WITHOUT SUBJECT fin factor + committed for 100 130 4 100 100 110 1344 0 0 ECT DEVELOPMENT tor + committed dev Clongriffin Avenue (W) 96 117 134 134	TOTA  DEVELOP  TOTA  IN OPERA  **  **  **  **  **  **  **  **  **
From Hote in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd S Clongriffin Avenue (W) TOTALS  2032 AM Peak To From Hote in the Wall Rd N Marrsfield Avenue (E) TOTALS  2032 AM Peak To TOTALS	Walked N	Marrsfield Avenue (E)  4  5  6  6  7  7  7  8  8  8  8  8  8  8  8  8  8	week - Til growth face Walt Rd'S 179 288 34 291 week flows - Til grow Hole in the Walt Rd'S 190 311 WIT HUBB WIT HUBB Hole in the Walt Rd'S 311 31 31 41 41 41 41 41 41 41 41 41 41 41 41 41	tor + committed de- Clongriffin Avenue (W) 152 234 171 0 557 WITHOUT SUBJECT th factor + committed Clongriffin Avenue (W) 166 245 187 0 598 ECT DEVELOPMENT to + committed de- Clongriffin Avenue (W) 166 245 255 187	. + subject dev.) TOTALS 385 328 373 349 1435 DEVELOPMENT d development) TOTALS 417 343 408 376 1544 FIN OPERATION . + subject dev.) TOTALS 420 358 408	From Hole in the Marsfield / Hole in the Clongriffin A 2032  From Hole in the Clongriffin A TOT/ 2032  From Hole in the Clongriffin A TOT/ 2032	To  Wall Rd N Avenue (E) Wall Rd S Avenue (W) ALS  PM Peak  To  Wall Rd N Avenue (E) Wall Rd N ALS  PM Peak  To  Wall Rd N Avenue (W) ALS  Wall Rd N Avenue (E) Wall Rd S Avenue (E) Wall Rd S Avenue (W)	Wall Rd N	Marrsfield   Avenue (E)	week of 11 growth face Wall Rd S 247 333 0 1124 404 404 404 404 404 404 404 404 404 4	tor + committed dev Clongriffin Avenue (W) 107 123 0 337 WITHOUT SUBJECT th factor + committe Clongriffin Avenue (W) 110 134 0 340 ECT DEVELOPMENT tor + committed dev Clongriffin Avenue (W) 96 1110 134 0 Clongriffin Avenue (W) 96 117 134 134	TOTA  DEVELOP  TOTA  IN OPERA:  + subject  TOTA
From Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd S Clongriffin Avenue (W) TOTALS  2032 AM Peak To From Hole in the Wall Rd S Clongriffin Avenue (E) Hole in the Wall Rd S Clongriffin Avenue (W) TOTALS  2032 AM Peak To From Hole in the Wall Rd S Clongriffin Avenue (W) TOTALS  2032 AM Peak To From Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd N	Walk Rd N	Marrsfield   Avenue (E)	yed 1 Til growth face Walt Rd S 179 28 30 84 291 yed flows + Til grow Hole in the Walt Rd S 31 31 31 WH SPBURGH SH	tor + committed dec Clongriffin Avenue (W) 152 234 177 1 557 WITHOUT SUBJECT this factor + committed Clongriffin Avenue (W) 166 245 187 7 588 EET DEVELOPMENT tor + committed tor + committed tor + committed Clongriffin Avenue (W) 166 245 187 7 6 188 189 189 189 189 189 189 189 189 189	. + subject dev.)  TOTALS  385 385 373 349 1435  DEVELOPMENT  TOTALS  TOTALS  10 40 evelopment)  10 70 ALS  10 FEATON  TOTALS  11 AU  12 AU  13 AU  13 AU  14 AU  15 AU  16 AU  17 AU  18 AU  1	From Hole in the Marrifield / Hole in the Clongriffin / 2032  From Hole in the Marrifield / Hole in the Clongriffin / TOT/ 2032	To  Wall Rd N Avenue (E) Wall Rd S Avenue (W) ALS  PM Peak  To  Wall Rd N Avenue (E) Wall Rd N ALS  PM Peak  To  Wall Rd N Avenue (W) ALS  Wall Rd N Avenue (E) Wall Rd S Avenue (E) Wall Rd S Avenue (W)	Wall Rd N	Marrsfield   Avenue (E)	weed + Til growth face Wait Rd S	tor + committed dev Clongriffin Avenue (W) 87 107 123 317 WITHOUT SUBJECT fin factor + committed Clongriffin Avenue (W) 96 110 340 340 Clongriffin Avenue (W) 96 117 134 14 15 17 134 16 17 134 17 184 184 184 184 184 184 184 184 184 184	TOTA  DEVELOP  TOTA  IN OPERA  . + subject  TOTA
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From TOTALS  2032 AM Peak  2032 AM Peak  2032 AM Peak  2032 AM Peak  TOFFOM TOTALS  2032 AM Peak  2042 AM Peak  2043 AM Peak  2044 AM Peak	Wall Rd N	Marrsfield   Avenue (E)	yed 1 Til growth fac  Walt Rd S  1990	tor + committed decommitted de	. + subject dev.)  TOTALS  385 328 373 349 1435 DEVELOPMENT d development) TOTALS  110 154 110 154 110 154 110 154 155 156 156 156 156 156 156 156 156 156	From Hote in the Marsfield / Hote in the Clongiffin A 2032  From Hote in the Marsfield / Hote in the Clongiffin A 2042  From Hote in the Marsfield / Hote in the Clongiffin A 2042  From Hote in the Marsfield / Hote in the Clongiffin A	To  Wall Rd N  Ivenue (E) Wall Rd S  Weenue (W)  ALS  PM Peak  To  Wall Rd N  Avenue (E) Wall Rd S  Weenue (W)  ALS  PM Peak  To  Wall Rd N  Avenue (E) Wall Rd S  Weenue (W)  ALS  PM Peak  To  Wall Rd N  Avenue (E) Wall Rd S  Weenue (W)  ALS  PM Peak  To  PM Peak  To	Wall Rd N	Marrsfield   Avenue (E)	with sub- weet of Til growth face Walt Rd S  247 33 32 124 404  404  406 Hole in the Walt Rd S  271 37 0 136 434  WITH SUB- Weet Til growth face Hole in the Walt Rd S  271 37 0 136 444  WITH SUB- WITH SUB- Weet Til growth face Hole in the Walt Rd S  271 37 0 136 444  WITH SUB- WITH SUB- Weet Til growth face Hole in the Walt Rd S  47 481  WITH SUB- Weet Til growth face Hole in the Walt Rd S  494 40 10 11477 481	tor + committed dev Clongriffin Avenue (W) 87 107 123 0 317 WITHOUT SUBECT 110 134 0 134 0 134 10 10 117 134 10 10 117 117 118 119 119 119 119 110 110 110 110 110 110	TOTA  1 1 DEVELOP d develop d develop TOTA  1 1 DEVELOP TOTA  1 IN OPERA TOTA  1 IN OPERA TOTA  1 IN OPERA TOTA
From Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd S Clongriffin Avenue (W) TOTALS  2032 AM Peak  To From Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd N TOTALS  2032 AM Peak To From Hole in the Wall Rd S Clongriffin Avenue (W) TOTALS  2042 AM Peak To From Hole in the Wall Rd S Clongriffin Avenue (W) TOTALS  2042 AM Peak To From Hole in the Wall Rd S Clongriffin Avenue (W) TOTALS  2042 AM Peak To From Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd S Clongriffin Avenue (W) TOTALS	Wall Rd N	Marrsfield	weet a Til growth face Watter S 179 28 30 84 291  weet flows + Til growth face Watter S 199 291 319 WH Subject Hole in the Watter S 31 0 92 319 WH Subject Hole in the Watter S 31 0 92 319 WH Subject Hole in the Watter S 31 0 31 0 31 0 31 0 31 0 31 0 31 0 31	tor + committed decoration to recommitted de	. + subject dev.)  TOTALS  385 328 373 349 1435 DEVELOPMENT d development) TOTALS  100 154 170 154 170 154 170 170 170 170 170 170 170 170 170 170	From Hole in the Marsfield / Hole in the Clongriffin A TOTA  2032  From Hole in the Clongriffin A TOTA  2032  From Hole in the Clongriffin A TOTA  2042  From Hole in the Clongriffin A TOTA  2042  From Hole in the Clongriffin A TOTA  2042	To  Wall Rd N Avenue (E) Wall Rd N Avenue (W) ALS  PM Peak  To  Wall Rd N Avenue (W) ALS  PM Peak  To  Wall Rd N Avenue (E) Wall Rd N	Wall Rd N	Marrsfield   Avenue (E)	weet of 11 growth face Well Rd S  247  33  30  1124  404  404  405  406  416  407  407  407  408  408  409  409  409  409  401  408  408  409  409  409  401  401  401  401  401	tor + committed dev Clongriffin Avenue (W) 107 123 0 317 without subject th factor + committed 108 109 110 134 100 100 110 134 100 100 100 100 100 100 100 100 100 10	TOTA  1 1 DEVELOP d develop d develop TOTA  1 1 1 DEVELOP TOTA  1 1 IN OPERA TOTA  1 IN OPERA TOTA  1 IN OPERA TOTA
From Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd S Clongriffin Avenue (W) TOTALS  2032 AM Peak  From Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd N To From Hole in the Wall Rd N Marrsfield Avenue (W) TOTALS  2042 AM Peak To From Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd S Clongriffin Avenue (W) TOTALS  2042 AM Peak To From Hole in the Wall Rd N Marrsfield Avenue (E) Hole in the Wall Rd N Marrsfield Avenue (E) TO From Hole in the Wall Rd N Marrsfield Avenue (E) TO From Hole in the Wall Rd N TO From Hole in the Wall Rd N TOTALS	Walt Rd N	Marrsfield   Avenue (E)	weet + Til growth face  Walt Rd S  28 84  291  yeel flows + Til growth face  Walt Rd S  10 92  yeel flows + Til growth face  Walt Rd S  10 92  319  WITH SUBJE  40 92  319  yeel flows + Til growth face  Walt Rd S  31 100  92 212  WITH SUBJE  Walt Rd S  31 100  100 100  100 100  WITH SUBJE  Walt Rd S  212  WITH SUBJE  Walt Rd S  Walt Rd S  WITH SUBJE  Walt Rd S  Walt Rd S  WITH SUBJE  Walt Rd S	tor + committed dec Clongriffin Avenue (W)  152  234  171  0  557  WITHOUT SUBJECT this Lates + committed dec Clongriffin Avenue (W)  166  265  265  275  275  275  275  275  2	+ subject dev.)  TOTALS  385 328 373 349 1435  DEVELOPMENT do development)  TOTALS  417 343 408 376 1544 TO NOPERATION 10TALS  420 358 408 382 1568  DEVELOPMENT TOTALS  1568  DEVELOPMENT TOTALS  420 358 408 382 1568  TOTALS  1504 1504 1504 1504 1504 1504 1504 150	From Hote in the Marsfield / Hote in the Marsfield / Hote in the Clongriffin A TOTA  2032  From Hote in the Marsfield / Hote in the Clongriffin A TOTA  2032  From Hote in the Marsfield / Hote in the Clongriffin A TOTA  2042  From Hote in the Clongriffin A TOTA  2042  From Hote in the Marsfield / Hote in the Clongriffin A TOTA  2042  From Hote in the Marsfield / Hote in the Clongriffin A TOTA  2042	To  Wall Rd N Avenue (E) Wall Rd N Avenue (W) ALS  PM Peak  To  Wall Rd N Avenue (E)	Wall Rd N	Marrsfield Avenue (E)  62 62 63 63 64 64 64 64 64 64 64 65 68 68 68 68 68 68 68 68 68 68 68 68 68	weet of 11 growth face Wall Rd S 247 333 30 1124 4044 404 404 404 404 404 404 404 404	tor + committed dev Clongriffin Avenue (W) 107 123 0 337 WITHOUT SUBJECT th factor + committed Clongriffin Avenue (W) 108 109 109 109 109 109 109 109 109 109 109	TOTA  DEVELOP d developed TOTA  IN OPERA  TOTA  DEVELOP TOTA  TOTA  TOTA  IN OPERA  TOTA

2024				7010111	anic r tow ric		and Heavy Vehicle	-,				
∠024	Light Vehicles	AADT			SURVEYED	TRAFFIC FLOWS	<b>2024</b> Hea	- AADI			SURVEYED	TRAFFIC FLOWS
From	То	Hole in the Wall Rd N	Marrsfield Avenue (E)	Hole in the Wall Rd S	Clongriffin Avenue (W)	TOTALS	From		Marrsfield Avenue (E)	Hole in the Wall Rd S	Clongriffin Avenue (W)	TOTALS
Hole in th	he Wall Rd N ld Avenue (E)	0 317	430 0	2335 326	984 1163	3749 1806	Hole in the Wall R	<b>d N</b> 0	5	54 2	9	68 16
	he Wall Rd S	2098	284	0	1296	3678	Hole in the Wall R	d S 48	2	0	18	68
	n Avenue (W) DTALS	637	1166	972	1	2776	Clongriffin Avenue TOTALS		19	15	0	41
10	JIALS	3052	1880	3633	3444	12009	IOIALS	57	26	71	39	193
2024	Light					TRAFFIC FLOWS	2024 Hea					TRAFFIC FLOWS
	Vehicles To	Hole in the	Marrsfield	Hole in the	(surveyed flows + 1	TOTALS	Vehic		Marrsfield	Hole in the	(surveyed flows + 1 Clongriffin	TOTALS
From		Wall Rd N	Avenue (E)	Wall Rd S	Avenue (W)		From	Wall Rd N	Avenue (E)	Wall Rd S	Avenue (W)	
	he Wall Rd N ld Avenue (E)	317	430	2335 326	984 1163	3749 1806	Hole in the Wall R Marrsfield Avenue		5	54 2	9	68 16
Hole in th	he Wall Rd S	2098	284	0	1296	3678	Hole in the Wall R	d S 48	2	0	18	68
	n Avenue (W) DTALS	637 <b>3052</b>	1166 1880	972 <b>3633</b>	3444	2776 12009	Clongriffin Avenue TOTALS	(W) 7 57	19 26	15 <b>71</b>	39	41 193
2026	Light Vehicles			Oti	her committed dev	elopment flows	2026 Hea			Oti	her committed dev	elopment flows
From	То	Hole in the Wall Rd N	Marrsfield Avenue (E)	Hole in the Wall Rd S	Clongriffin Avenue (W)	TOTALS	From	Hole in the Wall Rd N	Marrsfield Avenue (E)	Hole in the Wall Rd S	Clongriffin Avenue (W)	TOTALS
Hole in th	he Wall Rd N	Walthul	Aveilde (L)	Wateria	Aveilue (**)	0	Hole in the Wall R	d N	Aveilue (L)	Walthu	Aveilue (W)	0
	ld Avenue (E) he Wall Rd S					0	Marrsfield Avenue Hole in the Wall R					0
	n Avenue (W)					0	Clongriffin Avenue					0
TO	DTALS	0	0	0	0	0	TOTALS	0	0	0	0	0
0007	Light				WITHOUT SUBJECT	DEVELOPMENT	2027 Hea	vy			WITHOUT SUBJECT	DEVELOPMENT
2027	Vehicles			yed flows + TII grow		ed development)	Vehic			yed flows + TII grow		ed development)
From	То	Hole in the Wall Rd N	Marrsfield Avenue (E)	Hole in the Wall Rd S	Clongriffin Avenue (W)	TOTALS	From	Hole in the Wall Rd N	Marrsfield Avenue (E)	Hole in the Wall Rd S	Clongriffin Avenue (W)	TOTALS
Hole in th	he Wall Rd N	0	463	2512	1059	4034	Hole in the Wall R	<b>d N</b> 0	6	63	11	80
	ld Avenue (E) he Wall Rd S	341 2257	306	351	1251 1394	1943 3957	Marrsfield Avenue Hole in the Wall R		0	0	14 21	18 79
	n Avenue (W)	685	1255	1046	1334	2987	Clongriffin Avenue		22	18	0	48
TO	DTALS	3283	2024	3909	3705	12921	TOTALS	66	30	83	46	225
2027	Light		SL	JBJECT DEVELOPMI	ENT FLOWS - OPER	ATIONAL PHASE	2027 Hea		SI	JBJECT DEVELOPMI	ENT FLOWS - OPERA	ATIONAL PHASE
	Vehicles To	Hole in the	Marrsfield	Hole in the	Clongriffin		Vehic		Marrsfield	Hole in the	Clongriffin	
From		Wall Rd N	Avenue (E)	Wall Rd S	Avenue (W)	TOTALS	From	Wall Rd N	Avenue (E)	Wall Rd S	Avenue (W)	TOTALS
	he Wall Rd N ld Avenue (E)	35	43	0	104	43 139	Hole in the Wall R Marrsfield Avenue		0	0	0	0
	he Wall Rd S	0	0	0	0	0	Hole in the Wall R		0	0	0	o
	n Avenue (W) DTALS	0 35	95 <b>138</b>	0	104	95 277	Clongriffin Avenue TOTALS	(W) 0	0	0	0	0
		55	100	•	104	2,,			•	•		
2027												
2027	Light Vehicles		(surve	WITH SUBJ	ECT DEVELOPMEN tor + committed de		2027 Hea		(surv	WITH SUBJ	ECT DEVELOPMENT tor + committed dev	
	Light Vehicles To	Hole in the	Marrsfield	eyed + TII growth fac Hole in the	tor + committed der		Vehic	Hole in the	Marrsfield	eyed + TII growth fac	tor + committed dev	
From	Vehicles	Wall Rd N	Marrsfield Avenue (E)	eyed + TII growth fac Hole in the Wall Rd S	tor + committed de Clongriffin Avenue (W)	v. + subject dev.) TOTALS	Vehici From	Hole in the Wall Rd N	Marrsfield Avenue (E)	eyed + TII growth fac Hole in the Wall Rd S	tor + committed dev Clongriffin Avenue (W)	v. + subject dev.) TOTALS
From Hole in th Marrsfield	Vehicles To he Wall Rd N ld Avenue (E)	Wall Rd N 0 376	Marrsfield Avenue (E) 506	Hole in the Wall Rd S 2512	Clongriffin Avenue (W) 1059 1355	TOTALS 4077 2082	From Hole in the Wall R Marrsfield Avenue	Hole in the Wall Rd N  (E) 2	Marrsfield Avenue (E) 6	Hole in the Wall Rd S 63	Clongriffin Avenue (W) 11	TOTALS 80 18
From Hole in th Marrsfield	Vehicles To he Wall Rd N ld Avenue (E) he Wall Rd S	Wall Rd N 0 376 2257	Marrsfield Avenue (E) 506 0 306	Hole in the Wall Rd S 2512 351	clongriffin Avenue (W) 1059	TOTALS 4077 2082 3957	Vehic From Hole in the Wall R Marrsfield Avenue Hole in the Wall R	Hole in the Wall Rd N  (E) 2 d S 56	Marrsfield Avenue (E) 6 0	Hole in the Wall Rd S 63 2	Clongriffin Avenue (W) 11 14 21	v. + subject dev.)  TOTALS  80  18  79
From Hole in th Marrsfield Hole in th	Vehicles To he Wall Rd N ld Avenue (E)	Wall Rd N 0 376	Marrsfield Avenue (E) 506	Hole in the Wall Rd S 2512	Clongriffin Avenue (W) 1059 1355 1394	TOTALS 4077 2082	From Hole in the Wall R Marrsfield Avenue	Hole in the Wall Rd N  (E) 2 d S 56	Marrsfield Avenue (E) 6	Hole in the Wall Rd S 63	Clongriffin Avenue (W) 11	TOTALS 80 18
From Hole in th Marrsfield Hole in th Clongriffin	he Wall Rd N Id Avenue (E) he Wall Rd S n Avenue (W)	Wall Rd N 0 376 2257 685	Marrsfield Avenue (E) 506 0 306 1350	eyed + Til growth fac Hole in the Wall Rd S 2512 351 0 1046 3909	tor + committed der Clongriffin Avenue (W) 1059 1355 1394	TOTALS  4077 2082 3957 3082 13198	Vehic From Hote in the Wall R Marrsfield Avenue Hote in the Wall R Clongriffin Avenue	Hole in the   Wall Rd N   0   (E)   2   ds   56   (W)   8   66	Marrsfield Avenue (E) 6 0 2 22	eyed + Til growth face Hole in the Wall Rd S 63 2 0 18	Clongriffin Avenue (W) 11 14 21	v. + subject dev.)  TOTALS  80  18  79  48  225
From Hole in th Marrsfield Hole in th	Vehicles To he Wall Rd N ld Avenue (E) he Wall Rd S n Avenue (W) DTALS Light Vehicles	Wall Rd N  0  376  2257  685  3318	Marrsfield Avenue (E) 506 0 306 1350 2162	eyed + TII growth fac Hole in the Wall Rd S 2512 351 0 1046 3909 yed flows + TII grow	Clongriffin Avenue (W)  1059 1355 1394 1 3809  WITHOUT SUBJECT	TOTALS  4077 2082 3957 3082 13198	From Hole in the Wall R Marrsfield Avenue Hole in the Wall R Clongriffin Avenue TOTALS  Lease See See See See See See See See See S	Hole in the   Wall Rd N   0   (E)   2   d   5   56   (W)   8   66	Marrsfield Avenue (E)  6 0 2 22 30 (surve	eyed + Til growth fac  Hole in the  Wall Rd S  63  2  0  18  83	tor + committed dev Clongriffin Avenue (W)  11 14 21 0 46  WITHOUT SUBJECT	** + subject dev.)  TOTALS  80  18  79  48  225
From Hole in th Marrsfield Hole in th Clongriffin	Vehicles To he Wall Rd N ld Avenue (E) he Wall Rd S n Avenue (W) DTALS Light	Wall Rd N 0 376 2257 685	Marrsfield Avenue (E) 506 0 306 1350 2162	eyed + Til growth fac Hole in the Wall Rd S 2512 351 0 1046 3909	Clongriffin Avenue (W)  1059 1355 1394 1 3809	TOTALS  4077 2082 3957 3082 13198	From Hole in the Wall R Marrsfield Avenue Hole in the Wall R Clongriffin Avenue TOTALS	Hole in the   Wall Rd N   0   (E)   2   d   5   56   (W)   8   66	Marrsfield Avenue (E) 6 0 2 2 22 30	eyed + Til growth fac Hole in the Wall Rd S 63 2 0 18 83	Clongriffin Avenue (W)  11 14 21 0 46	** + subject dev.)  TOTALS  80  18  79  48  225
From Hole in th Marrsfield Hole in th Clongriffin TO 2032 From Hole in th	Vehicles To the Wall Rd N ld Avenue (E) the Wall Rd S in Avenue (W) DTALS Light Vehicles To the Wall Rd N	Wall Rd N  0 376 2257 685 3318  Hole in the Wall Rd N	Marrsfield Avenue (E)  506 0 306 1350 2162  (surve: Marrsfield Avenue (E) 507	week + Til growth fac Hole in the Wall Rd S 2512 351 0 1046 3909 yed flows + Til grow Hole in the Wall Rd S 2753	tor + committed det Clongriffin Avenue (W) 1059 1355 1394 1 3809 WITHOUT SUBJECT th factor + committe Clongriffin Avenue (W) 1160	v. + subject dev.)  TOTALS  4077 2082 3957 3082 13198  DEVELOPMENT at development)  TOTALS  4420	From Hole in the Walt R Marrsfield Avenue Hole in the Walt R Clongriffin Avenue TOTALS  2032 Hea Vehic From Hole in the Walt R	Hole in the   Wall Rd N   (E)   2   d S   56   (W)   8   66   (W)   Cles   Cl	Marrsfield Avenue (E)  6 0 2 22 30  (surve Marrsfield Avenue (E) 7	weeken + Til growth factor Hole in the Wall Rd S 63 2 0 18 83 week   Mark   Mar	tor + committed dev Clongriffin Avenue (W) 11 14 21 0 46 WITHOUT SUBJECT th factor + committe Clongriffin Avenue (W) 13	TOTALS  80 18 79 48 225 DEVELOPMENT of development) TOTALS
From Hole in th Marrsfield Hole in th Clongriffin TO 2032  From Hole in th Marrsfield	Vehicles To he Wall Rd N Id Avenue (E) he Wall Rd S n Avenue (W) DTALS Light Vehicles To	Wall Rd N  0 376 2257 685 3318  Hole in the Wall Rd N	Marrsfield Avenue (E) 506 0 306 1350 2162 (surver	Hole in the Wall Rd S 2512 351 0 1046 3909  yed flows + Til grow Hole in the Wall Rd S	tor + committed det  Clongriffin Avenue (W)  1059 1355 1394 1 3809  WITHOUT SUBJECT th factor + committe Clongriffin Avenue (W)	v. + subject dev.)  TOTALS  4077  2082  3957  3082  13198  DEVELOPMENT and development)  TOTALS	From Hole in the Wall R Marrsfield Avenue Hole in the Wall R Clongriffin Avenue TOTALS  2032 Hea Vehic	Hole in the   Wall Rd N   0   0   0   0   0   0   0   0   0	Marrsfield Avenue (E)  6 0 2 22 30 (surver Marrsfield Avenue (E)	eyed + TII growth fac  Hole in the  Wall Rd S  63  2  0  18  83  yed flows + TII grow  Hole in the  Wall Rd S	tor + committed dev Clongriffin Avenue (W)  11 14 21 0 46 WITHOUT SUBJECT th factor + committe Clongriffin Avenue (W)	TOTALS  80 18 79 48 225  DEVELOPMENT and development) TOTALS
From Hole in th Marrsfield Hole in th Clongriffir TO 2032  From Hole in th Marrsfield Hole in th Clongriffir	Vehicles To he Wall Rd N Id Avenue (E) he Wall Rd S n Avenue (W) DTALS  Light Vehicles To he Wall Rd N Id Avenue (E)	Wall Rd N  376 2257 685 3318  Hole in the Wall Rd N  0 374 2474 751	Marrsfield Avenue (E) 506 0 306 1350 2162 (surve Marrsfield Avenue (E) 507 0 335 1375	yed flows + Til growth fac Hote in the Wall Rd S 2512 351 0 1046 3909 yed flows + Til grow Hote in the Wall Rd S 2753 384 0 1146	tor + committed de  Clongriffin Avenue (W)  1059  1385  1394  1  3809  WITHOUT SUBJECT  th factor + committe  Clongriffin  Avenue (W)  1371  1528  1	v. + subject dev.)  TOTALS  4077 2082 3957 3082 13198  DEVELOPMENT et development)  TOTALS  4420 2129 4337 3273	From Hole in the Wall R Marrsfield Avenue Hole in the Wall R Clongriffin Avenue TOTALS  2032 Hea Yehic From Hole in the Wall R Marrsfield Avenue Hole in the Wall R Clongriffin Avenue	Hole in the   Wall Rd N   0   (E)   2   dS   56   (W)   8   66     Wall Rd N   Wall Rd N   (E)   4   4   4   4   4   4   4   4   4	Marrsfield Avenue (E)  6  2  22  30  (surve Marrsfield Avenue (E)  7  0  3  27	weed + Til growth fact  Hote in the  Wall Rd S  63  2  0  18  83  weed flows + Til grow  Hote in the  Wall Rd S  78  3  0  22	tor + committed dev Clongriffin Avenue (W)  11 14 21 0 46 WITHOUT SUBJECT th factor + committe Clongriffin Avenue (W) 13 17 26 0	x + subject dev.)  TOTALS  80 18 79 48 225  DEVELOPMENT et development)  TOTALS  98 23 988 59
From Hole in th Marrsfield Hole in th Clongriffir TO 2032  From Hole in th Marrsfield Hole in th Clongriffir	Vehicles To the Wall Rd N Id Avenue (E) the Wall Rd S Light Vehicles To the Wall Rd N Id Avenue (E) the Wall Rd N Id Avenue (E) the Wall Rd N	Wall Rd N  0 376 2257 685 3318  Hole in the Wall Rd N  0 374 2474	Marrsfield Avenue (E) 506 0 306 1350 2162 (surver Marrsfield Avenue (E) 507 0 335	eyed + Til growth fac Hole in the Wall Rd S 2512 351 0 1046 3909 yed flows + Til grow Hole in the Wall Rd S 2753 384	tor + committed dec Clongriffin Avenue (W) 1059 1355 1394 1 3809 without subsect th factor + committe Clongriffin Avenue (W) 1160 1371 1528	7 TOTALS  4077 2082 3957 3082 13198  DEVELOPMENT and development)  TOTALS  4420 2129 4337	From Hole in the Wall R Marrsfield Avenue Hole in the Wall R Clongriffin Avenue TOTALS  2032 Hea Vehic From Hole in the Wall R Marrsfield Avenue	Hole in the   Wall Rd N   0   (E)   2   dS   56   (W)   8   66   Wy   Hole in the   Wall Rd N   0   (E)   3   3   6   6   6   6   6   6   6   6	Marrsfield Avenue (E) 6 0 2 2 22 30 (surve Marrsfield Avenue (E) 7 0 3	eyed + Til growth fac  Hole in the  Wall Rd S 63 2 0 18 83  yed flows + Til grow  Hole in the  Wall Rd S 78 3 0	tor + committed dev Clongriffin Avenue (W)  11  14  21  0  46  WITHOUT SUBJECT th factor + committe Clongriffin Avenue (W)  13  17  26	x + subject dev.)  TOTALS  80 188 79 48 225  DEVELOPMENT et development)  TOTALS  98 233 98
From Hole in th Marrsfield Hole in th Clongriffin TO 2032 From Hole in th Marrsfield Hole in th Clongriffin	Vehicles To Met All Ro N Id Avenue (E) he Wall Rd S n Avenue (W) OTALS Light Vehicles To he Wall Rd N Id Avenue (E) he Wall Rd N Id Avenue (W) OTALS Light	Wall Rd N  376 2257 685 3318  Hole in the Wall Rd N  0 374 2474 751	Marrsfield Avenue (E) 5006 1350 2162  Marrsfield Avenue (E) 507 0 3355 1375 2217	yed + 111 growth fact the Walt Rd's 2512 351 0 1046 3999 4 Hole in the Walt Rd's 3999 4 Hole in the Walt Rd's 2753 384 0 1466 4283	tor + committed de Clongriffin Avenue (W) 1059 13354 1355 13944 1 1 3809 WITHOUT SUBJECT this factor + committed Clongriffin Avenue (W) 11600 1371 1528 1528 1 1 4060	v + subject dev.)  TOTALS  4077 2082 3957 3082 13198  DEVELOPMENT TOTALS  4420 2129 4337 3273 14159	From Hole in the Walt R Marrsfield Avenue TOTALS  2032 Hea From Hole in the Walt R Clongriffin Avenue TOTALS  Congriffin Avenue TOTALS  Hea Vehic Totals  Totals  Hole in the Walt R Marrsfield Avenue Hole in the Walt R Totals  Totals	Hole in the   Wall Rd N   0   (E)   2   ds   56   (W)   8   66     Wall Rd N   Wall Rd N   Wall Rd N   Wall Rd N   Mall Rd N	Marrsfield   Avenue (E)	Hole in the Walt Rd S 63 2 0 188 83 49ed flows + 11 grow Hole in the Walt Rd S 78 3 0 2 2 103 WITH SUBJ	tor + committed dev Clongriffin Avenue (W) 111 14 21 0 46 WITHOUT SUBJECT th factor + committed Clongriffin Avenue (W) 13 17 26 0 56	x + subject dev.)  TOTALS  80 18 79 48 225  DEVELOPMENT of development)  TOTALS  98 23 98 59 278
From Hole in th Marrsfiele Clongriffin TO  2032  From Hole in th Marrsfiele Hole in th Clongriffin TO	Vehicles To he Walt Rd N dd Avenue (E) he Walt Rd S n Avenue (W) TALS Light Vehicles To he Walt Rd N dd Avenue (E) he Walt Rd N n Avenue (W) TALS	Walk Rd N	Marrsfield Avenue (E) 5006 1350 2162  Marrsfield Avenue (E) 507 0 3355 1375 2217	yed + 111 growth fact the Walt Rd S 2512 351 1046 3909 yed flows + 111 grow Hote in the Walt Rd S 2512 351 1446 4283	tor + committed de Clongriffin Avenue (W) 1059 13354 1355 13944 1 1 3809 WITHOUT SUBJECT this factor + committed Clongriffin Avenue (W) 11600 1371 1528 1528 1 1 4060	v. + subject dev.)  TOTALS  4077 2082 3957 3082 13198  DEVELOPMENT of development)  TOTALS  4420 2129 4337 2273 14159  I NOPERATION v. + subject dev.)	From Hole in the Walt R Marrsfield Avenue Hole in the Walt R Clongriffin Avenue TOTALS  2032 Hea Vehic Tr From Hole in the Walt R Marrsfield Avenue Hote in the Walt R Clongriffin Avenue	Hole in the   Wall Rd N   O   C   C   C   C   C   C   C   C   C	Marrsfield   Avenue (E)	weed + Til growth fact Hole in the Walt RS 63 2 0 18 83 83 4 Hole in the Walt RS 78 3 0 2 22 103	tor + committed dev Clongriffin Avenue (W) 111 14 21 0 46 WITHOUT SUBJECT th factor + committed Clongriffin Avenue (W) 13 17 26 0 56	v. + subject dev.)  TOTALS  80  18. 79  48. 225  DEVELOPMENT of development)  TOTALS  98. 23  98. 59  278  I N OPERATION v. + subject dev.)
From Hole in th Marrsfield Hole in th Clongriffin TO 2032  From Hole in th Marrsfield Hole in th Clongriffin TO 2032	Vehicles To  the Wall Rot N Id Avenue (E) the Wall Rot S n Avenue (W) TOALS  Light Vehicles To  the Wall Rot N Id Avenue (E) the Wall Rot N Id Avenue (W) TOALS  Light Vehicles To To  the Wall Rot S the Wall Rot S To ToALS	Walt Rd N	Marrsfield Avenue (E)  306 306 41350 2162  Marrsfield Avenue (E) 507 335 2217	yed + 11 growth face  Walt Rd's  2512  351  0  1046  3909  Hole in the Walt Rd's  2753  384  0  1146  4283  WITH SUBJ  WITH SUBJ  World Flow hole in the Walt Rd's  4783  WITH SUBJ  WITH SUBJ  WITH SUBJ  WITH SUBJ  Walt Rd's  Walt R	tor + committed de Clongriffin Avenue (W) 1059 1335 1394 1 1 3809 WITHOUT SUBJECT th factor + committed Clongriffin Avenue (W) 11528 1 1 4060 ECT DEVELOPMEN tor + COmmitted de Committed de Committed Avenue (W) 1 1 1 1 1 1 1 1 1 1 1 1 1	v. + subject dev.)  TOTALS  4077 2082 3957 3082 13198  DEVELOPMENT of development)  TOTALS  4420 2129 4337 2273 14159  I N OPERATION v. + subject dev.)  TOTALS	From Hole in the Walt R Marrsfield Avenue Hole in the Walt R Clongriffin Avenue TOTALS  2032 Hea Vehic From Hole in the Walt R Clongriffin Avenue TOTALS  2032 Hea Vehic ToTALS	Mole in the   Wall Rd N   O   C   C	Marrsfield Avenue (E) 6 6 6 2 2 2 22 30  Marrsfield Avenue (E) 7 0 3 2 7 37  (survey Marrsfield Avenue (E) Marrsfield Avenue (E)	eyed +Til growth fact  Wall Rds  63  2  0  18  83  With Sulph Sulp	tor + committed det Clongriffin Avenue (W) 11 14 21 0 46 WITHOUT SUBJECT th factor + committed Clongriffin Avenue (W) 13 17 26 0 56 ECT DEVELOPMENT tor + COmmitted det	v. + subject dev.)  TOTALS  80 18 79 48 225  DEVELOPMENT of development)  TOTALS  98 23 98 278 f in OPERATION v. + subject dev.)
From Hole in th Marrsfield Hole in th Clongriffir TO 2032 From Hole in th Clongriffir TO 2032 From Hole in th Marrsfield Hole in th Clongriffir TO 2032	Vehicles To he Walt Rd N Id Avenue (E) he Walt Rd S n Avenue (W) DTALS Light Vehicles To he Walt Rd S n Avenue (E) he Walt Rd S n Avenue (W) DTALS	Walk Rd N	Marrsfield   Avenue (E)	yed + 111 growth fac Hole in the Wait Rd's 2512 351 1046 3909 yed flows + 111 grow Hole in the Wait Rd's 2753 384 1046 4283 WTH SUBJUST STATE HOLE IN THE WAIT RD HOLE	tor + committed de Clongriffin Avenue (W) 1059 1355 1394 1 1 3809 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	v. + subject dev.)  TOTALS  4077 2082 3957 3082 13198  DEVELOPMENT of development)  TOTALS  4420 2129 4337 2273 14159  I NOPERATION v. + subject dev.)	From Hole in the Wall R Marrsfield Avenue Hole in the Wall R Clongriffin Avenue TOTALS  2032 Hea Vehic  From Hole in the Wall R Marrsfield Avenue Hole in the Wall R Clongriffin Avenue TOTALS	Hole in the   Wall Rd N   O   C   C   C   C   C   C   C   C   C	Marrsfield Avenue (E)  6 6 2 2 2 2 2 30  Marrsfield Avenue (E)  7 3 2 7 37  Marrsfield Avenue (E)  7 37  7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	eyed +Til growth fact  Wall Rd s 63 2 0 18 18 83  yed flows +Til grow  Hole in the  Wall Rd s 78 3 0 2 2 103  With Substitute the Substitute	tor + committed dev Clongriffin Avenue (W) 111 114 211 0 466 WITHOUT SUBJECT Clongriffin Avenue (W) 17 26 56 ECT DEVELOPMENT	v. + subject dev.)  TOTALS  80 18 80 18 79 48 225  DEVELOPMENT TOTALS 98 98 59 278 If IN OPERATION v. + subject dev.)  TOTALS
From Hote in th Marrsfiele Hote in th Clongriffin TO 2032  From Hote in th Marrsfiele Hote in th Clongriffin TO 2032	Vehicles To  the Wall Rd N Id Avenue (E) the Wall Rd S n Avenue (W) TALS  Light Vehicles To the Wall Rd N Id Avenue (E) the Wall Rd S n Avenue (W) TALS  Light Vehicles To the Wall Rd S To the Wall Rd N Id Avenue (E) the Wall Rd N Id Avenue (E) the Wall Rd N Id Avenue (E)	Walk Rd N	Marrsfield   Avenue (E)	weet - 111 growth face Wait Ra's 2512 3511 01 1046 3909 weet flows + 111 growth Wait Ra's 2753 3844 04 1146 4283 WITH SuBJ  WITH SuBJ  WITH SuBJ  WITH SuBJ  WITH SuBJ  WITH SuBJ  SuBJ  WITH SuBJ  WITH SuBJ  SuBJ  WITH SuBJ  WITH SuBJ  WITH SuBJ  SuBJ	tor + committed de Clongriffin Avenue (W) 1359 13555 13595 1	v. + subject dev.)  TOTALS  4077 2082 3957 3082 13198  DEVELOPMENT ed development)  TOTALS  4420 2129 4337 3273 14159  TOTALS  V. + subject dev.)  TOTALS  4463 4463 4463 4463 4463	From Hole in the Walt R Marrsfield Avenue Hole in the Walt R Clongriffin Avenue TOTALS  2032 Hea Vehic From Hole in the Walt R Glongriffin Avenue TOTALS  2032 Hea TOTALS  2032 Hea TOTALS	Hole in the   Wall Rd N   O   C   C   C   C   C   C   C   C   C	Marrsfield   Avenue (E)	eyed +Til growth fact  Wall Rds  63  2  0  18  83  18  83  With Sull Rds  78  3  With Sull Rds  Hole in the  Wall Rd S  78  3  78  40  78  78  78  78  78  78  78  78  78  7	tor + committed det Clongriffin Avenue (W) 11 14 21 0 46 46 Clongriffin Avenue (W) 13 17 26 56 ECT DEVELOPMENT tor + committed det Clongriffin Avenue (W) 13 17 26 31 17 27 28	v. + subject dev.)  TOTALS  80 18 79 48 225  DEVELOPMENT et development)  TOTALS  98 23 98 1 IN OPERATION v. + subject dev.)  TOTALS  98 98 98
From Hote in th Marrsfield Hote in th Clongriffin TO  2032  From Hote in th Marrsfield Hote in th Marrsfield Hote in th Clongriffin TO  2032	Vehicles To  Matter Wall Ra N Id Avenue (E) he Wall Rd S n Avenue (W) DTALS  Light Vehicles To he Wall Rd N Id Avenue (E) he Wall Rd S n Avenue (W) TALS  Light Vehicles To he Wall Rd N Id Avenue (W) To he Wall Rd N Id Avenue (W)	Walk Rd N	Marrsfield Avenue (E) 506 0 306 1350 2162 Marrsfield Avenue (E) 5 335 2217 (survee Marrsfield Avenue (E) 6 0 6 0 6 0 7 0 7 0 7 0 7 0 7 0 8 0 7 0 8 0 8 0 8 0 8 0 8 0 8 0 8 0 8 0 8 0 8	yed flows + 111 growth face  Walk Rd's  2512  351  01  1046  3909  yed flows + 111 growth face  Hole in the  Walk Rd's  2753  384  04  1146  4283  WITH SUB-  WITH SU	tor + committed de Clongriffin Avenue (W) 1059 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1355 1395 1395 1395 1395 1395 1395 1395	v. + subject dev.)  TOTALS  4077 2082 3957 3082 13198 PEVELOPMENT of development)  TOTALS  4420 2129 4337 3273 14159 IN OPERATION v. + subject dev.)  TOTALS  4463 2268 4337 3368	From Hole in the Wall R Glongriffin Avenue  TOTALS  Head Vehicle To TALS  TOTALS  Head To TALS  TOTALS  Head To TALS  TOTALS  TOTALS  Head To TALS  TOTALS  TOTALS  TOTALS  TOTALS  TOTALS	Hole in the   Wall Rd N   0   (E)   2   dS   56   (W)   8   66   Wy   Hole in the   Wall Rd N   0   (E)   3   dS   69   (W)   10   Wall Rd N   10   (E)   3   dS   69   (W)   10   Wall Rd N   0   (E)   3   dS   69   (W)   10   10   Wall Rd N   0   (E)   6   6   69   (W)   10   10   10   10   10   10   10   1	Marrsfield Avenue (E)  0 2 2 22 30  Marrsfield Avenue (E)  7 3 3 27 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	yed flows + Til growth face  Wall Rd S  63  2  0  18  83  yed flows + Til grow  Hole in the  Wall Rd S  78  3  0  22  103  WITH SUB-  Hole in the  Wall Rd S  78  3  0  22  103	tor + committed dev Clongriffin Avenue (W) 111 114 211 0 466 WITHOUT SUBJECT thin factor + committed Clongriffin Avenue (W) 13 17 266 Clongriffin Avenue (W) Clongriffin Avenue (W) 13 17 266 Clongriffin Avenue (W) 21 22 26 26 26 27 28 28 28 28 28 28 28 28 28 28 28 28 28	v + subject dev.)  TOTALS  80 18 79 48 225  DEVELOPMENT TOTALS  10 10 10 10 10 10 10 10 10 10 10 10 10
From Hole in th Marrsfield Hole in th Clongriffin TO  2032  From Hole in th Marrsfield Hole in th Clongriffin TO  2032	Vehicles To  the Wall Rd N Id Avenue (E) the Wall Rd S n Avenue (W) TTALS  Light Vehicles To the Wall Rd N Id Avenue (E) the Wall Rd S n Avenue (W) TTALS  Light Vehicles To the Wall Rd S n Avenue (W) TTALS	Walk Rd N	Marrsfield   Avenue (E)	yed flows + 111 growth face Wait Ra's 2512 351 0 1046 3909 yed flows + 111 grow Hole inte Wait Ra's 2753 384 0 1146 4283 WIT SUBJI 1046 3909 1146 4283 4283 WIT SUBJI 1146 4283 4283 4384 0 1146 4283	tor + committed de Clongriffin Avenue (W) 1059 1355 1394 1 1 3809 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	v. + subject dev.)  TOTALS  4077 2082 3957 3082 13198 DEVELOPMENT of development)  TOTALS  4420 2129 4437 3273 14159  TI N OPERATION v. + subject dev.)  TOTALS  4463 2268 4433 3368 14436	From Hole in the Wall R Marrsfield Avenue Hole in the Wall R Clongriffin Avenue TOTALS  2032 Hea Vehic Totals  Totals  107 Als  107 Als  107 Als  108 Avenue Totals	Hole in the   Wall Rd N   O	Marrsfield   Avenue (E)	yed flows + Til growth face  Walt Rd S  63  2  0  18  83  yed flows + Til growth face  Hole in the  Walt Rd S  3  0  2  103  WH SSUBJA  WH SSUBJA  The Walt Rd S  3  0  2  103  WH SSUBJA  WH SSUBJA  104  105  107  107  107  107  107  107  107	tor + committed dec Clongriffin Avenue (W) 111 144 21 0 466 WiTHOUT SUBLET Clongriffin Avenue (W) 13 17 266 0 566 Clongriffin Avenue (W) 13 17 266 6 566 6 56	v + subject dev.)  TOTALS  80 18 79 48 225 DEVELOPMENT TOTALS  TOTALS  TOTALS  10 10 10 10 10 10 10 10 10 10 10 10 10
From Hole in th Marrsfield Hole in th Clongriffin TO  2032  From Hole in th Clongriffin TO  2032  From Hole in th Marrsfield Hole in th Clongriffin Hole in th Marrsfield Hole in th Marrsfield Hole in th Clongriffin	Vehicles To  the Wall Rd N Id Avenue (E) the Wall Rd S n Avenue (W) TALS  Light Vehicles To the Wall Rd N Id Avenue (E) the Wall Rd S n Avenue (W) TALS  Light Vehicles To the Wall Rd N Id Avenue (W) TALS  Light Vehicles To the Wall Rd N Id Avenue (W) TALS  To the Wall Rd N Id Avenue (W)	Walk Rd N	Marrsfield Avenue (E) 506 (survey Marrsfield Avenue (E) 506 (survey Marrsfield Avenue (E) 507 (survey Marrsfield Avenue (E) 507 (survey Marrsfield Avenue (E) 550 (survey Marrsf	yed flows + 111 growth face Wait Ra's 2512 351 0 1046 3909 yed flows + 111 grow Hole inte Wait Ra's 2753 384 0 1146 4283 WIT SUBJI 1046 3909 1146 4283 4283 WIT SUBJI 1146 4283 4283 4384 0 1146 4283	tor + committed de Clongriffin Avenue (W) 1059 1355 13934 1355 13934 1355 13934 1558 1395 1395 1395 1395 1395 1395 1395 1395	v. + subject dev.)  TOTALS  4077 2082 3957 3082 13198  TOTALS  DEVELOPMENT  TOTALS  4420 2129 4337 3273 14159  TOTALS  4463 2268 4337 3337 3436 14463	From Hole in the Wall R Marrsfield Avenue Hole in the Wall R Clongriffin Avenue TOTALS  2032 Hea Vehic  From Hole in the Wall R Clongriffin Avenue TOTALS  2032 Hea Vehic TOTALS  2032 Hea TOTALS	Hole in the   Wall Rd N   0   (E)   2   dS   56   (W)   8   66   (W)   10   (E)   3   dS   69   (W)   10   82   (E)   3   dS   69   (E)   3   dS   69   (E)   3   dS   69   (E)   3   dS   69   (W)   10   82   (E)   3   dS   69   (W)   10   82   (W)   10   (W)   10   82   (W)   (W)   10   82   (W)   (W)   10   (W)   (W)   10   (W)   (W)   10   (W)	Marrsfield Avenue (E)  6 6 6 9 2 2 2 22 30  Marrsfield Avenue (E) 7 7 9 37  Warrsfield Avenue (E) 6 3 3 7 7 37  Marrsfield Avenue (E) 7 9 7 37  37  37  37	yed flows + Til growth face  Walt Rd S  63  2  0  18  83  yed flows + Til growth face  Hole in the  Walt Rd S  3  0  2  103  WH SSUBJA  WH SSUBJA  The Walt Rd S  3  0  2  103  WH SSUBJA  WH SSUBJA  104  105  107  107  107  107  107  107  107	tor + committed dev Clongriffin Avenue (W) 111 114 211 0 466 WITHOUT SUBJECT Clongriffin Avenue (W) 17 266 0 6 ECT DEVELOPMENTE CONINGRIFFIN Avenue (W) 13 13 13 13 17 26 ECT DEVELOPMENTE CONINGRIFFIN Avenue (W) 13 13 13 15 26 0 56	v. + subject dev.)  TOTALS  80 18. 79 48. 225  DEVELOPMENT of development)  TOTALS  98. 23 98. 59 278  TOTALS  10 OPERATION  TOTALS  98. 23 98. 59 278
From Hote in th Marrsfield Hote in th Clongriffin TO  2032  From Hote in th Clongriffin TO  2032  From Hote in th Marrsfield Hote in th Clongriffin TO  2032  From Hote in th Clongriffin TO  2032	Vehicles To  the Wall Rd N Id Avenue (R) he Wall Rd S n Avenue (W)  TALS  Light Vehicles To  the Wall Rd N Id Avenue (E) he Wall Rd N Id Avenue (W)  To he Wall Rd N Id Avenue (W)  To he Wall Rd N Id Avenue (W)  To he Wall Rd N Id Avenue (E) he Wall Rd N Id Avenue (W)  To he Wall Rd N Id Avenue (E)	Wall Rd N	Marrsfield   Avenue (E)   506   0   0   0   0   0   0   0   0   0	yed fine the Walt Rd's 2512 351 1046 3909 yed flows + 111 grow Hole in the Walt Rd's 2753 384 1046 4283 384 4283 384 4283 384 4283 384 4283 384 4283 384 4283 384 4283 384 4283 384 4283 384 4283 384 4283 384 4283 384 4283	tor + committed de Clongriffin Avenue (W) 1059 1355 1394 1 1 3809 WITHOUT SUBJECT this factor + committed de Clongriffin Avenue (W) 1160 1371 1528 1 1 4060 Clongriffin Avenue (W) 1475 1528 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	v. + subject dev.)  TOTALS  4077 2082 3957 3082 13198  TOTALS  DEVELOPMENT  TOTALS  4420 2129 4337 3273 14159  TOTALS  4463 2268 4337 3337 3436 14463	From Hole in the Wall R Marrsfield Avenue Hole in the Wall R Clongriffin Avenue TOTALS  2032 Hea Vehic From Hole in the Wall R Marrsfield Avenue TOTALS  2032 Hea TOTALS  2032 Hea TOTALS  2032 Hea TOTALS  2032 Hea Congriffin Avenue TOTALS  4 Hea Congriffin Avenue TOTALS	Hole in the   Wall Rd N   O   C   C   C   C   C   C   C   C   C	Marrsfield Avenue (E)  0 2 2 22 30  Marrsfield Avenue (E)  7 0 33 27 37  Marrsfield Avenue (E) 33 27 37	yed flows + Til growth face  Wall Rd S	tor + committed dev Clongriffin Avenue (W) 111 114 211 0 466 WITHOUT SUBJECT In factor + committed Clongriffin Avenue (W) 13 17 266 0 Clongriffin Avenue (W) 13 17 266 56 WITHOUT SUBJECT ON STATE ON STA	v. + subject dev.)  TOTALS  80 18. 79 48. 225  DEVELOPMENT of development)  TOTALS  98. 23 98. 59 278  TOTALS  10 OPERATION  TOTALS  98. 23 98. 59 278
From Hote in th Marrsfield Hote in th Clongriffin TO  2032  From Hote in th Clongriffin TO  2032  From Hote in th Marrsfield Hote in th	Vehicles To  the Wall Rd N Id Avenue (R) the Wall Rd S n Avenue (W) TTALS  To the Wall Rd N Vehicles To the Wall Rd N Id Avenue (R) To the Wall Rd N Id Avenue (W) TO TALS  Light Vehicles To the Wall Rd N Id Avenue (W) TO TALS  Light Vehicles To the Wall Rd N Id Avenue (E) the Wall Rd N Id Avenue (E) the Wall Rd N Id Avenue (E) the Wall Rd N Id Avenue (W) TO TALS	Walt Rd N	Marrsfield	yed 1 11 growth face Wait Ra's 2512 3511 3511 3511 3511 3512 3512 3512	tor + committed de Clongriffin Avenue (W) 1359 1355 1355 1355 1355 1355 1355 1355	v. + subject dev.)  TOTALS  4077 2082 3957 3082 13198  TOTALS  DEVELOPMENT  ad development)  TOTALS  4420 2129 4337 3273 14159  TOTALS  4463 2268 4337 3368 14436	To From Hole in the Walt R Clongriffin Avenue TOTALS  2032 Head Vehic To Totals  2032 Head Vehic To Totals  2032 Head Vehic To Totals  2032 Head Vehic Totals  2032 Head Vehic Totals  2032 Head Vehic Totals  2032 Head Vehic Totals  2048 Head Vehic Totals  2049 Head Vehic Totals  2040 Head Vehic Totals  2041 Head Vehic Totals	Hole in the   Wall Rd N	Marrsfield   Avenue (E)	with Support of the Walt Rd S	tor + committed dev Clongriffin Avenue (W) 11 14 21 0 46 WITHOUT SUBJECT Clongriffin Avenue (W) 13 17 26 56 ECT DEVELOPMENT Congriffin Avenue (W) 13 17 26 0 0 56 WITHOUT SUBJECT Clongriffin Avenue (W) 13 17 26 WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT	v + subject dev.)  TOTALS  80 18 79 48 225  DEVELOPMENT of development, or subject dev.)  TOTALS  98 23 98 59 278  TOTALS  98 59 278  TOTALS  98 23 70  TOTALS
From Hote in th Marrsfield Hote in th Clongriffin TO  2032  From Hote in th Marrsfield Hote in th Clongriffin TO  2032  From Hote in th Marrsfield Hote in th Marrsfield Hote in th Marrsfield Hote in th Marrsfield Hote in th Hote in th Marrsfield	Vehicles To  the Wall Rd N Id Avenue (E) he Wall Rd S n Avenue (W)  TO ALS  Light Vehicles To  the Wall Rd N Id Avenue (E) he Wall Rd N Id Avenue (W)  To Avenue (W)	Walk Rd N	Marrsfield Avenue (E)	yed flows + Til growth face  Walk Rd's  2512  351  01  1046  3909  yed flows + Til grow  Hole in the  Walk Rd's  2753  384  04  4283  WITH SUBJ  WITH SUBJ	tor + committed de Clongriffin Avenue (W) 1059 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1395 1395 1395 1395 1395 1395 1395 1395	v. + subject dev.)  TOTALS  4077 2082 3957 3082 13198  DEVELOPMENT ad development)  TOTALS  1420 2129 4437 3273 14159  TIN OPERATION v. + subject dev.)  TOTALS  4463 2268 4437 3368 14436  DEVELOPMENT ad development)  TOTALS	From Hole in the Wall R Clongriffin Avenue  TOTALS  10 August Health Hole in the Wall R Clongriffin Avenue  TOTALS  10 August Health Hole in the Wall R Marrsfield Avenue  TOTALS  10 August Health Hole in the Wall R Clongriffin Avenue  TOTALS  10 August Health Hole in the Wall R Marrsfield Avenue  TOTALS  10 August Health Hole in the Wall R Marrsfield Avenue  TOTALS  10 August Health Hole in the Wall R Marrsfield Avenue  TOTALS	Malk	Marrsfield Avenue (E)  0 2 2 22 30  Marrsfield Avenue (E)  7 7 37  (surve Marrsfield Avenue (E) 3 227 37  Marrsfield Avenue (E) 6 3 27 37  (surve Marrsfield Avenue (E) 9	yed flows + Til growth face  Wall Rd S	tor + committed dev Clongriffin Avenue (W) 111 114 211 0 466 WITHOUT SUBJECT In flactor + committed for Clongriffin Avenue (W) 133 17 266 0 Clongriffin Avenue (W) 131 17 266 0 Clongriffin Avenue (W) 137 17 266 Clongriffin Avenue (W) 131 17 267 267 27 28	v + subject dev.)  TOTALS  80 18 79 48 225  DEVELOPMENT d development)  TOTALS  10 10 10 10 10 10 10 10 10 10 10 10 10
From Hote in th Marrsfield Hote in th Clongriffin TO  2032  From Hote in th Clongriffin TO  2032  From Hote in th Marrsfield Hote in th Clongriffin TO  2042  From Hote in th Clongriffin TO  Clongriffin	Vehicles To  the Wall Rd N dd Avenue (E) he Wall Rd S n Avenue (W)  TOALS  Light Vehicles To  the Wall Rd N dd Avenue (E) he Wall Rd N dd Avenue (W)  TOALS  Light Vehicles To  the Wall Rd N dd Avenue (W)  TOALS  Light Vehicles To  the Wall Rd N dd Avenue (W)  TOALS  Light Vehicles To  the Wall Rd N dd Avenue (E) he Wall Rd N dd Avenue (W)	Wall Rd N	Marrsfield Avenue (E)   Survey	yed flows + 111 growth face  Wait Raf S 2512 351 01 1046 3909 yed flows + 111 growth face Wait Raf S 2753 384 0 1146 4283 WH SUBJU 1146 4283 384 40 10 1146 4283 384 40 10 1146 417 10 1146 4283	tor + committed de Clongriffin Avenue (W) 1059 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1357 1357 1357 1357 1357 1357 1357 1357	v. + subject dev.)  TOTALS  4077 2082 3957 3082 13198 DEVELOPMENT of development)  TOTALS  13198 14159 I N OPERATION v. + subject dev.)  TOTALS  4463 2268 4337 3368 134436  COVELOPMENT of development)  TOTALS	To From Hole in the Wall R Clongriffin Avenue TOTALS  2032 Head Vehic To TALS  2032 Head Vehic From Hole in the Wall R Clongriffin Avenue TOTALS  2032 Head Vehic TOTALS  2032 Head Vehic TOTALS  2042 Head Vehic TOTALS  2044 Head Vehic TOTALS  2044 Head Vehic TOTALS  2044 Head Vehic ToTALS  2044 Head Vehic ToTALS  2045 Head Vehic ToTALS  2046 Head Vehic ToTALS  2047 Head Vehic ToTALS	Note	Marrsfield Avenue (E)  0 2 2 22 30  Marrsfield Avenue (E)  7 0 33 27 37  Marrsfield Avenue (E)  7 3 3 3 27 37  (surve  Marrsfield Avenue (E)  9 9 0 4 3 3 4 3 4	yed flows + Til growth face  Walt Rd S	tor + committed dec Clongriffin Avenue (W) 111 144 211 0 466 WITHOUT SUBSET 13 17 266 0 566 ECT DEVLOPMEN WITHOUT SUBSET Clongriffin Avenue (W) 13 17 266 0 10 16 16 16 16 16 16 17 17 18 18 17 17 26 18 18 17 26 18 18 17 26 18 18 18 17 26 26 26 26 27 28 28 28 28 28 28 28 28 28 28 28 28 28	v. + subject dev.)  TOTALS  80 18 79 48 225 DEVELOPMENT of development)  TOTALS  10 10 10 10 10 10 10 10 10 10 10 10 10
From Hole in th Marrsfield Hole in th Clongriffin TO  2032  From Hole in th Clongriffin TO  2032  From Hole in th Marrsfield Hole in th Clongriffin TO  2042  From Hole in th Clongriffin TO  Clongriffin TO  Clongriffin TO	Vehicles To he Wall Ro N Id Avenue (R) he Wall Ro N Avenue (W) TALS Light Vehicles To he Wall Ro N Id Avenue (E) he Wall Ro N Id Avenue (E) he Wall Ro N Id Avenue (W) TALS Light Vehicles To he Wall Ro N Id Avenue (W) TALS	Walt Rd N	Marrsfield Avenue (E)   Sol	yed flows + Til growth face Walt Rd S 2512 351 0 1046 3909 wed flows + Til grow Hole in the Walt Rd S 2753 384 4283 WITH SUB) 2753 3844 4283 WITH SUB) 4283 11466 4283 11466 4283 11468 4283 11468 4283	tor + committed de Clongriffin Avenue (W) 1059 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1395 1395 1395 1395 1395 1395 1395 1395	v. + subject dev.)  TOTALS  4077 2082 3957 3082 13198  TOTALS  4420 2129 4437 3273 14159  FIN OPERATION  TOTALS  4460 437 3273 43159  FIN OPERATION  TOTALS  4463 4368  14436  DEVELOPMENT  TOTALS  4 420 4 437 4 437 4 4460 4 446	From Hole in the Walt R Marrsfield Avenue Hole in the Walt R Clongriffin Avenue TOTALS  2032  Hea Vehic  ToTALS  2032  Hea Vehic  From Hole in the Walt R Glongriffin Avenue TOTALS  2032  Hea TOTALS  2032  Hea Vehic  ToTALS  2044  Hea TOTALS  2044  Hea TOTALS	Note	Marrsfield   Avenue (E)	with Sub- with S	tor + committed dev Clongriffin Avenue (W) 111 144 211 0 466 WITHOUT SUBJECT th factor + committed dev Clongriffin Avenue (W) 133 177 266 56 ECT DEVELOPMENT Clongriffin Avenue (W) 133 177 266 06 566 WITHOUT SUBJECT Clongriffin Avenue (W) 13 AVENUE (W) 13 177 266 07 167 17 268 08 177 268 09 184 185 187 268 197 268 198 198 198 198 198 198 198 198 198 19	v. + subject dev.;  TOTALS  80  18  79  48  222  TOTALS  10 DEVELOPMENT  TOTALS  98  233  98  59  278  TOTALS  TOTALS  10 DEVELOPMENT  TOTALS  10 DEVELOPMENT  TOTALS  11 DEVELOPMENT  12 DEVELOPMENT  TOTALS  12 DEVELOPMENT  TOTALS  12 DEVELOPMENT  TOTALS  12 DEVELOPMENT  TOTALS
From Hole in th Marrsfield Hole in th Clongriffin TO  2032  From Hole in th Clongriffin TO  2032  From Hole in th Clongriffin TO  2042  From Hole in th Clongriffin TO  2042  From Hole in th Clongriffin TO	Vehicles To  the Wall Rd N dd Avenue (E) he Wall Rd S n Avenue (W)  To Light Vehicles To he Wall Rd N dd Avenue (E) he Wall Rd N dd Avenue (E) he Wall Rd N dd Avenue (W)  To he Wall Rd N dd Avenue (W)  To he Wall Rd N dd Avenue (E) he Wall Rd N dd Avenue (E) he Wall Rd N n Avenue (W)  To he Wall Rd N n Avenue (W)	Wall Rd N	Marrsfield Avenue (E) 550 (surver Marrsfield Avenue (E) 540 (surver Marrsf	yed flows + 111 growth face Wall Rd's 2512 351 0 1046 3909 yed flows + 111 grow Hole in the Wall Rd's 2753 384 0 1146 4283 WITH SUBJ 2753 384 10 1146 4283 WITH SUBJ 2753 384 10 1146 4283 484 10 1146 4283 484 4283	tor + committed de Clongriffin Avenue (W) 1059 1355 1394 1355 1394 1355 1394 1416 1416 1416 1416 1416 1416 1416 14	v. + subject dev.)  TOTALS  4077 2082 3957 3082 13198 PEVELOPMENT et development)  TOTALS  1229 4420 2129 4437 3273 14159  TOTALS  4463 2268 4463 2268 14436  DEVELOPMENT et development)  TOTALS  TOTALS  4793 2373 14159  TOTALS  4793 2373 24159  TOTALS  4793 2373 24159  TOTALS  4793 2373 24159  TOTALS  4793 3564 35649 35649 15353	To From Hole in the Wall R Clongriffin Avenue TOTALS  A Clongriffin Avenue TOTALS	Hole in the   Wall Rd N	Marrsfield   Avenue   E	yed flows + Til growth face  Wall Rd S  63  2  0  18  83  yed flows + Til grow Hole in the Wall Rd S  78  3  0  22  103  WITH SUBJ  yed flows + Til grow Hole in the Wall Rd S  78  3  0  22  103  WITH SUBJ  yed flows + Til grow Hole in the Wall Rd S  78  3  0  22  103  WITH SUBJ  yed flows + Til grow Hole in the Wall Rd S  79  103  104  107  107  108  109  109  109  109  109  109  109	tor + committed dev Clongriffin Avenue (W) 111 114 211 0 46 WITHOUT SUBJECT In factor + committed Clongriffin Avenue (W) 13 17 26 0 0 Clongriffin Avenue (W) 13 17 26 0 Clongriffin Avenue (W) 16 0 16 0 30 0 TO Clongriffin Avenue (W) 17 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	** subject dev.  TOTALS  80  18  79  48  225  DEVELOPMENT  TOTALS  98  23  98  59  278  TOTALS  **  **  **  **  **  **  **  **  **
From Hote in th Marrsfield Hote in th Clongriffin TO  2032  From Hote in th Clongriffin TO  2032  From Hote in th Marrsfield Hote in th Clongriffin TO  2042  From Hote in th Clongriffin TO  2042	Vehicles To  the Wall Rd N Id Avenue (R) he Wall Rd S n Avenue (W)  TALS  Light Vehicles To  the Wall Rd N Id Avenue (E) he Wall Rd N Id Avenue (W)  To he Wall Rd N Id Avenue (W)  To he Wall Rd N Id Avenue (E) he Wall Rd N Id Avenue (E) he Wall Rd N Id Avenue (W)  To he Wall Rd N Id Avenue (W)	Walt Rd N	Marrsfield	yed flows + Til grow Hole in the Walt Rd S 2512 351 0 1046 3909 yed flows + Til grow Hole in the Walt Rd S 2753 384 04 1146 4283 384 0 1146 4283 384 0 1146 4283 384 0 10 1146 10 10 10 10 10 10 10 10 10 10 10 10 10 1	tor + committed de Clongriffin Avenue (W) 1059 1355 1394 1355 1394 1355 1394 15 1395 1395 1395 1395 1395 1395 1395 1	v. + subject dev.)  TOTALS  4077 2082 3957 3082 13198  DEVELOPMENT of development)  TOTALS  1420 2129 4437 3273 14159  IN OPERATION v. + subject dev.)  TOTALS  4463 2268 4437 3368 14436  DEVELOPMENT of development)  TOTALS  4793 3508 14536  TOTALS  1459  TOTALS  1500 1500 1500 1500 1500 1500 1500 15	To TALS  Longriffin Avenue Hole in the Wall R Glongriffin Avenue TOTALS  2032 Hea Vehic  From Hole in the Wall R Marrsfield Avenue Hole in the Wall R Clongriffin Avenue TOTALS  2032 Hea Vehic  To TALS  2032 Hea Clongriffin Avenue TOTALS  Longriffin Avenue TOTALS  2042 Hea Vehic To TALS  Longriffin Avenue TOTALS  Longriffin Avenue TOTALS  Longriffin Avenue TOTALS  Longriffin Avenue TOTALS  Longriffin Avenue Hole in the Wall R Marrsfield Avenue Hole in the Wall R	No	Marrsfield   Avenue (E)	yed flows + Til growth fact  Malk Rd S 63 2 0 18 83 4 4 66 in the Walk Rd S 7 8 7 8 7 8 7 8 0 22 103 105 105 105 105 105 105 105 105 105 105	tor + committed dev Clongriffin Avenue (W) 111 144 211 0 466 WITHOUT SUBJECT Clongriffin Avenue (W) 177 266 06 ECT DEVELOPMENT Clongriffin Avenue (W) 133 177 266 WITHOUT SUBJECT Clongriffin Avenue (W) 133 177 266 07 107 267 108 WITHOUT SUBJECT Line factor + committed dev Clongriffin Avenue (W) 133 177 266 37 38 WITHOUT SUBJECT Line factor + committed dev 222 322 32 0 700	v. + subject dev.)  TOTALS  80 18 79 48 225  DEVELOPMENT de development)  TOTALS  98 23 98 59 278  FIN OPERATION v. + subject dev.)  TOTALS  23 30 122 30 122 744 348
From Hote in the Marrisfield Hote in the Clongriffin TO 2032  From Hote in the Clongriffin TO 2032  From Hote in the Clongriffin TO 2042	Vehicles To  the Wall Rd N Id Avenue (E) he Wall Rd S n Avenue (W)  TOTALS  Light Vehicles To  the Wall Rd N Id Avenue (E) he Wall Rd N Id Avenue (E) he Wall Rd N Id Avenue (W)  To the Wall Rd N Id Avenue (W)  To the Wall Rd N Id Avenue (E) he Wall Rd N Id Avenue (W)  To the Wall Rd N Id Avenue (E) he Wall Rd N Id Avenue (W)  To the Wall Rd S N Avenue (W)	Wall Rd N	Marrsfield Avenue (E) 550 (surver Marrsfield Avenue (E) 540 (surver Marrsf	yed flows + 111 growth face Wall Rd's 2512 351 0 1046 3909 yed flows + 111 grow Hole in the Wall Rd's 2753 384 0 1146 4283 WITH SUBJ 2753 384 10 1146 4283 WITH SUBJ 2753 384 10 1146 4283 484 10 1146 4283 484 4283	tor + committed de Clongriffin Avenue (W) 1059 1355 1394 1355 1394 1355 1394 1416 1416 1416 1416 1416 1416 1416 14	v. + subject dev.)  TOTALS  4077 2082 3957 3082 13198 PEVELOPMENT et development)  TOTALS  1229 4420 2129 4437 3273 14159  TOTALS  4463 2268 4463 2268 14436  DEVELOPMENT et development)  TOTALS  TOTALS  4793 2373 14159  TOTALS  4793 2373 24159  TOTALS  4793 2373 24159  TOTALS  4793 2373 24159  TOTALS  4793 3564 35649 35649 15353	From Hole in the Wall R Marrsfield Avenue Hole in the Wall R Clongriffin Avenue TOTALS  2032 Hea Vehic  From Hole in the Wall R Clongriffin Avenue TOTALS  2032 Hea Vehic  TOTALS  2042 Hea Clongriffin Avenue TOTALS  2042 Hea Marrsfield Avenue Hole in the Wall R Marrsfield Avenue Hole in the Wall R Marrsfield Avenue Hole in the Wall R Clongriffin Avenue TOTALS  2042 Hea Congriffin Avenue Hole in the Wall R Clongriffin Avenue TOTALS  4042 Hea Congriffin Avenue Hole in the Wall R Congriffin Avenue TOTALS	Malk	Marrsfield   Avenue   E	yed flows + Til growth face  Wall Rd S  63  2  0  18  83  yed flows + Til grow Hole in the Wall Rd S  78  3  0  22  103  WITH SUBJ  yed flows + Til grow Hole in the Wall Rd S  78  3  0  22  103  WITH SUBJ  yed flows + Til grow Hole in the Wall Rd S  78  3  0  22  103  WITH SUBJ  yed flows + Til grow Hole in the Wall Rd S  79  103  104  107  107  108  109  109  109  109  109  109  109	tor + committed dev Clongriffin Avenue (W) 111 114 211 0 46 WITHOUT SUBJECT In factor + committed Clongriffin Avenue (W) 13 17 26 0 0 Clongriffin Avenue (W) 13 17 26 0 Clongriffin Avenue (W) 16 0 16 0 30 0 TO Clongriffin Avenue (W) 17 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	v. + subject dev.)  TOTALS  80 18 79 48 225 DEVELOPMENT of development)  TOTALS  98 23 98 59 278 T IN OPERATION v. + subject dev.)  TOTALS  98 23 98 278 TOTALS  98 23 98 23 98 278 TOTALS
From Hote in th Marrsfield Hote in th Clongriffin TO  2032  From Hote in th Clongriffin TO  2032  From Hote in th Clongriffin TO  2042  From Hote in th Marrsfield Hote in th Clongriffin TO  2042  From Hote in th Marrsfield	Vehicles To  the Wall Rd N Id Avenue (R) the Wall Rd S n Avenue (W) TALS  Light Vehicles To  the Wall Rd N the Wall Rd N the Wall Rd S n Avenue (W) TALS  Light Vehicles To  the Wall Rd N the Wall Rd N the Wall Rd N the Wall Rd S n Avenue (W) TALS  Light Vehicles To  the Wall Rd N the Wall Rd S n Avenue (W) TALS  Light Vehicles To  the Wall Rd N the Wall Rd N the Wall Rd S n Avenue (W) TALS  Light Vehicles To  the Wall Rd N the Wall Rd N the Wall Rd S n Avenue (W) TALS	Walt Rd N	Marrsfield Avenue (E)   S50   S50   S50   S60	yed flows + Til growth face Wait Ra's 2512 3511 01 1046 3909 yed flows + Til growth face Wait Ra's 2753 3844 04 1146 4283 WITH SUBJECT 4283 3844 14483 WITH SUBJECT 4283 3844 14645 4283 WITH SUBJECT 4483 4483 4483 4483 4484 4483 4484 4483 4484 448	tor + committed de Clongriffin Avenue (W) 1258 1467 1 1464 1464 1464 1464 1258 1467 1 1466 1466 1466 1466 1466 1466 14	v. + subject dev.)  TOTALS  4077 2082 3957 3082 13198  DEVELOPMENT and development) TOTALS  4420 2129 4337 3273 14159 1407 TOTALS  FIN OPERATION  TOTALS  4463 2268 4337 3368 14439 1707 1707 1707 1707 1707 1707 1707 170	From Hole in the Walt R Marrisfield Avenue Hole in the Walt R Clongriffin Avenue TOTALS  2032 Hea Vehic Totals  Lea Totals  Le	Hole in the   Wall Rd N   O	Marrsfield   Avenue (E)	yed flows + Til growth face  Walt Rd S  2  0  18  83  yed flows + Til growth face  Walt Rd S  83  yed flows + Til growth face  Walt Rd S  78  3  0  22  103  WIT SUBJE  8  4  10  10  10  10  10  10  10  10  10	tor + committed dec Clongriffin Avenue (W) 11 14 14 21 0 46 WITHOUT SUBLECT 13 17 26 0 56 ECT DEVELOPMENT 17 26 0 10 17 26 17 26 17	v. + subject dev.)  TOTALS  80 18 79 48 225 DEVELOPMENT of development) TOTALS  98 23 98 59 278 If IN OPERATION v. + subject dev.) TOTALS  1022 74 348 F IN OPERATION v. + subject dev.) TOTALS  122 30 122 74 348 If IN OPERATION v. + subject dev.) TOTALS
From Hote in th Marrsfield Hote in th Clongriffin TO  2032  From Hote in th Clongriffin TO  2032  From Hote in th Marrsfield Hote in th Clongriffin TO  2042  From Hote in th Marrsfield Hote in th Clongriffin TO  2042  From Hote in th Marrsfield	Vehicles To  the Wall Rd N Id Avenue (E) he Wall Rd S n Avenue (W)  TOTALS  Light Vehicles To  the Wall Rd N Id Avenue (E) he Wall Rd N Id Avenue (E) he Wall Rd N Id Avenue (W)  To the Wall Rd N Id Avenue (W)  To the Wall Rd N Id Avenue (E) he Wall Rd N Id Avenue (E) he Wall Rd N Id Avenue (W)  To the Wall Rd S N Avenue (W)	Wall Rd N	Marrsfield Avenue (E)   S50   S10   Marrsfield Avenue (E)   S50   Marrsfield Avenue (E)   Marrsfield Avenu	yed + 111 growth fac Hole in the Walt Rd S	tor + committed de Clongriffin Avenue (W) 1059 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1395 1395 1395 1395 1395 1395 1395 1395	x + subject dev.)  TOTALS  4077 2082 3957 3082 13198  DEVELOPMENT et development)  TOTALS  10 POPERATION x + subject dev.)  TOTALS  4463 2268 4437 3368 14436  DEVELOPMENT et development)  TOTALS  TOTALS  10 POPERATION x + subject dev.)  TOTALS  11 POPERATION x + subject dev.)  TOTALS  12 POPERATION x + subject dev.)  TOTALS  13 Sa68 14 Sa68 14 Sa68 15 Sa68 16 Sa68 17 Sa68 18 Sa68	From Hole in the Wall R Marrsfield Avenue Hole in the Wall R Clongriffin Avenue TOTALS  2032 Hea Vehic  From Hole in the Wall R Clongriffin Avenue TOTALS  2032 Hea Vehic  TOTALS  2042 Hea Clongriffin Avenue TOTALS  2042 Hea Marrsfield Avenue Hole in the Wall R Marrsfield Avenue Hole in the Wall R Marrsfield Avenue Hole in the Wall R Clongriffin Avenue TOTALS  2042 Hea Congriffin Avenue Hole in the Wall R Clongriffin Avenue TOTALS  4042 Hea Congriffin Avenue Hole in the Wall R Congriffin Avenue TOTALS	Malk	Marrsfield   Avenue   E	yed flows + Til growth face  Wall Rd S  63  2  0  18  83  yed flows + Til grow  Hole in the  Wall Rd S  78  3  0  22  103  WITH SUB-  yed + Til growth face  Hole in the  Wall Rd S  78  3  0  22  103  WITH SUB-  yed + Til growth face  Hole in the  Wall Rd S  78  3  0  22  103  WITH SUB-  yed + Til growth face  Wall Rd S  97  42  103  With SuB-  yed flows + Til growth face  With SuB-  yed flows + Til growth face  With SuB-  Wall Rd S  With SuB-  With SuB-  With SuB-  Wall Rd S  Wall Rd S  Wall Rd S  Wall Rd S  With SuB-  Wall Rd S  Wal	tor + committed dev Clongriffin Avenue (W) 111 114 211 0 466 WITHOUT SUBJECT thin factor + committed Clongriffin Avenue (W) 133 177 266 0 0 Clongriffin Avenue (W) 131 177 266 0 165 6 WITHOUT SUBJECT Clongriffin Avenue (W) 133 177 266 0 167 270 287 287 287 287 287 287 287 287 287 287	v. + subject dev.)  TOTALS  80 18 79 48 225  DEVELOPMENT of development)  TOTALS  88 23 98 278  FIN OPERATION v. + subject dev.)  TOTALS  23 24 25 27 27 28 24 348  TOTALS
From Hote in th Marrsfield Hote in th Clongriffin TO  2032  From Hote in th Clongriffin TO  2032  From Hote in th Marrsfield Hote in th Clongriffin TO  2042  From Hote in th Marrsfield Hote in th Clongriffin TO  2042  From Hote in th Marrsfield Hote in th Clongriffin TO  2042	Vehicles To  the Wall Rd N dd Avenue (E) he Wall Rd S n Avenue (W)  To I Light Vehicles To he Wall Rd N dd Avenue (E) he Wall Rd N dd Avenue (E) he Wall Rd N dd Avenue (W)  To he Wall Rd N dd Avenue (E) he Wall Rd S n Avenue (W)	Wall Rd N	Marrsfield Avenue (E)	yed of 111 growth face Walt Raf S 2512 351 01 1046 3909 yed flows + 111 growth face Walt Raf S 2753 384 01 1146 4283 WITH SUBB 2753 384 04 1146 4283 WITH SUBB 2753 384 40 1146 4283 WITH SUBB 2753 384 04 1146 4283 WITH SUBB 28955 417 01 1243 4645	tor + committed de Clongriffin Avenue (W) 1059 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1355 1394 1395 1395 1395 1395 1395 1395 1395 1395	v. + subject dev.)  TOTALS  4077 2082 3957 3082 13198 PEVELOPMENT of development) TOTALS  10 EVELOPMENT of development) TOTALS  1420 2129 3437 2273 14159 TOTALS  4463 2268 4463 2268 14436  DEVELOPMENT of development) TOTALS  4793 3368 14436  TOTALS  4793 4702 33549 15353  IN OPERATION v. + subject dev.) TOTALS	From Hole in the Wall R Marrsfield Avenue Hole in the Wall R Clongriffin Avenue TOTALS  2032 Hea Vehic From Hole in the Wall R Marrsfield Avenue TOTALS  2032 Hea Vehic TOTALS  2042 Hea Vehic From Hole in the Wall R Marrsfield Avenue Hole in the Wall R Clongriffin Avenue TOTALS  2042 Hea Vehic TOTALS	Note	Marrsfield   Avenue   E	yed flows + Til growth face  Walk Rd S  2  0  18  83  yed flows + Til growth face  Hole in the  Walk Rd S  78  3  0  22  103  WITH SUBJU  Hole in the  Walk Rd S  97  128  WITH SUBJU  Hole in the  Walk Rd S  97  128  VITH SUBJU  97  148  VITH SUBJU  97  44  97  44  97  44  45  97  44  46  97  48  48  48  49  49  49  40  40  40  40  40  40  40	tor + committed dec Clongriffin Avenue (W)  111 124 211 0 466 WITHOUT SUBJECT In factor + committed dec Clongriffin Avenue (W) 133 177 266 0 566 Clongriffin Avenue (W) 143 177 266 0 160 Clongriffin Avenue (W) 161 262 0 70 COMMITTED SUBJECT Clongriffin Avenue (W) 162 32 32 32 32 32 32 32 34 35 36 36 37 37 38 38 39 39 30 30 30 30 30 30 30 30 30 30 30 30 30	v. + subject dev.)  TOTALS  80 18 79 48 225 DEVELOPMENT of development)  TOTALS  98 59 278 T IN OPERATION v. + subject dev.)  TOTALS  98 59 278 T IN OPERATION TOTALS  122 30 122 74 348 T IN OPERATION v. + subject dev.)  TOTALS

2024	AM Peak	(08:00-09:00)		SURVEYED	RAFFIC FLOWS
	To	Main Street	Park Avenue	Main Street	TOTALS
From		West	(N)	East	IOIALS
Main Stre	eet West	0	29	119	148
Park Ave	nue (N)	55	0	38	93
Main Str	eet East	239	27	9	275
TOT	ALS	294	56	166	516

				TOTALS
From	West	(N)	East	IOIALS
Main Street West	0	29	119	148
Park Avenue (N)	55	0	38	93
Main Street East	239	27	9	275
TOTALS	294	56	166	516
2024 AM Peak			BASELINE	TRAFFIC FLOWS

2024	PM Peak	(17:00-18:00)		SURVEYED	TRAFFIC FLOV
/	To	Main Street	Park Avenue	Main Street	TOTALS
From		West	(N)	East	IOIALS
Main Str	eet West	1	45	258	30
Park Ave	enue (N)	54	0	22	7
Main Str	eet East	210	29	9	24
TOT	ALS	265	74	289	62

BASELINE TRAFFIC FLOWS							
(surveyed flows + TII growth factor)							
enue	Main Street	TOTALS					
)	East	IOIALS					
29	119	148					
0	38	93					
27	9	275					

2024	PM Peak			BASELINE	TRAFFIC FLOWS
2024	TITTEGK			(surveyed flows + 1	II growth factor
	To	Main Street	Park Avenue	Main Street	TOTALS
From		West	(N)	East	TOTALS
Main Str	eet West	1	45	258	304
Park Ave	enue (N)	54	0	22	76
Main Str	eet East	210	29	9	248
TOT	ALS	265	74	289	628

Park Avenue (N)		55	0	38	93
Main Street East		239	27	9	275
TO	TALS	294	56	166	516
2026					
2020	AM Peak		Ot	her committed dev	elopment flows

elopment flows	ner committed dev	01		ам Реак	2026
TOTALS	Main Street	Park Avenue	Main Street	To	
IOIALS	East	(N)	West		From
0				eet West	Main Str
0				Park Avenue (N)	
0				reet East	Main St
0	0	0	0	TALS	TO

2026	PM Peak	Other committed development flows					
From	То	Main Street West	Park Avenue (N)	Main Street East	TOTALS		
Main Str	eet West				0		
Park Av	enue (N)				0		
Main St	reet East				0		
T01	ALS	0	0	0	0		

2027	AM Peak			WITHOUT SUBJECT	DEVELOPMENT
2027	APIFEAR	(surve	eyed flows + TII grow	th factor + committe	ed development)
	To	Main Street	Park Avenue	Main Street	TOTALS
From		West	(N)	East	IOIALS
Main Str	reet West	0	31	128	159
Park Av	enue (N)	59	0	41	100
Main St	reet East	257	29	10	296
TO	TALS	316	60	179	555

2027	PM Peak	Wiln		WITHOUT SUBJECT	DEVELOPMENT
2027	THICAK	(surve	yed flows + TII growt	th factor + committe	d development)
	To	Main Street	Park Avenue	Main Street	TOTALS
From		West	(N)	East	IUIALS
Main Str	eet West	1	48	278	327
Park Av	enue (N)	58	0	24	82
Main St	reet East	226	31	10	267
TOT	TALS	285	79	312	676

2027	AM Peak	SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE			
From	То	Main Street West	Park Avenue (N)	Main Street East	TOTALS
Main Str	eet West	0	28	0	28
Park Av	enue (N)	71	0	0	71
Main St	eet East	0	0	0	0
TOT	ALS	71	28	0	99

2027	PM Peak	SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHA				
From	То	Main Street West	Park Avenue (N)	Main Street East	TOTALS	
Main Str	eet West	0	54	0	54	
Park Av	enue (N)	32	0	0	32	
Main St	reet East	0	0	0	0	
TO	ΓALS	32	54	0	86	
		32		•		

	2027 At	AM Peak		WITH SUBJ	ECT DEVELOPMENT	IN OPERATION
	2027	Arricak	(surw	eyed + TII growth fac	tor + committed dev	v. + subject dev.)
		To	Main Street	Park Avenue	Main Street	TOTALS
	From		West	(N)	East	IOIALS
П	Main Str	eet West	0	59	128	187
	Park Av	enue (N)	130	0	41	171
	Main St	reet East	257	29	10	296
Γ	TO	TALS	387	88	179	654

		tor + committed dev	+ cubiact day )
Main Street	Park Avenue	Main Street	TOTALS
West	(N)	East	TOTALS
1	102	278	381
90	0	24	114
226	31	10	267
317	133	312	762
	West 1 90 226	West (N)  1 102 90 0 226 31	West         (N)         East           1         102         278           90         0         24           226         31         10

2032	AM Peak	(SUITVE	eved flows + TII grow	WITHOUT SUBJECT th factor + committe	
From	To	Main Street West	Park Avenue (N)	Main Street East	TOTALS
Main St	reet West	0	34	140	174
Park A	venue (N)	65	0	45	110
Main S	treet East	282	32	11	325
TO	TALS	247	66	100	600

2032	PM Peak	$\label{eq:without subject developmen} \textbf{(surveyed flows + TII growth factor + committed developmen)}$			
	To	Main Street	Park Avenue	Main Street	TOTALS
From		West	(N)	East	TOTALS
Main Str	eet West	1	53	304	358
Park Av	enue (N)	64	0	26	90
Main St	reet East	248	34	11	293
TOT	ALS	313	87	341	741

2032	AM Peak	WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + Till growth factor + committed dev. + subject dev.			
	То	Main Street	Park Avenue	Main Street	TOTALS
From		West	(N)	East	
Main Str	eet West	0	62	140	202
Park Av	enue (N)	136	0	45	181
Main St	reet East	282	32	11	325
TOT	ALS	418	94	196	708

2032	PM Peak		WITH SUBJ	ECT DEVELOPMENT	IN OPERATION
2002	THICAK	(surv	eyed + TII growth fac	tor + committed dev	r. + subject dev.)
	To	Main Street	Park Avenue	Main Street	TOTALS
From		West	(N)	East	TOTALS
Main Str	Main Street West		107	304	412
Park Av	enue (N)	96	0	26	122
Main St	reet East	248	34	11	293
T01	TALS	345	141	341	827

2042	AM Peak	WITHOUT SUBJECT I			
	То	Main Street	Park Avenue	Main Street	TOTALS
From		West	(N)	East	
Main St	reet West	0	37	152	189
Park Av	enue (N)	70	0	49	119
Main St	reet East	306	35	12	353
TO.	TALS	376	72	213	661

2042	PM Peak			WITHOUT SUBJECT	DEVELOPMENT
2042	rivireak	(surve	yed flows + TII grow	th factor + committe	d development)
	To	Main Street	Park Avenue	Main Street	TOTALS
From		West	(N)	East	TOTALS
Main Str	eet West	1	58	330	389
Park Av	enue (N)	69	0	28	97
Main St	reet East	268	37	12	317
T01	ALS	338	95	370	803

WITH SUBJECT DEVELOPMENT IN OPERATION I growth factor + committed dev. + subject dev.	AM Peak	2042		
Avenue Main Street TOTALS	Park Avenue	Main Street	To	
N) East	(N)	West		From
65 152 <b>217</b>	65	0	reet West	Main St
0 49 190	0	141	renue (N)	Park Av
35 12 <b>353</b>	35	306	reet East	Main St
100 213 760	100	447	TALS	TO

2042	PM Peak	(surv	WITH SUBJECT DEVELOPMENT IN (surveyed + TII growth factor + committed dev. + s			
From	То	Main Street West	Park Avenue (N)	Main Street East	TOTALS	
Main Stre	et West	1	112	330	443	
Park Ave	nue (N)	101	0	28	129	
Main Str	eet East	268	37	12	317	
TOTA	ALS	370	149	370	889	

2024	Light ehicles	AADT		SURVEYED	TRAFFIC FLOWS
	To	Main Street	Park Avenue	Main Street	TOTALS
From		West	(N)	East	IOIALS
Main Street \	West	12	380	2127	2519
Park Avenue	e (N)	633	2	234	869
Main Street	East	2182	156	71	2409
TOTALS		2827	538	2432	5797

2024	Light Vehicles			BASELINE 1 (surveyed flows + 1	RAFFIC FLOWS III growth factor)
From	To	Main Street West	Park Avenue (N)	Main Street East	TOTALS
Main St	reet West	12	380	2127	2519
	renue (N) treet East	633 2182	156	234 71	869 2409
TO	TALS	2827	538	2432	5797

	2026	Light Vehicles		Ot	her committed dev	elopment flows
		То	Main Street	Park Avenue	Main Street	TOTALS
- 1	From		West	(N)	East	
ſ	Main Street West					0
- 1	Park Av	enue (N)				0
ı	Main St	reet East				0
	TO	TALS	0	0	0	0

2027	Ligiti			WITHOUT SUBJECT	DEVELOPMENT
2027	Vehicles	(surve	eyed flows + TII grow	th factor + committe	ed development)
	To	Main Street	Park Avenue	Main Street	TOTALS
From		West	(N)	East	IOIALS
Main St	reet West	13	409	2289	2711
Park Av	renue (N)	681	2	252	935
Main St	treet East	2348	168	76	2592
TO	TALS	3042	579	2617	6238

2027	Vehicles	SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHA			
	To	Main Street	Park Avenue	Main Street	TOTALS
From		West	(N)	East	TOTALS
Main St	reet West	0	596	0	596
Park Av	enue (N)	597	0	0	597
Main St	reet East	0	0	0	0
TO <sup>*</sup>	TALS	597	596	0	1193

2027	Light	WITH SUBJECT DEVELOPMENT IN OPERATION				
2027	Vehicles	(surv	eyed + TII growth fac	tor + committed dev	r. + subject dev.)	
	То	Main Street	Park Avenue	Main Street	TOTALS	
From		West	(N)	East	IOIALS	
Main S	treet West	13	1005	2289	3307	
Park A	venue (N)	1278	2	252	1532	
Main S	treet East	2348	168	76	2592	
TC	OTALS	3639	1175	2617	7431	

2032	Light WITHOUT SUBJECT		DEVELOPMENT		
2002	Vehicles	(surve	eyed flows + TII grow	th factor + committe	ed development)
	To	Main Street	Park Avenue	Main Street	TOTALS
From		West	(N)	East	IOIALS
Main St	reet West	14	448	2508	2970
Park Av	enue (N)	746	2	276	1024
Main St	reet East	2573	184	84	2841
TO.	TALS	3333	634	2868	6835

2032	Light		WITH SUBJECT DEVELOPMENT IN OPERATION				
2002	Vehicles	(surv	eyed + TII growth fac	tor + committed de	v. + subject dev.)		
	To	Main Street	Park Avenue	Main Street	TOTALS		
From		West	(N)	East	TOTALS		
Main St	reet West	14	1044	2508	3566		
Park Av	renue (N)	1343	2	276	1621		
Main St	reet East	2573	184	84	2841		
TO	TALS	3930	1230	2868	8028		

2042	Light		WITHOUT SUBJECT DEVELOPMENT					
2042	Vehicles	(surve	(surveyed flows + TII growth factor + committed development					
	To	Main Street	Park Avenue	Main Street	TOTALS			
From		West	(N)	East	IOIALS			
Main St	reet West	15	486	2719	3220			
Park Av	enue (N)	809	3	299	1111			
Main St	reet East	2789	199	91	3079			
TO.	TALS	3613	688	3109	7410			

2042	Light	WITH SUBJECT DEVELOPMENT IN OPERATION				
2042	Vehicles	(surv	eyed + TII growth fac	tor + committed dev	v. + subject dev.)	
	To	Main Street	Park Avenue	Main Street	TOTALS	
From		West	(N)	East	IOIALS	
Main St	reet West	15	1082	2719	3816	
Park Av	enue (N)	1406	3	299	1708	
Main St	reet East	2789	199	91	3079	
TO <sup>*</sup>	TALS	4210	1284	3109	8603	

	2024	Heavy Vehicles	AADT		SURVEYED	RAFFIC FLOWS
I	From	То	Main Street West	Park Avenue (N)	Main Street East	TOTALS
-[	Main Str	eet West	1	2	127	130
١	Park Av	enue (N)	13	0	2	15
١	Main St	reet East	127	2	2	131
ĺ	T01	TALS	141	4	131	276

2024	Heavy			BASELINE	RAFFIC FLOWS
2024	Vehicles			(surveyed flows + 1	II growth factor)
	To	Main Street	Park Avenue	Main Street	TOTALS
From		West	(N)	East	TOTALS
Main Str	eet West	1	2	127	130
Park Av	enue (N)	13	0	2	15
Main St	reet East	127	2	2	131
TO	TALS	141	4	131	276

2026 Heavy Vehicles			Ot	her committed dev	elopment flows
From	То	Main Street West	Park Avenue (N)	Main Street East	TOTALS
Main St	reet West				0
Park Av	enue (N)				0
Main St	reet East				0
TO.	TALS	0	0	0	0

2027	Heavy			WITHOUT SUBJECT	DEVELOPMENT
2027	Vehicles	(surve	yed flows + TII grow	th factor + committe	d development)
	To	Main Street	Park Avenue	Main Street	TOTALS
From		West	(N)	East	IOIALS
Main St	reet West	1	2	149	152
Park Av	enue (N)	15	0	2	17
Main St	reet East	149	2	2	153
TO:	TALS	165	4	153	322

2027	Vehicles	SUBJECT DEVELOPMENT FLOWS - OPERATIONAL I			
	To	Main Street	Park Avenue	Main Street	TOTALS
From		West	(N)	East	TOTALS
Main St	reet West	0	0	0	0
Park Av	enue (N)	0	0	0	0
Main St	reet East	0	0	0	0
TO:	TALS	0	0	0	0

Heavy	WITH SUBJECT DEVELOPMENT IN OPERATION				
Vehicles	(surv	eyed + TII growth fac	tor + committed dev	r. + subject dev.)	
To	Main Street	Park Avenue	Main Street	TOTALS	
	West	(N)	East	IOIALS	
reet West	1	2	149	152	
enue (N)	15	0	2	17	
reet East	149	2	2	153	
TALS	165	4	153	322	
	Vehicles To reet West enue (N) reet East	Vehicles	Vehicles	Vehicles   Vehicles	

2032	Heavy			WITHOUT SUBJECT	
	Vehicles	(surve	eyed flows + TII grow	th factor + committe	d development)
	To	Main Street	Park Avenue	Main Street	TOTALS
From		West	(N)	East	IOIALS
Main St	reet West	1	3	183	187
Park Av	enue (N)	19	0	3	22
Main St	reet East	183	3	3	189
TO'	TALS	203	6	189	398

2032	Heavy Vehicles	WITH SUBJECT DEVELOPM (surveyed + TII growth factor + committe			
	To	Main Street West	Park Avenue	Main Street East	TOTALS
From Main St	reet West	west 1	(N) 3	183	187
Park Av	renue (N)	19	0	3	22
Main St	reet East	183	3	3	189
TO	TALS	203	6	189	398

	2042	Heavy Vehicles	(surve		WITHOUT SUBJECT th factor + committe	
I	From	То	Main Street West	Park Avenue (N)	Main Street East	TOTALS
ſ	Main Str	eet West	2	4	228	234
١	Park Av	enue (N)	23	0	4	27
١	Main St	reet East	228	4	4	236
	TOT	ΓALS	253	8	236	497

2042	Heavy		WITH SUBJ	ECT DEVELOPMENT	IN OPERATION
2042	Vehicles	(surv	eyed + TII growth fac	tor + committed de	v. + subject dev.)
	To	Main Street	Park Avenue	Main Street	TOTALS
From		West	(N)	East	IUIALS
Main St	reet West	2	4	228	234
Park Av	renue (N)	23	0	4	27
Main St	reet East	228	4	4	236
TO	TALS	253	8	236	497

2024	AM Peak	(08:00-09:00)		SURVEYED 1	TRAFFIC FLOWS
	То	Marrsfield Ave	Park Avenue	Marrsfield Ave	TOTALS
From		East	(S)	West	
Marrsfield	Ave East	0	6	140	146
Park Ave	enue (S)	2	0	92	94
Marrsfield	Ave West	101	77	2	180
TOT	ALS	103	83	234	420

IOIALS		103	83	234	420
2024	AM Peak			BASELINE 1 (surveyed flows + T	TRAFFIC FLOWS
From	То	Marrsfield Ave East	Park Avenue (S)	Marrsfield Ave West	TOTALS
Marrsfield Ave East		0	6	140	146

2024	AM Peak		(surveyed flows + TII growth factor)					PM Pea
				(surveyed flows + T	II growth factor)			
	To	Marrsfield Ave	Park Avenue	Marrsfield Ave	TOTALS			To
From		East	(S)	West	TOTALS		From	_
Marrsfield	d Ave East	0	6	140	146	ĺ	Marrsfiel	d Ave East
Park Av	enue (S)	2	0	92	94		Park Av	enue (S)
Marrsfield	Ave West	101	77	2	180		Marrsfield	d Ave Wes
TOT	ALS	103	83	234	420	ĺ	TO	ALS
						•		

	Other committed development flows				
To	Marrsfield Ave	Park Avenue	Marrsfield Ave	TOTALS	
	East	(S)	West	TOTALS	
Ave East				0	
nue (S)				0	
Ave West				0	
ALS	0	0	0	0	
	Ave East enue (S) Ave West	Ave East enue (S) Ave West	East (S)  Ave East  inue (S)  Ave West	Ave East   (S)   West	

2027	AM Peak	WITHOUT SUBJECT		DEVELOPMENT	
2027	APTECAN	(surve	yed flows + TII grow	th factor + committe	d development)
	To	Marrsfield Ave	Park Avenue	Marrsfield Ave	TOTALS
From		East	(S)	West	TOTALS
Marrsfiel	d Ave East	0	6	151	157
Park Av	enue (S)	2	0	99	101
Marrsfield	d Ave West	109	83	2	194
TO	TALS	111	89	252	452
		•			

2027	AM Peak	Si	SUBJECT DEVELOPMENT FLOWS - OPERATION				
	То	Marrsfield Ave	Park Avenue	Marrsfield Ave	TOTALS		
From		East	(S)	West	1017120		
Marrsfield	d Ave East	0	0	0	0		
Park Av	enue (S)	0	0	15	15		
Marrsfield	Ave West	0	9	0	9		
TOT	ALS	0	9	15	24		

2027	AM Peak	(surv	WITH SUBJECT DEVELOPMENT (surveyed + Till growth factor + committed dev		
From	То	Marrsfield Ave East	Park Avenue (S)	Marrsfield Ave West	TOTALS
Marrsfield	d Ave East	0	6	151	157
Park Av	enue (S)	2	0	114	116
Marrsfield	Ave West	109	92	2	203
TOT	ALS	111	98	267	476

	2032	AM Peak	(surve		WITHOUT SUBJECT	
	From	To	Marrsfield Ave East	Park Avenue (S)	Marrsfield Ave West	TOTALS
ı	Marrsfield	d Ave East	0	7	165	172
١	Park Av	enue (S)	2	0	108	110
-	Marrsfield	Ave West	119	91	2	212
ı	TOT	ALS	121	98	275	494

2032	AM Peak	(surv	ctor + committed dev		
	To	Marrsfield Ave	Park Avenue	Marrsfield Ave	TOTALS
From		East	(S)	West	1017120
Marrsfield	d Ave East	0	7	165	172
Park Ave	enue (S)	2	0	123	125
Marrsfield	Ave West	119	100	2	221
TOT	ALS	121	107	290	518

2042	AM Peak			WITHOUT SUBJECT	DEVELOPMENT
2042	AMPEAK	(surve	yed flows + TII grow	th factor + committe	d development)
	To	Marrsfield Ave	Park Avenue	Marrsfield Ave	TOTALS
From		East	(S)	West	IOIALS
Marrsfiel	d Ave East	0	8	179	187
Park Av	enue (S)	3	0	118	121
Marrsfield	i Ave West	129	98	3	230
T01	ALS	132	106	300	538

	2042	AM Peak		IN OPERATION		
	2042	Airii cak	(surw	eyed + TII growth fac	tor + committed dev	r. + subject dev.)
		To	Marrsfield Ave	Park Avenue	Marrsfield Ave	TOTALS
	From		East	(S)	West	TOTALS
Г	Marrsfield	d Ave East	0	8	179	187
	Park Av	enue (S)	3	0	133	136
	Marrsfield	Ave West	129	107	3	239
Г	TOT	ALS	132	115	315	562

TRAFFIC FLOW:	SURVEYED		(17:00-18:00)	PM Peak	2024
TOTALS	Marrsfield Ave	Park Avenue	Marrsfield Ave	To	
IOIALS	West	(S)	East		From
83	79	4	0	ld Ave East	Marrsfiel
50	44	0	6	renue (S)	Park Av
175	1	62	112	d Ave West	Marrsfiel
308	124	66	118	TALS	TO.

TO	TALS	118	118 66 124			
2026	PM Peak	Other committed development flo				
From	То	Marrsfield Ave East	Park Avenue (S)	Marrsfield Ave West	TOTALS	
Marrsfiel	d Ave East				0	
Park Av	enue (S)			0		
Marrsfield Ave West			0			
TO	TALS	0	0	0	0	

2027	PM Peak			WITHOUT SUBJECT DEVELOPME	DEVELOPMENT
2027	FINIFEAR	(surve	yed flows + TII grow	th factor + committe	d development)
	To	Marrsfield Ave	Park Avenue	Marrsfield Ave	TOTALS
From		East	(S)	West	IOIALS
Marrsfiel	d Ave East	0	4	85	89
Park Av	enue (S)	6	0	47	53
Marrsfield	Ave West	121	67	1	189
T01	ALS	127	71	133	331

2027	PM Peak	SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHA				
From	То	Marrsfield Ave East	Park Avenue (S)	Marrsfield Ave West	TOTALS	
Marrsfiel	d Ave East	0	0	0	0	
Park Av	enue (S)	0	0	9	9	
Marrsfield	l Ave West	0	11	0	11	
TOT	ALS	0	11	9	20	

2027	PM Peak		IN OPERATION		
2027	THICAK	(surve	eyed + TII growth fac	ctor + committed dev	r. + subject dev.)
$\overline{}$	To	Marrsfield Ave	Park Avenue	Marrsfield Ave	TOTALS
From		East	(S)	West	IOIALS
Marrsfield	Ave East	0	4	85	89
Park Ave	enue (S)	6	0	56	62
Marrsfield	Ave West	121	78	1	200
TOT	ALS	127	82	142	351

<b>2032</b> PM	PM Peak			WITHOUT SUBJECT	DEVELOPMENT
	FINFEAK	(surve	yed flows + TII grow	th factor + committe	d development)
/	To	Marrsfield Ave	Park Avenue	Marrsfield Ave	TOTALS
From		East	(S)	West	IUIALS
Marrsfiel	d Ave East	0	5	93	98
Park Av	enue (S)	7	0	52	59
Marrsfield	Ave West	132	73	1	206
T01	ALS	139	78	146	363

PM Peak		IN OPERATION		
· · · · · · · · · · · · · · · · · · ·	(surve	eyed + TII growth fac	ctor + committed dev	r. + subject dev.)
To	Marrsfield Ave	Park Avenue	Marrsfield Ave	TOTALS
	East	(S)	West	TOTALS
Ave East	0	5	93	98
nue (S)	7	0	61	68
Ave West	132	84	1	217
ALS .	139	89	155	383
	Ave East nue (S) Ave West	To Marrsfield Ave East  Ave East 0 nue (S) 7 Ave West 132	PM Peak (surveyed + ∏ growth fact  To Marrsfield Ave East (S)  Ave East 0 5 nue (S) 7 0  Ave West 132 84	To   Marrsfield Ave   Park Avenue   Marrsfield Ave   East   (5)   West

2042	PM Peak	(surve		WITHOUT SUBJECT th factor + committe	
	To	Marrsfield Ave	Park Avenue	Marrsfield Ave	TOTALS
From		East	(S)	West	1017120
Marrsfield	Ave East	0	5	101	106
Park Ave	enue (S)	8	0	56	64
Marrsfield	Ave West	143	79	1	223
TOT	ALS	151	84	158	393

2042	PM Peak	(surv	IN OPERATION r. + subject dev.)		
From	То	Marrsfield Ave East	Park Avenue (S)	Marrsfield Ave West	TOTALS
Marrsfield	Ave East	0	5	101	106
Park Ave	enue (S)	8	0	65	73
Marrsfield	Ave West	143	90	1	234
TOT.	ALS	151	95	167	413

2024	Light Vehicles	AADT		SURVEYED	RAFFIC FLOWS
From	То	Marrsfield Ave East	Park Avenue (S)	Marrsfield Ave West	TOTALS
Marrsfiel	d Ave East	0	54	934	988
Park Av	enue (S)	49	0	449	498
Marrsfield	Ave West	949	558	17	1524
T01	ALS	998	612	1400	3010

2024	Light Vehicles			BASELINE 1 (surveyed flows + T	RAFFIC FLOWS
From	То	Marrsfield Ave East	Park Avenue (S)	Marrsfield Ave West	TOTALS
Marrsfiel	ld Ave East	0	54	934	988
Park Av	renue (S)	49	0	449	498
Marrsfiel	d Ave West	949	558	17	1524
TO	TALS	998	612	1400	3010

TOTALS		998	612	1400	3010
2026	Light Vehicles		01	ther committed dev	elopment flows
From	То	Marrsfield Ave East	Park Avenue (S)	Marrsfield Ave West	TOTALS
Marrsfield	d Ave East				0
Park Avenue (S)					0
Marrsfield	Ave West				0

2027	Light			WITHOUT SUBJECT	DEVELOPMENT
2027	Vehicles	(surve	yed flows + TII grow	th factor + committe	ed development)
	To	Marrsfield Ave	Park Avenue	Marrsfield Ave	TOTALS
From		East	(S)	West	IOIALS
Marrsfiel	ld Ave East	0	58	1005	1063
Park Av	renue (S)	53	0	483	536
Marrsfiel	d Ave West	1021	600	18	1639
TO	TALS	1074	658	1506	3238

	2027 Vehicles			
TOTALS		Marrsfield Ave East	To	From
0 0 0 0	0	0	d Ave East	Marrsfiel
0 0 139 139	0	0	enue (S)	Park Av
0 138 0 138	138	0	d Ave West	Marrsfiel
0 138 139 277	138	0	TALS	TO.

	2027	Light		WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + Til growth factor + committed dev. + subject de					
	2027	Vehicles	(surve						
1		To	Marrsfield Ave	Park Avenue	Marrsfield Ave	TOTALS			
	From		East	(S)	West	IOIALS			
	Marrsfiel	d Ave East	0	58	1005	1063			
	Park Av	enue (S)	53	0	622	675			
	Marrsfield	d Ave West	1021	738	18	1777			
	TOT	TALS	1074	796	1645	3515			

2032	Light			MITHOUT SORTECT	DEVELOPMENT
2032	Vehicles	(surve	yed flows + TII grow	th factor + committe	ed development)
	To	Marrsfield Ave	Park Avenue	Marrsfield Ave	TOTALS
From		East	(S)	West	IOIALS
Marrsfiel	ld Ave East	0	64	1101	1165
Park Av	renue (S)	58	0	529	587
Marrsfiel	d Ave West	1119	658	20	1797
TO	TALS	1177	722	1650	3549

	2032	Light		WITH SUBJECT DEVELOPMENT IN OPERATIO					
		Vehicles	(surv	eyed + TII growth fac	tor + committed de	v. + subject dev.)			
		To	Marrsfield Ave	Park Avenue	Marrsfield Ave	TOTALS			
	From		East	(S)	West	TOTALS			
	Marrsfiel	d Ave East	0	64	1101	1165			
	Park Av	enue (S)	58	0	668	726			
	Marrsfield	d Ave West	1119	796	20	1935			
	TO	TALS	1177	860	1789	3826			

2042	Light			WITHOUT SUBJECT	DEVELOPMENT
2042	Vehicles	(surve	yed flows + TII grow	th factor + committe	ed development)
	To	Marrsfield Ave	Park Avenue	Marrsfield Ave	TOTALS
From		East	(S)	West	IOIALS
Marrsfiel	d Ave East	0	69	1194	1263
Park Av	renue (S)	63	0	574	637
Marrsfiel	d Ave West	1213	713	22	1948
TO	TALS	1276	782	1790	3848

2042	Light	WITH SUBJECT DEVELOPMENT IN OPERATION					
2042	Vehicles	(surve	eyed + TII growth fac	tor + committed dev	r. + subject dev.)		
	To	Marrsfield Ave	Park Avenue	Marrsfield Ave	TOTALS		
From		East	(S)	West	IOIALS		
Marrsfiel	d Ave East	0	69	1194	1263		
Park Av	enue (S)	63	0	713	776		
Marrsfield	d Ave West	1213	851	22	2086		
TOT	TALS	1276	920	1929	4125		

2024	Heavy Vehicles	AADT		SURVEYED	RAFFIC FLOWS
	To	Marrsfield Ave	Park Avenue	Marrsfield Ave	TOTALS
From		East	(S)	West	TOTALS
Marrsfield	d Ave East	0	2	11	13
Park Av	enue (S)	0	0	2	2
Marrsfield	Ave West	12	12	0	24
TOT	ALS	12	14	13	39

2024	Heavy			BASELINE	RAFFIC FLOWS
2024	Vehicles			(surveyed flows + 1	II growth factor)
	To	Marrsfield Ave	Park Avenue	Marrsfield Ave	TOTALS
From		East	(S)	West	TOTALS
Marrsfiel	d Ave East	0	2	11	13
Park Av	enue (S)	0	0	2	2
Marrsfield	d Ave West	12	12	0	24
TO	ΓALS	12	14	13	39
		•			

2026	Heavy		Ot	her committed dev	elonment flows
	Vehicles				
	To	Marrsfield Ave	Park Avenue	Marrsfield Ave	TOTALS
From		East	(S)	West	TOTALS
Marrsfiel	d Ave East				0
Park Av	enue (S)				0
Marrsfield	d Ave West				0
TO	TALS	0	0	0	0

2027	Heavy		WITHOUT SUBJECT DEVELOPMEN				
2027	Vehicles	(surveyed flows + TII growth factor + committed development)					
	To	Marrsfield Ave	Park Avenue	Marrsfield Ave	TOTALS		
From		East	(S)	West	IOIALS		
Marrsfiel	d Ave East	0	2	13	15		
Park Av	enue (S)	0	0	2	2		
Marrsfield	d Ave West	14	14	0	28		
TOT	TALS	14	16	15	45		

2027	Heavy Vehicles	SUBJECT DEVELOPMENT FLOWS - OPERATIONA		ATIONAL PHASE	
	To	Marrsfield Ave	Park Avenue	Marrsfield Ave	TOTALS
From		East	(S)	West	TOTALS
Marrsfield Ave East		0	0	0	0
Park Avenue (S)		0	0	0	0
Marrsfield Ave West		0	0	0	0
TOTALS		0	0	0	0

	2027	Heavy	WITH SUBJECT DEVELOPMENT IN OPERAT					
		Vehicles	(surv	(surveyed + TII growth factor + committed dev. + subje				
		To	Marrsfield Ave	Park Avenue	Marrsfield Ave	TOTALS		
	From		East	(S)	West	IOIALS		
ı	Marrsfield Ave East		0	2	13	15		
	Park Avenue (S)		0	0	2	2		
	Marrsfiel	d Ave West	14	14	0	28		
ı	TO:	TALS	14	16	15	45		

2032	Heavy		WITHOUT SUBJECT DEVELOPMENT					
2032	Vehicles	(surve	(surveyed flows + TII growth factor + committed developme					
	To	Marrsfield Ave	Park Avenue	Marrsfield Ave	TOTALS			
From		East	(S)	West	IOIALS			
Marrsfield	d Ave East	0	3	16	19			
Park Av	enue (S)	0	0	3	3			
Marrsfield	Marrsfield Ave West		17	0	34			
TOT	ALS	17	20	19	56			

2032	Heavy Vehicles	WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + Till growth factor + committed dev. + subject dev.)			
	To	Marrsfield Ave	Park Avenue	Marrsfield Ave	TOTALS
From		East	(S)	West	1017120
Marrsfiel	d Ave East	0	3	16	19
Park Av	enue (S)	0	0	3	3
Marrsfiel	d Ave West	17	17	0	34
TO:	TALS	17	20	19	56

2042	Heavy	WITHOUT SUBJECT DEVELOPMENT					
	Vehicles	(surveyed flows + TII growth factor + committed development)					
	To	Marrsfield Ave	Park Avenue	Marrsfield Ave	TOTALS		
From		East	(S)	West	TOTALS		
Marrsfiel	d Ave East	0	4	20	24		
Park Av	enue (S)	0	0	4	4		
Marrsfield Ave West		22	22	0	44		
TOTALS		22	26	24	72		

2042	Heavy	WITH SUBJECT DEVELOPMENT IN OPERATI						
2042	Vehicles	(surv	(surveyed + TII growth factor + committed dev. + subject d					
	To	Marrsfield Ave	Park Avenue	Marrsfield Ave	TOTALS			
From		East	(S)	West	TOTALS			
Marrsfield Ave East		0	4	20	24			
Park Av	enue (S)	0	0	4	4			
Marrsfiel	d Ave West	22	22	0	44			
TO:	TALS	22	26	24	72			
	Marrsfiel Park Av Marrsfiel	Vehicles To	To Marrsfield Ave East Park Avenue (S) Marrsfield Ave West 22	Sun-yest + Till growth fax   Sun-yest + Till growth fax	Vehicles   Surveyed = Til growth factor = committed dev			



# Appendix D

# **Junction Modelling Results**



# **Junctions 8**

## **PICADY 8 - Priority Intersection Module**

Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2024

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Filename: C216 J9 PICADY Model 20240708.arc8

Path: J:\C\_JOBS\Job-C216\C\_CALCULATIONS\B\_TRAFFIC\Modelling Report generation date: 08/07/2024 16:25:01

## **Summary of junction performance**

			Al	4				PN	И	
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
					Standard - 20	024 Basel	ine			
Stream B-AC	0.24	8.66	0.20	Α		0.21	9.06	0.17	Α	
Stream C-AB	0.04	4.90	0.04	Α	253 %	0.05	5.16	0.04	Α	227.0/
Stream C-A	-	-	-	-	[Stream B-AC]	-	-	-	-	237 % [Stream B-AC]
Stream A-B	-	-	-	-	[04.04 57.0]	-	-	-	-	
Stream A-C	-	-	-	-		-	-	-	-	
					Standard - 202	27 Do-Not	hing			
Stream B-AC	0.27	8.90	0.21	А		0.23	9.33	0.19	А	
Stream C-AB	0.04	4.93	0.04	А	222.04	0.05	5.21	0.05	А	213 % [Stream B-AC]
Stream C-A	-	-	-	-	228 % [Stream B-AC]	-	-	-	-	
Stream A-B	-	-	-	-	[Stream B Ac]	-	-	-	-	
Stream A-C	-	-	-	-		-	-	-	-	
				S	tandard - 2027 V	Vith Deve	lopment	:		
Stream B-AC	0.61	11.85	0.38	В		0.37	10.66	0.27	В	
Stream C-AB	0.04	4.97	0.04	А	107.00	0.05	5.30	0.05	Α	4.47.07
Stream C-A	-	-	-	-	107 % [Stream B-AC]	-	-	-	-	147 % [Stream B-AC]
Stream A-B	-	-	-	-		-	-	-	-	[Stream b-AC]
Stream A-C	-	-	-	-		-	-	-	-	
					Standard - 203	32 Do-Not	hing			

	ı	ı					ı						
Stream B-AC	0.31	9.25	0.24	Α		0.27	9.74	0.21	Α				
Stream C-AB	0.05	4.98	0.05	Α		0.05	5.29	0.05	Α				
Stream C-A	-	-	-	-	199 % [Stream B-AC]	-	-	-	-	185 % [Stream B-AC]			
Stream A-B	-	-	-	-	[Stream B-AC]	-	-	-	-	[Stream B-AC]			
Stream A-C	-	-	-	-		-	-	-	-				
				S	tandard - 2032 V	Vith Deve	lopment						
Stream B-AC	0.68	12.46	0.41	В		0.41	11.18	0.29	В				
Stream C-AB	0.05	5.02	0.05	Α	05.0/	0.06	5.38	0.05	Α	120.00			
Stream C-A	-	-	-	-	95 % [Stream B-AC]	-	-	-	-	129 % [Stream B-AC]			
Stream A-B	-	-	-	-	[Stream B-AC]	-	-	-	-	[ou cam b /te]			
Stream A-C	-	-	-	-		-	-	-	-				
	Standard - 2042 Do-Nothing												
Stream B-AC	0.35	9.60	0.26	Α		0.30	10.14	0.23	В				
Stream C-AB	0.05	5.02	0.05	Α		0.06	5.37	0.06	Α				
Stream C-A	-	-	-	-	176 % [Stream B-AC]	-	-	-	-	163 % [Stream B-AC]			
Stream A-B	-	-	-	-	[Stream b Ac]	-	-	-	-	[Stream B AC]			
Stream A-C	-	-	-	-		-	-	-	-				
				S	tandard - 2042 V	Vith Deve	lopment						
Stream B-AC	0.75	13.08	0.43	В		0.46	11.70	0.32	В				
Stream C-AB	0.05	5.07	0.05	Α		0.06	5.47	0.06	Α				
Stream C-A	-	-	-	-	85 %	-	-	-	-	115 % [Stream B-AC]			
Stream A-B	-	-	-	-		-	-	-	-	[Sueam b-AC]			
Stream A-C	-	-	-	-		-	-	-	-				

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

"D1 - 2024 Baseline, AM " model duration: 07:45 - 09:15
"D2 - 2024 Baseline, PM" model duration: 16:45 - 18:15
"D3 - 2027 Do-Nothing, AM" model duration: 07:45 - 09:15
"D4 - 2027 Do-Nothing, PM" model duration: 16:45 - 18:15
"D5 - 2027 With Development, AM" model duration: 07:45 - 09:15
"D6 - 2027 With Development, PM" model duration: 16:45 - 18:15
"D7 - 2032 Do-Nothing, PM" model duration: 07:45 - 09:15
"D8 - 2032 Do-Nothing, PM" model duration: 16:45 - 18:15
"D9 - 2032 With Development AM" model duration: 07:45 - 09:15 "D8 - 2032 Do-Nothing, PM" model duration: 16:45 - 18:15
"D9 - 2032 With Development, AM" model duration: 07:45 - 09:15
"D10 - 2032 With Development, PM" model duration: 16:45 - 18:15
"D11 - 2042 Do-Nothing, AM" model duration: 07:45 - 09:15
"D12 - 2042 Do-Nothing, PM" model duration: 16:45 - 18:15
"D13 - 2042 With Development, AM" model duration: 07:45 - 09:15
"D14 - 2042 With Development, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.3.332 at 08/07/2024 16:24:51

# File summary

## **File Description**

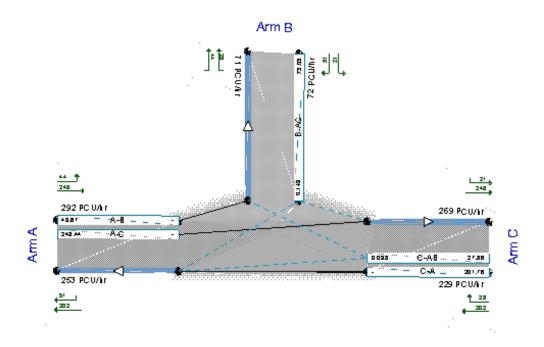
Title	Clongriffin 5 & 6
Location	Dublin 13
Site Number	9
Date	08/07/2024
Version	
Status	
Identifier	
Client	
Jobnumber	C216
Enumerator	GF
Description	

# **Analysis Options**

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	RFC	0.90	36.00	20.00

## **Units**

Distance	Speed	Traffic Units Input	Traffic Units	Flow	Average Delay	Total Delay	Rate Of Delay
Units	Units		Results	Units	Units	Units	Units
m	kph	PCU	PCU	perHour	S	-Min	perMin



20.00 m

Text overlays showmodelled flowthrough the junction (entry and exit flows, PCU/hr).
Streams (upstreams) showTotal Demand (PCU/hr); Streams (downstreams) showRFC ()

Time Segment: (07:45-08:00)
Showing Analysis Set "A1 - Standard"; Demand Set "D1 - 2024 Baseline, AM"

The junction diagram reflects the last run of ARCADY.

# Standard - 2024 Baseline, AM

## **Data Errors and Warnings**

No errors or warnings

## **Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			100.000	

### **Demand Set Details**

Name	Scenario Name Time Period Name	Description Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length	Time Segment Length (min)	Single Time Segment Only	Locked
------	---	----------------------------------	--------------------------------	---------------------------------	-----------------------------------	------------------------------------	-----------------------------------	--------

						(min)		
2024 Baseline, AM	2024 Baseline	AM	ONE HOUR	07:45	09:15	90	15	

# **Junction Network**

## **Junctions**

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	7.82	А

## **Junction Network Options**

<b>Driving Side</b>	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	253	Stream B-AC

# **Arms**

#### **Arms**

Arm	Name	Description	Arm Type
Α	Main Street (West)		Major
В	Park Avenue (North)		Minor
С	Main Street (East)		Major

# **Major Arm Geometry**

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

# **Minor Arm Geometry**

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give- way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane	2.80										29	28

# **Pedestrian Crossings**

Arm	Crossing Type
Α	None
В	None
С	None

# Slope / Intercept / Capacity

## **Priority Intersection Slopes and Intercepts**

	Junction	Stream		Slope	Slope	Slope	Slope
ı			Intercept	for	for	for	for

		(PCU/hr)	A-B	A-C	C-A	С-В
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	С-В	796.964	0.201	0.201	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

# **Traffic Flows**

### **Demand Set Data Options**

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# **Entry Flows**

### **General Flows Data**

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	148.00	100.000
В	ONE HOUR	✓	93.00	100.000
С	ONE HOUR	✓	266.00	100.000

# **Turning Proportions**

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		То							
		Α	В	С					
From	Α	0.000	29.000	119.000					
FIOIII	В	55.000	0.000	38.000					
	С	239.000	27.000	0.000					

Turning Proportions (PCU) - Junction 9 (for whole period)

	То					
		Α	В	С		
From	Α	0.00	0.20	0.80		
From	В	0.59	0.00	0.41		
	С	0.90	0.10	0.00		

# **Vehicle Mix**

Average PCU Per Vehicle - Junction 9 (for whole period)

		То						
		Α	В	С				
Erom	Α	1.000	1.000	1.000				
From	В	1.000	1.000	1.000				
	С	1.000	1.000	1.000				

## Heavy Vehicle Percentages - Junction 9 (for whole period)

		То						
From		Α	В	С				
	Α	0.000	0.000	0.000				
	В	0.000	0.000	0.000				
	С	0.000	0.000	0.000				

# **Results**

# Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	8.66	0.24	А
C-AB	0.04	4.90	0.04	Α
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.02	69.41	0.00	531.74	0.132	0.15	7.776	Α
C-AB	20.33	20.22	0.00	774.53	0.026	0.03	4.772	Α
C-A	179.93	179.93	0.00	-	-	-	-	-
A-B	21.83	21.83	0.00	-	-	-	-	-
A-C	89.59	89.59	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	<b>B-AC</b> 83.61 83.46		0.00	525.94	0.159	0.19	8.133	Α
C-AB	24.27	24.25	0.00	770.18	0.032	0.03	4.825	Α
C-A	214.86	214.86	0.00	-	-	-	-	-
A-B	26.07	26.07	0.00	-	-	-	-	-
A-C	106.98	106.98	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand Entry Flow (PCU/hr) (PCU/hr)		Pedestrian Demand (Ped/hr)			RFC End Queue (PCU)		LOS
B-AC	102.39	102.17	0.00	517.90	0.198	0.24	8.655	Α

C-AB	29.73	29.70	0.00	764.16	0.039	0.04	4.901	Α
C-A	263.14	263.14	0.00	-	-	-	-	-
A-B	31.93	31.93	0.00	-	-	-	-	-
A-C	131.02	131.02	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	<b>B-AC</b> 102.39 102.39		0.00	517.90	0.198	0.24	8.663	Α
C-AB	29.73	29.73	0.00	764.16	0.039	0.04	4.901	Α
C-A	263.14	263.14	0.00	-	-	-	-	-
A-B	31.93	31.93	0.00	-	-	-	-	-
A-C	131.02	131.02	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	83.61	83.82	0.00	525.93	0.159	0.19	8.148	Α
C-AB	24.27	24.30	0.00	770.18	0.032	0.03	4.828	Α
C-A	214.86	214.86	0.00	-	-	-	-	-
A-B	26.07	26.07	0.00	-	-	-	-	-
A-C	106.98	106.98	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.02	70.17	0.00	531.72	0.132	0.15	7.803	Α
C-AB	20.33	20.35	0.00	774.53	0.026	0.03	4.773	Α
C-A	179.93	179.93	0.00	-	-	-	-	-
A-B	21.83	21.83	0.00	-	-	-	-	-
A-C	89.59	89.59	0.00	-	-	-	-	-

# Standard - 2024 Baseline, PM

## **Data Errors and Warnings**

No errors or warnings

## **Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			100.000	

### **Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2024 Baseline, PM	2024 Baseline	PM		ONE HOUR	16:45	18:15	90	15		

# **Junction Network**

### **Junctions**

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	7.98	Α

## **Junction Network Options**

<b>Driving Side</b>	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold	ı
Left	Normal/unknown	237	Stream B-AC	ı

# **Arms**

#### **Arms**

Arm	Name	Description	Arm Type
Α	Main Street (West)		Major
В	Park Avenue (North)		Minor
С	Main Street (East)		Major

## **Major Arm Geometry**

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

## **Minor Arm Geometry**

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give- way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane	2.80										29	28

## **Pedestrian Crossings**

Arm	Crossing Type
Α	None
В	None
С	None

# Slope / Intercept / Capacity

### **Priority Intersection Slopes and Intercepts**

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	С-В	796.964	0.201	0.201	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

# **Traffic Flows**

### **Demand Set Data Options**

Ve	efault hicle Vlix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
			✓	✓	HV Percentages	2.00				✓	✓

# **Entry Flows**

#### **General Flows Data**

Arm	Profile Type	<b>Use Turning Counts</b>	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	303.00	100.000
В	ONE HOUR	✓	76.00	100.000
С	ONE HOUR	✓	239.00	100.000

# **Turning Proportions**

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

			То	
		Α	В	С
From	Α	0.000	45.000	258.000
	В	54.000	0.000	22.000
	С	210.000	29.000	0.000

### Turning Proportions (PCU) - Junction 9 (for whole period)

		1	Го	
		Α	В	С
From	Α	0.00	0.15	0.85
	В	0.71	0.00	0.29
	С	0.88	0.12	0.00

# **Vehicle Mix**

**Average PCU Per Vehicle - Junction 9 (for whole period)** 

			То	
		Α	В	С
From	Α	1.000	1.000	1.000
	В	1.000	1.000	1.000

<b>C</b>   1.000   1.000   1.000	С
----------------------------------	---

## **Heavy Vehicle Percentages - Junction 9 (for whole period)**

			То	
		Α	В	С
From	Α	0.000	0.000	0.000
	В	0.000	0.000	0.000
	С	0.000	0.000	0.000

# **Results**

## **Results Summary for whole modelled period**

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.17	9.06	0.21	Α
C-AB	0.04	5.16	0.05	А
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	57.22	56.71	0.00	502.73	0.114	0.13	8.062	Α
C-AB	21.83	21.71	0.00	751.04	0.029	0.03	4.936	Α
C-A	158.10	158.10	0.00	-	-	-	-	-
А-В	33.88	33.88	0.00	-	-	-	-	-
A-C	194.24	194.24	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	68.32	68.20	0.00	493.61	0.138	0.16	8.459	Α
C-AB	26.07	26.04	0.00	742.13	0.035	0.04	5.027	Α
C-A	188.79	188.79	0.00	-	-	-	-	-
A-B	40.45	40.45	0.00	-	-	-	-	-
A-C	231.94	231.94	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Stream Total Demand Entry Flow (PCU/hr) (PCU/hr)		Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	83.68	83.48	0.00	480.99	0.174	0.21	9.051	Α
C-AB	31.93	31.89	0.00	729.80	0.044	0.05	5.158	Α
C-A	231.21	231.21	0.00	-	-	-	-	-
A-B	49.55	49.55	0.00	-	-	-	-	-
A-C	284.06	284.06	0.00	-	-	-	-	-

### Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	83.68	83.67	0.00	480.99	0.174	0.21	9.060	Α
C-AB	31.93	31.93	0.00	729.80	0.044	0.05	5.158	Α
C-A	231.21	231.21	0.00	-	-	-	-	-
A-B	49.55	49.55	0.00	-	-	-	-	-
A-C	284.06	284.06	0.00	-	-	-	-	-

### Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	68.32	68.51	0.00	493.60	0.138	0.16	8.472	Α
C-AB	26.07	26.11	0.00	742.13	0.035	0.04	5.029	Α
C-A	188.79	188.79	0.00	-	-	-	-	-
А-В	40.45	40.45	0.00	-	-	-	-	-
A-C	231.94	231.94	0.00	-	-	-	-	-

### Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	57.22	57.35	0.00	502.71	0.114	0.13	8.085	Α
C-AB	21.83	21.86	0.00	751.04	0.029	0.03	4.936	Α
C-A	158.10	158.10	0.00	-	-	-	-	-
A-B	33.88	33.88	0.00	-	-	-	-	-
A-C	194.24	194.24	0.00	-	-	-	-	-

# Standard - 2027 Do-Nothing, AM

## **Data Errors and Warnings**

No errors or warnings

### **Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			100.000	

### **Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2027 Do- Nothing, AM	2027 Do- Nothing	AM		ONE HOUR	07:45	09:15	90	15		

# **Junction Network**

### **Junctions**

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS

Main Street / Park Avenue	T-Junction	Two-way	A,B,C	8.00	Α	
man career, and trends			, .,_,	0.00		

## **Junction Network Options**

<b>Driving Side</b>	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	228	Stream B-AC

# **Arms**

#### **Arms**

Arm	Name	Description	Arm Type
Α	Main Street (West)		Major
В	Park Avenue (North)		Minor
С	Main Street (East)		Major

## **Major Arm Geometry**

Arı	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

## **Minor Arm Geometry**

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give- way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane	2.80										29	28

## **Pedestrian Crossings**

Arm	Crossing Type
Α	None
В	None
С	None

# Slope / Intercept / Capacity

### **Priority Intersection Slopes and Intercepts**

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	С-В	796.964	0.201	0.201	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

# **Traffic Flows**

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

## **Demand Set Data Options**

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry	
		<b>✓</b>	<b>✓</b>	HV Percentages	2.00				<b>√</b>	<b>√</b>	

# **Entry Flows**

### **General Flows Data**

Arm	Profile Type	<b>Use Turning Counts</b>	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	159.00	100.000
В	ONE HOUR	✓	100.00	100.000
С	ONE HOUR	✓	286.00	100.000

# **Turning Proportions**

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		То						
		Α	В	С				
From	Α	0.000	31.000	128.000				
From	В	59.000	0.000	41.000				
	С	257.000	29.000	0.000				

**Turning Proportions (PCU) - Junction 9 (for whole period)** 

	То						
		Α	В	С			
Fram	Α	0.00	0.19	0.81			
From	В	0.59	0.00	0.41			
	С	0.90	0.10	0.00			

# **Vehicle Mix**

**Average PCU Per Vehicle - Junction 9 (for whole period)** 

	То						
<b></b>		Α	В	С			
	Α	1.000	1.000	1.000			
From	В	1.000	1.000	1.000			
	С	1.000	1.000	1.000			

Heavy Vehicle Percentages - Junction 9 (for whole period)

	То						
From		Α	В	С			
	Α	0.000	0.000	0.000			
	В	0.000	0.000	0.000			

# **Results**

# Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.21	8.90	0.27	Α
C-AB	0.04	4.93	0.04	Α
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	75.29	74.63	0.00	529.68	0.142	0.16	7.900	Α
C-AB	21.83	21.72	0.00	772.87	0.028	0.03	4.792	Α
C-A	193.48	193.48	0.00	-	-	-	-	-
A-B	23.34	23.34	0.00	-	-	-	-	-
A-C	96.37	96.37	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	89.90	89.73	0.00	523.43	0.172	0.21	8.294	Α
C-AB	26.07	26.05	0.00	768.19	0.034	0.03	4.850	Α
C-A	231.04	231.04	0.00	-	-	-	-	-
A-B	27.87	27.87	0.00	-	-	-	-	-
A-C	115.07	115.07	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	110.10	109.85	0.00	514.78	0.214	0.27	8.885	Α
C-AB	31.93	31.90	0.00	761.72	0.042	0.04	4.932	Α
C-A	282.96	282.96	0.00	-	-	-	-	-
A-B	34.13	34.13	0.00	-	-	-	-	-
A-C	140.93	140.93	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS	
B-AC	110.10	110.10	0.00	514.78	0.214	0.27	8.895	Α	
C-AB	31.93	31.93	0.00	761.72	0.042	0.04	4.932	Α	
C-A	282.96	282.96	0.00	-	-	-	-	-	

A-B	34.13	34.13	0.00	-	-	-	-	-	
A-C	140.93	140.93	0.00	-	-	-	-	-	

#### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	89.90	90.14	0.00	523.43	0.172	0.21	8.313	Α
C-AB	26.07	26.10	0.00	768.19	0.034	0.04	4.850	Α
C-A	231.04	231.04	0.00	-	-	-	-	-
A-B	27.87	27.87	0.00	-	-	-	-	-
A-C	115.07 115.07		0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	75.29	75.45	0.00	529.66	0.142	0.17	7.928	Α
C-AB	21.83	21.86	0.00	772.87	0.028	0.03	4.795	Α
C-A	193.48	193.48	0.00	-	-	-	-	-
A-B	23.34	23.34	0.00	-	-	-	-	-
A-C	96.37	96.37	0.00	-	-	-	-	-

# Standard - 2027 Do-Nothing, PM

## **Data Errors and Warnings**

No errors or warnings

## **Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			100.000	

### **Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2027 Do- Nothing, PM	2027 Do- Nothing	РМ		ONE HOUR	16:45	18:15	90	15		

# **Junction Network**

### **Junctions**

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	8.20	Α

## **Junction Network Options**

<b>Driving Side</b>	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	213	Stream B-AC

# **Arms**

#### **Arms**

Arm	Name	Description	Arm Type
Α	Main Street (West)		Major
В	Park Avenue (North)		Minor
С	Main Street (East)		Major

## **Major Arm Geometry**

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

## **Minor Arm Geometry**

Arn	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give- way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane	2.80										29	28

## **Pedestrian Crossings**

Arm	Crossing Type
Α	None
В	None
С	None

## Slope / Intercept / Capacity

### **Priority Intersection Slopes and Intercepts**

-					•	
Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	С-В	796.964	0.201	0.201	-	-

 ${\it The slopes and intercepts shown above do NOT include any corrections or adjustments}.$ 

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

# **Traffic Flows**

## **Demand Set Data Options**

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
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	✓	✓	HV Percentages	2.00			✓	✓	
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# **Entry Flows**

### **General Flows Data**

Arm	Profile Type	<b>Use Turning Counts</b>	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	326.00	100.000
В	ONE HOUR	✓	82.00	100.000
С	ONE HOUR	✓	257.00	100.000

# **Turning Proportions**

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		То						
From		Α	В	С				
	Α	0.000	48.000	278.000				
	В	58.000	0.000	24.000				
	С	226.000	31.000	0.000				

Turning Proportions (PCU) - Junction 9 (for whole period)

	То						
From		Α	В	С			
	Α	0.00	0.15	0.85			
	В	0.71	0.00	0.29			
	С	0.88	0.12	0.00			

# **Vehicle Mix**

Average PCU Per Vehicle - Junction 9 (for whole period)

		То					
		Α	В	С			
From	Α	1.000	1.000	1.000			
	В	1.000	1.000	1.000			
	С	1.000	1.000	1.000			

Heavy Vehicle Percentages - Junction 9 (for whole period)

	То					
From		Α	В	С		
	Α	0.000	0.000	0.000		
	В	0.000	0.000	0.000		
	С	0.000	0.000	0.000		

# **Results**

# Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.19	9.33	0.23	Α
C-AB	0.05	5.21	0.05	Α
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	61.73	61.18	0.00	499.53	0.124	0.14	8.203	Α
C-AB	23.34	23.21	0.00	747.56	0.031	0.03	4.970	Α
C-A	170.14	170.14	0.00	-	-	-	-	-
A-B	36.14	36.14	0.00	-	-	-	-	-
A-C	209.29	209.29	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	73.72	73.57	0.00	489.71	0.151	0.18	8.648	Α
C-AB	27.87	27.84	0.00	737.97	0.038	0.04	5.069	Α
C-A	203.17	203.17	0.00	-	-	-	-	-
A-B	43.15	43.15	0.00	-	-	-	-	-
A-C	249.92	249.92	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS	
B-AC	90.28	90.06	0.00	476.13	0.190	0.23	9.317	Α	
C-AB	34.13	34.09	0.00	724.71	0.047	0.05	5.212	Α	
C-A	248.83	248.83	0.00	-	-	-	-	-	
A-B	52.85	52.85	0.00	-	-	-	-	-	
A-C	306.08	306.08	0.00	-	-	-	-	-	

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	90.28	90.28	0.00	476.12	0.190	0.23	9.329	Α
C-AB	34.13	34.13	0.00	724.71	0.047	0.05	5.212	Α
C-A	248.83	248.83	0.00	-	-	-	-	-
A-B	52.85	52.85	0.00	-	-	-	-	-
A-C	306.08	306.08	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS

B-AC	73.72	73.93	0.00	489.70	0.151	0.18	8.664	Α
C-AB	27.87	27.91	0.00	737.97	0.038	0.04	5.071	Α
C-A	203.17	203.17	0.00	-	-	-	-	-
A-B	43.15	43.15	0.00	-	-	-	-	-
A-C	249.92	249.92	0.00	-	-	-	-	-

### Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	61.73	61.88	0.00	499.50	0.124	0.14	8.228	Α
C-AB	23.34	23.37	0.00	747.56	0.031	0.03	4.970	Α
C-A	170.14	170.14	0.00	-	-	-	-	-
A-B	36.14	36.14	0.00	-	-	-	-	-
A-C	209.29	209.29	0.00	-	-	-	-	-

# Standard - 2027 With Development, AM

## **Data Errors and Warnings**

No errors or warnings

## **Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			100.000	

### **Demand Set Details**

Nan	пе	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2027 Develop	ment,	2027 With Development	AM		ONE HOUR	07:45	09:15	90	15		

# **Junction Network**

### **Junctions**

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	10.86	В

## **Junction Network Options**

<b>Driving Side</b>	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	107	Stream B-AC

# **Arms**

#### **Arms**

Arm	Name	Description	Arm Type
Α	Main Street (West)		Major
В	Park Avenue (North)		Minor
С	Main Street (East)		Major

## **Major Arm Geometry**

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

## **Minor Arm Geometry**

Ar	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give- way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane	2.80										29	28

## **Pedestrian Crossings**

Arm	Crossing Type
Α	None
В	None
С	None

## Slope / Intercept / Capacity

### **Priority Intersection Slopes and Intercepts**

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	С-В	796.964	0.201	0.201	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

# **Traffic Flows**

### **Demand Set Data Options**

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# **Entry Flows**

### **General Flows Data**

Arm	Profile Type	<b>Use Turning Counts</b>	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	187.00	100.000
В	ONE HOUR	✓	171.00	100.000
С	ONE HOUR	✓	286.00	100.000

# **Turning Proportions**

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

	То						
From		Α	В	С			
	Α	0.000	59.000	128.000			
	В	130.000	0.000	41.000			
	С	257.000	29.000	0.000			

Turning Proportions (PCU) - Junction 9 (for whole period)

	То					
From		Α	В	С		
	Α	0.00	0.32	0.68		
	В	0.76	0.00	0.24		
	С	0.90	0.10	0.00		

# **Vehicle Mix**

**Average PCU Per Vehicle - Junction 9 (for whole period)** 

	То					
		Α	В	С		
From	Α	1.000	1.000	1.000		
	В	1.000	1.000	1.000		
	С	1.000	1.000	1.000		

Heavy Vehicle Percentages - Junction 9 (for whole period)

	То					
From		Α	В	С		
	Α	0.000	0.000	0.000		
	В	0.000	0.000	0.000		
	С	0.000	0.000	0.000		

# **Results**

## **Results Summary for whole modelled period**

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.38	11.85	0.61	В
C-AB	0.04	4.97	0.04	Α
C-A	-	-	-	-
A-B	-	-	-	-

# Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	128.74	127.40	0.00	508.64	0.253	0.33	9.410	Α
C-AB	21.83	21.72	0.00	768.62	0.028	0.03	4.820	Α
C-A	193.48	193.48	0.00	-	-	-	-	-
A-B	44.42	44.42	0.00	-	-	-	-	-
A-C	96.37	96.37	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	153.73	153.32	0.00	501.60	0.306	0.44	10.323	В
C-AB	26.07	26.05	0.00	763.12	0.034	0.04	4.883	Α
C-A	231.04	231.04	0.00	-	-	-	-	-
A-B	53.04	53.04	0.00	-	-	-	-	-
A-C	115.07	115.07	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	188.27	187.58	0.00	491.87	0.383	0.61	11.804	В
C-AB	31.93	31.89	0.00	755.52	0.042	0.04	4.974	Α
C-A	282.96	282.96	0.00	-	-	-	-	-
A-B	64.96	64.96	0.00	-	-	-	-	-
A-C	140.93	140.93	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	188.27	188.25	0.00	491.86	0.383	0.61	11.855	В
C-AB	31.93	31.93	0.00	755.52	0.042	0.04	4.974	Α
C-A	282.96	282.96	0.00	-	-	-	-	-
A-B	64.96	64.96	0.00	-	-	-	-	-
A-C	140.93	140.93	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	153.73	154.38	0.00	501.59	0.306	0.45	10.388	В
C-AB	26.07	26.10	0.00	763.12	0.034	0.04	4.886	Α
C-A	231.04	231.04	0.00	-	-	-	-	-
A-B	53.04	53.04	0.00	-	-	-	-	-
A-C	115.07	115.07	0.00	-	-	-	-	-

#### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	128.74	129.16	0.00	508.62	0.253	0.34	9.497	Α
C-AB	21.83	21.86	0.00	768.62	0.028	0.03	4.820	Α
C-A	193.48	193.48	0.00	-	-	-	-	-
A-B	44.42	44.42	0.00	-	-	-	-	-
A-C	96.37	96.37	0.00	-	-	-	-	-

# **Standard - 2027 With Development, PM**

## **Data Errors and Warnings**

No errors or warnings

### **Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			100.000	

### **Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2027 With Development, PM	2027 With Development	PM		ONE HOUR	16:45	18:15	90	15		

# **Junction Network**

#### **Junctions**

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	9.52	Α

## **Junction Network Options**

<b>Driving Side</b>	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	147	Stream B-AC

# **Arms**

#### **Arms**

Arm	Name	Description	Arm Type
Α	Main Street (West)		Major
В	Park Avenue (North)		Minor
С	Main Street (East)		Major

### **Major Arm Geometry**

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)	
С	14.00	✓	2.90	✓	3.20	250.00	✓	6.00	

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

## **Minor Arm Geometry**

Δ	ırm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give- way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
	В	One lane	2.80										29	28

## **Pedestrian Crossings**

Arm	Crossing Type
Α	None
В	None
С	None

# Slope / Intercept / Capacity

### **Priority Intersection Slopes and Intercepts**

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	С-В	796.964	0.201	0.201	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

# **Traffic Flows**

## **Demand Set Data Options**

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# **Entry Flows**

### **General Flows Data**

Arm	Profile Type	<b>Use Turning Counts</b>	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	380.00	100.000
В	ONE HOUR	✓	114.00	100.000
С	ONE HOUR	✓	257.00	100.000

# **Turning Proportions**

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		То						
From		Α	В	С				
	Α	0.000	102.000	278.000				
FIOIII	В	90.000	0.000	24.000				
	С	226.000	31.000	0.000				

**Turning Proportions (PCU) - Junction 9 (for whole period)** 

	То					
From		Α	В	С		
	Α	0.00	0.27	0.73		
	В	0.79	0.00	0.21		
	С	0.88	0.12	0.00		

# **Vehicle Mix**

Average PCU Per Vehicle - Junction 9 (for whole period)

	То					
From		Α	В	С		
	Α	1.000	1.000	1.000		
	В	1.000	1.000	1.000		
	С	1.000	1.000	1.000		

**Heavy Vehicle Percentages - Junction 9 (for whole period)** 

		То						
From		Α	В	С				
	Α	0.000	0.000	0.000				
FIOIII	В	0.000	0.000	0.000				
	С	0.000	0.000	0.000				

# **Results**

## **Results Summary for whole modelled period**

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.27	10.66	0.37	В
C-AB	0.05	5.30	0.05	Α
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	85.83	84.98	0.00	488.12	0.176	0.21	8.911	Α
C-AB	23.34	23.21	0.00	739.37	0.032	0.03	5.027	Α
C-A	170.14	170.14	0.00	-	-	-	-	-
A-B	76.79	76.79	0.00	-	-	-	-	-
A-C	209.29	209.29	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	102.48	102.25	0.00	477.63	0.215	0.27	9.584	Α
C-AB	27.87	27.84	0.00	728.19	0.038	0.04	5.139	Α
C-A	203.17	203.17	0.00	-	-	-	-	-
A-B	91.70	91.70	0.00	-	-	-	-	-
A-C	249.92	249.92	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	125.52	125.13	0.00	463.14	0.271	0.37	10.642	В
C-AB	34.13	34.09	0.00	712.74	0.048	0.05	5.304	Α
C-A	248.83	248.83	0.00	-	-	-	-	-
А-В	112.30	112.30	0.00	-	-	-	-	-
A-C	306.08	306.08	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	125.52	125.51	0.00	463.13	0.271	0.37	10.662	В
C-AB	34.13	34.13	0.00	712.74	0.048	0.05	5.304	Α
C-A	248.83	248.83	0.00	-	-	-	-	-
A-B	112.30	112.30	0.00	-	-	-	-	-
A-C	306.08	306.08	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	102.48	102.85	0.00	477.62	0.215	0.28	9.615	Α
C-AB	27.87	27.91	0.00	728.19	0.038	0.04	5.142	Α
C-A	203.17	203.17	0.00	-	-	-	-	-
A-B	91.70	91.70	0.00	-	-	-	-	-
A-C	249.92	249.92	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	85.83	86.07	0.00	488.09	0.176	0.22	8.961	Α
C-AB	23.34	23.37	0.00	739.37	0.032	0.03	5.027	Α
C-A	170.14	170.14	0.00	-	-	-	-	-

А-В	76.79	76.79	0.00	_	-	- 1	-	-	
A-C	209.29	209.29	0.00	-	-	-	-	-	

# Standard - 2032 Do-Nothing, AM

### **Data Errors and Warnings**

No errors or warnings

### **Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			100.000	

### **Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2032 Do- Nothing, AM	2032 Do- Nothing	AM		ONE HOUR	07:45	09:15	90	15		

# **Junction Network**

### **Junctions**

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	8.29	Α

# **Junction Network Options**

<b>Driving Side</b>	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	199	Stream B-AC

# **Arms**

#### **Arms**

Arm	Name	Description	Arm Type
Α	Main Street (West)		Major
В	Park Avenue (North)		Minor
С	Main Street (East)		Major

## **Major Arm Geometry**

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

### **Minor Arm Geometry**

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give- way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)	
В	One lane	2.80										29	28	

### **Pedestrian Crossings**

Arm	Crossing Type				
Α	None				
В	None				
С	None				

### Slope / Intercept / Capacity

### **Priority Intersection Slopes and Intercepts**

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	С-В	796.964	0.201	0.201	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

# **Traffic Flows**

### **Demand Set Data Options**

Default Vehicle Mix	1	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		<b>√</b>	<b>✓</b>	HV Percentages	2.00				<b>✓</b>	<b>✓</b>

# **Entry Flows**

### **General Flows Data**

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	174.00	100.000
В	ONE HOUR	✓	110.00	100.000
С	ONE HOUR	✓	314.00	100.000

# **Turning Proportions**

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		То							
From		Α	В	С					
	Α	0.000	34.000	140.000					
	В	65.000	0.000	45.000					
	С	282.000	32.000	0.000					

### **Turning Proportions (PCU) - Junction 9 (for whole period)**

		То					
From		Α	В	С			
	Α	0.00	0.20	0.80			
	В	0.59	0.00	0.41			
	С	0.90	0.10	0.00			

# **Vehicle Mix**

### **Average PCU Per Vehicle - Junction 9 (for whole period)**

		То						
From		Α	В	С				
	Α	1.000	1.000	1.000				
	В	1.000	1.000	1.000				
	С	1.000	1.000	1.000				

### **Heavy Vehicle Percentages - Junction 9 (for whole period)**

	То					
From		Α	В	С		
	Α	0.000	0.000	0.000		
	В	0.000	0.000	0.000		
	С	0.000	0.000	0.000		

# **Results**

# Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.24	9.25	0.31	Α
C-AB	0.05	4.98	0.05	Α
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	82.81	82.08	0.00	526.48	0.157	0.18	8.088	Α

C-AB	24.09	23.96	0.00	770.59	0.031	0.03	4.822	Α
C-A	212.30	212.30	0.00	-	-	-	-	-
A-B	25.60	25.60	0.00	-	-	-	-	-
A-C	105.40	105.40	0.00	-	-	-	-	-

### Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	98.89	98.70	0.00	519.62	0.190	0.23	8.549	Α
C-AB	28.77	28.74	0.00	765.47	0.038	0.04	4.886	Α
C-A	253.51	253.51	0.00	-	-	-	-	-
A-B	30.57	30.57	0.00	-	-	-	-	-
A-C	125.86	125.86	0.00	-	-	-	-	-

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	121.11	120.81	0.00	510.10	0.237	0.31	9.233	Α
C-AB	35.23	35.19	0.00	758.40	0.046	0.05	4.977	Α
C-A	310.49	310.49	0.00	-	-	-	-	-
A-B	37.43	37.43	0.00	-	-	-	-	-
A-C	154.14	154.14	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	121.11	121.10	0.00	510.10	0.237	0.31	9.254	Α
C-AB	35.23	35.23	0.00	758.40	0.046	0.05	4.977	Α
C-A	310.49	310.49	0.00	-	-	-	-	-
A-B	37.43	37.43	0.00	-	-	-	-	-
A-C	154.14	154.14	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	98.89	99.17	0.00	519.61	0.190	0.24	8.569	Α
C-AB	28.77	28.80	0.00	765.47	0.038	0.04	4.888	Α
C-A	253.51	253.51	0.00	-	-	-	-	-
A-B	30.57	30.57	0.00	-	-	-	-	-
A-C	125.86	125.86	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	<b>B-AC</b> 82.81 83.01		0.00 526.46		0.157	0.19	8.123	Α
C-AB	<b>B</b> 24.09 24.12		0.00	0.00 770.59		0.03	4.824	Α
C-A	212.30	212.30	0.00	-	-	-	-	-
A-B	25.60	25.60	0.00	-	-	-	-	-
A-C			0.00	-	-	-	-	-

# **Standard - 2032 Do-Nothing, PM**

### **Data Errors and Warnings**

No errors or warnings

## **Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			100.000	

### **Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2032 Do- Nothing, PM	2032 Do- Nothing	PM		ONE HOUR	16:45	18:15	90	15		

# **Junction Network**

### **Junctions**

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	8.52	A

## **Junction Network Options**

<b>Driving Side</b>	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	185	Stream B-AC

# **Arms**

#### **Arms**

Arm	Name	Description	Arm Type
Α	Main Street (West)		Major
В	Park Avenue (North)		Minor
С	Main Street (East)		Major

# **Major Arm Geometry**

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	14.00	14.00 ✓		✓	3.20	250.00	<b>✓</b>	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

# **Minor Arm Geometry**

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give- way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane	2.80										29	28

### **Pedestrian Crossings**

Arm	Crossing Type
Α	None
В	None
С	None

## Slope / Intercept / Capacity

### **Priority Intersection Slopes and Intercepts**

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	С-В	796.964	0.201	0.201	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

# **Traffic Flows**

### **Demand Set Data Options**

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		<b>✓</b>	<b>✓</b>	HV Percentages	2.00				<b>✓</b>	<b>√</b>

# **Entry Flows**

### **General Flows Data**

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	
Α	ONE HOUR	✓	357.00	100.000	
В	ONE HOUR	✓	90.00	100.000	
С	ONE HOUR	✓	282.00	100.000	

# **Turning Proportions**

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

	То				
		Α	В	С	
Fram	Α	0.000	53.000	304.000	
From	В	64.000	0.000	26.000	
	С	248.000	34.000	0.000	

Turning Proportions (PCU) - Junction 9 (for whole period)

	То			
		Α	В	С
From	Α	0.00	0.15	0.85
FIOIII	В	0.71	0.00	0.29
	С	0.88	0.12	0.00

# **Vehicle Mix**

Average PCU Per Vehicle - Junction 9 (for whole period)

	То			
		Α	В	С
From	Α	1.000	1.000	1.000
FIOIII	В	1.000	1.000	1.000
	С	1.000	1.000	1.000

**Heavy Vehicle Percentages - Junction 9 (for whole period)** 

	То				
		Α	В	С	
From	Α	0.000	0.000	0.000	
FIOIII	В	0.000	0.000	0.000	
	С	0.000	0.000	0.000	

# **Results**

# **Results Summary for whole modelled period**

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.21	9.74 0.27		Α
C-AB	<b>AB</b> 0.05 5.29 0.05		0.05	Α
C-A	-	-	-	-
A-B	-			-
A-C	-	-	-	-

## Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	67.76	67.13	0.00	494.30	0.137	0.16	8.416	Α
C-AB	25.60	25.46	0.00	742.86	0.034	0.04	5.016	Α
C-A	186.71	186.71	0.00	-	-	-	-	-
A-B	39.90	39.90	0.00	-	-	-	-	-
A-C	228.87	228.87	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Entry Flow Pedestrian Demand Capacity End Queue Delay
---

Stream	(PCU/hr)	(PCU/hr)	(Ped/hr)	(PCU/hr)	RFC	(PCU)	(s)	LOS
B-AC	80.91	80.74	0.00	483.53	0.167	0.20	8.934	Α
C-AB	30.57	30.53	0.00	732.36	0.042	0.04	5.129	Α
C-A	-A 222.95 222.95		0.00	-	-	-	-	-
A-B	47.65	47.65	0.00	-	-	-	-	-
A-C	273.29	273.29	0.00	-	-	-	-	-

#### Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	99.09	98.83	0.00	468.61	0.211	0.26	9.728	Α
C-AB	37.43	37.39	0.00	717.83	0.052	0.05	5.290	Α
C-A	273.05	273.05	0.00	-	-	-	-	-
A-B	58.35	58.35	0.00	-	-	-	-	-
A-C	334.71	334.71	0.00	-	-	-	-	-

#### Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	99.09	99.09	0.00	468.61	0.211	0.27	9.742	Α
C-AB	37.43	37.43	0.00	717.83	0.052	0.05	5.290	Α
C-A	273.05	273.05	0.00	-	-	-	-	-
A-B	58.35	58.35	0.00	-	-	-	-	-
A-C	334.71	334.71	0.00	-	-	-	-	-

#### Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	80.91	81.16	0.00	483.51	0.167	0.20	8.952	Α
C-AB	30.57	30.61	0.00	732.36	0.042	0.04	5.131	Α
C-A	222.95	222.95	0.00	-	-	-	-	-
A-B	47.65	47.65	0.00	-	-	-	-	-
A-C	273.29	273.29	0.00	-	-	-	-	-

#### Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	67.76	67.93	0.00	494.27	0.137	0.16	8.447	Α
C-AB	25.60	25.63	0.00	742.86	0.034	0.04	5.021	Α
C-A	186.71	186.71	0.00	-	-	-	-	-
A-B	39.90	39.90	0.00	-	-	-	-	-
A-C	228.87	228.87	0.00	-	-	-	-	-

# Standard - 2032 With Development, AM

#### **Data Errors and Warnings**

No errors or warnings

#### **Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			100.000	

#### **Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2032 With Development, AM	2032 With Development	AM		ONE HOUR	07:45	09:15	90	15		

### **Junction Network**

#### **Junctions**

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	11.34	В

#### **Junction Network Options**

<b>Driving Side</b>	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	95	Stream B-AC

### **Arms**

#### **Arms**

Arm	Name	Description	Arm Type
Α	Main Street (West)		Major
В	Park Avenue (North)		Minor
С	Main Street (East)		Major

#### **Major Arm Geometry**

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

### **Minor Arm Geometry**

Ar	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give- way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane	2.80										29	28

#### **Pedestrian Crossings**

Arm	Crossing Type
Α	None
В	None
С	None

#### Slope / Intercept / Capacity

#### **Priority Intersection Slopes and Intercepts**

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	С-В	796.964	0.201	0.201	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

### **Traffic Flows**

#### **Demand Set Data Options**

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# **Entry Flows**

#### **General Flows Data**

Arm	Profile Type	<b>Use Turning Counts</b>	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	202.00	100.000
В	ONE HOUR	✓	181.00	100.000
С	ONE HOUR	✓	314.00	100.000

# **Turning Proportions**

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		То					
		Α	В	С			
From	Α	0.000	62.000	140.000			
	В	136.000	0.000	45.000			
	С	282.000	32.000	0.000			

#### Turning Proportions (PCU) - Junction 9 (for whole period)

	То							
		Α	В	С				
Erom	Α	0.00	0.31	0.69				
From	В	0.75	0.00	0.25				
	С	0.90	0.10	0.00				

# **Vehicle Mix**

**Average PCU Per Vehicle - Junction 9 (for whole period)** 

		То					
		Α	В	С			
From	Α	1.000	1.000	1.000			
	В	1.000	1.000	1.000			
	С	1.000	1.000	1.000			

**Heavy Vehicle Percentages - Junction 9 (for whole period)** 

		То					
		Α	В	С			
From	Α	0.000	0.000	0.000			
	В	0.000	0.000	0.000			
	С	0.000	0.000	0.000			

### **Results**

**Results Summary for whole modelled period** 

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	
B-AC	0.41	12.46	0.68	В	
C-AB	<b>AB</b> 0.05 5.02		0.05	Α	
C-A	-	-	-	-	
A-B	-	-	-	-	
A-C	-	-	-	-	

#### Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	136.27	134.81	0.00	506.28	0.269	0.36	9.654	Α
C-AB	24.09	23.96	0.00	766.35	0.031	0.03	4.849	Α
C-A	212.30	212.30	0.00	-	-	-	-	-
A-B	46.68	46.68	0.00	-	-	-	-	-
A-C	105.40	105.40	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	162.72	162.26	0.00	498.60	0.326	0.48	10.687	В
C-AB	28.77	28.74	0.00	760.41	0.038	0.04	4.919	Α
C-A	253.51	253.51	0.00	-	-	-	-	-
A-B	55.74	55.74	0.00	-	-	-	-	-

A-C	125.86	125.86	0.00	_	-	_	_	_	
 		0.00	0.00				l		

#### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	199.28 198.49		0.00	487.98	0.408	0.68	12.400	В
C-AB	35.23	35.19	0.00	752.19	0.047	0.05	5.020	Α
C-A	310.49	310.49	0.00	-	-	-	-	-
A-B	68.26	68.26	0.00	-	-	-	-	-
A-C	154.14	154.14	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC			0.00	487.97	0.408	0.68	12.463	В
C-AB	<b>3</b> 35.23 35.23		0.00	752.19	0.047	0.05	5.020	Α
C-A	310.49 310.49		0.00	-	-	-	-	-
A-B	68.26	68.26	0.00	-	-	-	-	-
A-C	154.14 154.14		0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC			0.00	498.59	0.326	0.49	10.768	В
C-AB	28.77	28.81	0.00	760.41	0.038	0.04	4.922	Α
C-A	253.51	253.51	0.00	-	-	-	-	-
А-В	55.74	55.74	0.00	-	-	-	-	-
A-C	125.86	125.86	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	136.27 136.74		0.00	506.25	0.269	0.37	9.756	Α
C-AB	24.09	24.12	0.00	766.35	0.031	0.03	4.849	Α
C-A	212.30	212.30	0.00	-	-	-	-	-
A-B	46.68	46.68	0.00	-	-	-	-	-
A-C	105.40	105.40	0.00	-	-	-	-	-

# **Standard - 2032 With Development, PM**

#### **Data Errors and Warnings**

No errors or warnings

#### **Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			100.000	

#### **Demand Set Details**

Name Scena	Time Period	Description	Traffic Profile	Model Start Time	Model Finish	Model Time Period	Time Segment	Single Time	Locked
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	Name	Name	Type	(HH:mm)	Time (HH:mm)	Length (min)	Length (min)	Segment Only	
2032 With Development, PM	2032 With Development	PM	ONE HOUR	16:45	18:15	90	15		

## **Junction Network**

#### **Junctions**

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	9.92	А

#### **Junction Network Options**

<b>Driving Side</b>	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	129	Stream B-AC

### **Arms**

#### **Arms**

Arm	Name	Description	Arm Type
Α	Main Street (West)		Major
В	Park Avenue (North)		Minor
С	Main Street (East)		Major

#### **Major Arm Geometry**

Ar	m	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
(	;	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

#### **Minor Arm Geometry**

Ar	rm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give- way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
E	3	One lane	2.80										29	28

#### **Pedestrian Crossings**

Arm	Crossing Type
Α	None
В	None
С	None

#### Slope / Intercept / Capacity

#### **Priority Intersection Slopes and Intercepts**

		Slope	Clana	Clana	Clana
1		Siope	Siope	Siope	Siope

Junction	Stream	Intercept (PCU/hr)	for A-B	for A-C	for C-A	for C-B
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	С-В	796.964	0.201	0.201	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

### **Traffic Flows**

#### **Demand Set Data Options**

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# **Entry Flows**

#### **General Flows Data**

	Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
	Α	ONE HOUR	✓	411.00	100.000
Г	В	ONE HOUR	✓	122.00	100.000
Γ	С	ONE HOUR	✓	282.00	100.000

# **Turning Proportions**

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		То						
		Α	В	С				
Erom	Α	0.000	107.000	304.000				
From	В	96.000	0.000	26.000				
	С	248.000	34.000	0.000				

#### Turning Proportions (PCU) - Junction 9 (for whole period)

		То					
From		Α	В	С			
	Α	0.00	0.26	0.74			
	В	0.79	0.00	0.21			
	С	0.88	0.12	0.00			

### **Vehicle Mix**

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

#### **Average PCU Per Vehicle - Junction 9 (for whole period)**

		То					
		Α	В	С			
From	Α	1.000	1.000	1.000			
	В	1.000	1.000	1.000			
	С	1.000	1.000	1.000			

#### Heavy Vehicle Percentages - Junction 9 (for whole period)

		То					
		Α	В	С			
From	Α	0.000	0.000	0.000			
	В	0.000	0.000	0.000			
	С	0.000	0.000	0.000			

### **Results**

#### **Results Summary for whole modelled period**

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.29	11.18	0.41	В
C-AB	0.05	5.38	0.06	Α
C-A	-	-	-	-
А-В	-	-	-	-
A-C	-	-	-	-

#### Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	91.85	90.92	0.00	483.50	0.190	0.23	9.150	Α
C-AB	25.60	25.45	0.00	734.67	0.035	0.04	5.074	Α
C-A	186.71	186.71	0.00	-	-	-	-	-
A-B	80.56	80.56	0.00	-	-	-	-	-
A-C	228.87	228.87	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	109.68	109.41	0.00	472.05	0.232	0.30	9.920	Α
C-AB	30.57	30.53	0.00	722.58	0.042	0.04	5.201	Α
C-A	222.95	222.95	0.00	-	-	-	-	-
A-B	96.19	96.19	0.00	-	-	-	-	-
A-C	273.29	273.29	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS

B-AC	134.32	133.88	0.00	456.23	0.294	0.41	11.152	В
C-AB	37.43	37.39	0.00	705.87	0.053	0.06	5.385	Α
C-A	273.05	273.05	0.00	-	-	-	-	-
A-B	117.81	117.81	0.00	-	-	-	-	-
A-C	334.71	334.71	0.00	-	-	-	-	- 1

#### Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	134.32	134.31	0.00	456.22	0.294	0.41	11.183	В
C-AB	37.43	37.43	0.00	705.87	0.053	0.06	5.385	Α
C-A	273.05	273.05	0.00	-	-	-	-	-
A-B	117.81	117.81	0.00	-	-	-	-	-
A-C	334.71	334.71	0.00	-	-	-	-	-

#### Main results: (17:45-18:00)

Stream B-AC C-AB C-A	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	109.68	110.10	0.00	472.04	0.232	0.31	9.958	Α
C-AB	30.57	30.61	0.00	722.58	0.042	0.04	5.202	Α
C-A	222.95	222.95	0.00	-	-	-	-	-
A-B	96.19	96.19	0.00	-	-	-	-	-
A-C	273.29	273.29	0.00	-	-	-	-	-

#### Main results: (18:00-18:15)

Stream B-AC C-AB C-A	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	91.85	92.13	0.00	483.46	0.190	0.24	9.207	Α
C-AB	25.60	25.63	0.00	734.67	0.035	0.04	5.077	Α
C-A	186.71	186.71	0.00	-	-	-	-	-
A-B	80.56	80.56	0.00	-	-	-	-	-
A-C	228.87	228.87	0.00	-	-	-	-	-

# Standard - 2042 Do-Nothing, AM

#### **Data Errors and Warnings**

No errors or warnings

#### **Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			100.000	

#### **Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2042 Do- Nothing, AM	2042 Do- Nothing	AM		ONE HOUR	07:45	09:15	90	15		

# **Junction Network**

#### **Junctions**

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	8.56	Α

#### **Junction Network Options**

<b>Driving Side</b>	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	176	Stream B-AC

### **Arms**

#### **Arms**

Arm	Name	Description	Arm Type
Α	Main Street (West)		Major
В	Park Avenue (North)		Minor
С	Main Street (East)		Major

#### **Major Arm Geometry**

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

#### **Minor Arm Geometry**

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give- way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane	2.80										29	28

#### **Pedestrian Crossings**

Arm	Crossing Type
Α	None
В	None
С	None

### Slope / Intercept / Capacity

#### **Priority Intersection Slopes and Intercepts**

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	С-В	796.964	0.201	0.201	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

### **Traffic Flows**

#### **Demand Set Data Options**

Ve	efault hicle Vlix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
			✓	✓	HV Percentages	2.00				✓	✓

# **Entry Flows**

#### **General Flows Data**

Arm	Profile Type	<b>Use Turning Counts</b>	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	189.00	100.000
В	ONE HOUR	✓	119.00	100.000
С	ONE HOUR	✓	341.00	100.000

# **Turning Proportions**

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		То				
<b>F</b>		Α	В	С		
	Α	0.000	37.000	152.000		
From	В	70.000	0.000	49.000		
	С	306.000	35.000	0.000		

Turning Proportions (PCU) - Junction 9 (for whole period)

		То					
		Α	В	С			
F	Α	0.00	0.20	0.80			
From	В	0.59	0.00	0.41			
	С	0.90	0.10	0.00			

### **Vehicle Mix**

Average PCU Per Vehicle - Junction 9 (for whole period)

		То					
		Α	В	С			
From	Α	1.000	1.000	1.000			
	В	1.000	1.000	1.000			

<b>C</b>   1.000   1.000   1.000	С
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#### **Heavy Vehicle Percentages - Junction 9 (for whole period)**

		То					
		Α	В	С			
From	Α	0.000	0.000	0.000			
	В	0.000	0.000	0.000			
	С	0.000	0.000	0.000			

# **Results**

#### **Results Summary for whole modelled period**

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.26	9.60	0.35	Α
C-AB	0.05	5.02	0.05	Α
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

#### Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	89.59	88.77	0.00	523.77	0.171	0.20	8.262	Α
C-AB	26.35	26.21	0.00	768.32	0.034	0.04	4.851	Α
C-A	230.37	230.37	0.00	-	-	-	-	-
A-B	27.86	27.86	0.00	-	-	-	-	-
A-C	114.43	114.43	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	106.98	106.76	0.00	516.31	0.207	0.26	8.785	Α
C-AB	31.46	31.43	0.00	762.76	0.041	0.04	4.922	Α
C-A	275.09	275.09	0.00	-	-	-	-	-
A-B	33.26	33.26	0.00	-	-	-	-	-
A-C	136.64	136.64	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS	
B-AC	131.02	130.68	0.00	505.96	0.259	0.34	9.584	Α	
C-AB	38.54	38.49	0.00	755.07	0.051	0.05	5.023	Α	
C-A	336.91	336.91	0.00	-	-	-	-	-	
A-B	40.74	40.74	0.00	-	-	-	-	-	
A-C	167.36	167.36	0.00	-	-	-	-	-	

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS	
B-AC	131.02	131.01	0.00	505.96	0.259	0.35	9.601	Α	
C-AB	38.54	38.54	0.00	755.07	0.051	0.05	5.023	Α	
C-A	336.91	336.91	0.00	-	-	-	-	-	
A-B	40.74	40.74	0.00	-	-	-	-	-	
A-C	167.36	167.36	0.00	-	-	-	-	-	

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	106.98	107.31	0.00	516.30	0.207	0.26	8.810	Α
C-AB	31.46	31.51	0.00	762.76	0.041	0.04	4.922	Α
C-A	275.09	275.09	0.00	-	-	-	-	-
А-В	33.26	33.26	0.00	-	-	-	-	-
A-C	136.64	136.64	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	89.59	89.81	0.00	523.75	0.171	0.21	8.301	Α
C-AB	26.35	26.38	0.00	768.32	0.034	0.04	4.853	Α
C-A	230.37	230.37	0.00	-	-	-	-	-
А-В	27.86	27.86	0.00	-	-	-	-	-
A-C	114.43	114.43	0.00	-	-	-	-	-

# Standard - 2042 Do-Nothing, PM

#### **Data Errors and Warnings**

No errors or warnings

#### **Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			100.000	

#### **Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2042 Do- Nothing, PM	2042 Do- Nothing	РМ		ONE HOUR	16:45	18:15	90	15		

# **Junction Network**

#### **Junctions**

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS

	Main Street / Park Avenue	T-Junction	Two-way	A,B,C	8.83	A	
- 1				, .,_,	0.00		

#### **Junction Network Options**

<b>Driving Side</b>	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	163	Stream B-AC

### **Arms**

#### **Arms**

Arm	Name	Description	Arm Type
Α	Main Street (West)		Major
В	Park Avenue (North)		Minor
С	Main Street (East)		Major

#### **Major Arm Geometry**

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

#### **Minor Arm Geometry**

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give- way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane	2.80										29	28

#### **Pedestrian Crossings**

Arm	Crossing Type
Α	None
В	None
С	None

#### Slope / Intercept / Capacity

#### **Priority Intersection Slopes and Intercepts**

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	С-В	796.964	0.201	0.201	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

### **Traffic Flows**

#### **Demand Set Data Options**

Default Vehicle Mix	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
	<b>✓</b>	<b>✓</b>	HV Percentages	2.00				<b>✓</b>	<b>✓</b>

# **Entry Flows**

#### **General Flows Data**

Arm	Profile Type	<b>Use Turning Counts</b>	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	388.00	100.000
В	ONE HOUR	✓	97.00	100.000
С	ONE HOUR	✓	305.00	100.000

# **Turning Proportions**

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		То					
		Α	В	С			
From	Α	0.000	58.000	330.000			
	В	69.000	0.000	28.000			
	С	268.000	37.000	0.000			

Turning Proportions (PCU) - Junction 9 (for whole period)

		То						
From		Α	В	С				
	Α	0.00	0.15	0.85				
	В	0.71	0.00	0.29				
	С	0.88	0.12	0.00				

# **Vehicle Mix**

**Average PCU Per Vehicle - Junction 9 (for whole period)** 

		То					
		Α	В	С			
From	Α	1.000	1.000	1.000			
	В	1.000	1.000	1.000			
	С	1.000	1.000	1.000			

Heavy Vehicle Percentages - Junction 9 (for whole period)

		То					
From		Α	В	С			
	Α	0.000	0.000	0.000			
	В	0.000	0.000	0.000			

# **Results**

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.23	10.14	0.30	В
C-AB	0.06	5.37	0.06	Α
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

#### Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	73.03	72.33	0.00	489.58	0.149	0.17	8.615	Α
C-AB	27.86	27.70	0.00	738.16	0.038	0.04	5.065	Α
C-A	201.76	201.76	0.00	-	-	-	-	-
A-B	43.67	43.67	0.00	-	-	-	-	-
A-C	248.44	248.44	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	87.20	87.01	0.00	477.87	0.182	0.22	9.205	Α
C-AB	33.26	33.23	0.00	726.75	0.046	0.05	5.190	Α
C-A	240.93	240.93	0.00	-	-	-	-	-
A-B	52.14	52.14	0.00	-	-	-	-	-
A-C	296.66	296.66	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	106.80	106.49	0.00	461.67	0.231	0.30	10.128	В
C-AB	40.74	40.69	0.00	710.96	0.057	0.06	5.370	Α
C-A	295.07	295.07	0.00	-	-	-	-	-
A-B	63.86	63.86	0.00	-	-	-	-	-
A-C	363.34	363.34	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	106.80	106.79	0.00	461.66	0.231	0.30	10.144	В
C-AB	40.74	40.74	0.00	710.96	0.057	0.06	5.370	Α
C-A	295.07	295.07	0.00	-	-	-	-	-

A-B	63.86	63.86	0.00	-	-	-	-	
A-C	363.34	363.34	0.00	-	-	-	-	-

#### Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	87.20	87.49	0.00	477.86	0.182	0.23	9.228	Α
C-AB	33.26	33.31	0.00	726.75	0.046	0.05	5.191	Α
C-A	240.93	240.93	0.00	-	-	-	-	-
A-B	52.14	52.14	0.00	-	-	-	-	-
A-C	296.66	296.66	0.00	-	-	-	-	-

#### Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	73.03	73.22	0.00	489.54	0.149	0.18	8.652	Α
C-AB	27.86	27.89	0.00	738.16	0.038	0.04	5.070	Α
C-A	201.76	201.76	0.00	-	-	-	-	-
A-B	43.67	43.67	0.00	-	-	-	-	-
A-C	248.44	248.44	0.00	-	-	-	-	-

# Standard - 2042 With Development, AM

#### **Data Errors and Warnings**

No errors or warnings

#### **Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			100.000	

#### **Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2042 With Development, AM	2042 With Development	AM		ONE HOUR	07:45	09:15	90	15		

### **Junction Network**

#### **Junctions**

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	11.83	В

#### **Junction Network Options**

<b>Driving Side</b>	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold		
Left	Normal/unknown	85	Stream B-AC		

### **Arms**

#### **Arms**

Arm	Name	Description	Arm Type
Α	Main Street (West)		Major
В	Park Avenue (North)		Minor
С	Main Street (East)		Major

#### **Major Arm Geometry**

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay  Width For Right Turn (m)		Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

#### **Minor Arm Geometry**

Arn	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give- way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane	2.80										29	28

#### **Pedestrian Crossings**

Arm Crossing Type							
Α	None						
B None							
С	None						

#### Slope / Intercept / Capacity

#### **Priority Intersection Slopes and Intercepts**

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	С-В	796.964	0.201	0.201	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

### **Traffic Flows**

#### **Demand Set Data Options**

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
---------------------------	--	--	---	-----------------------	---------------------------------------	-----------------------------------	--	---	---	--

	✓	✓	HV Percentages	2.00			✓	✓	
--	---	---	-------------------	------	--	--	---	---	--

# **Entry Flows**

#### **General Flows Data**

Arm	Profile Type	<b>Use Turning Counts</b>	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	217.00	100.000
В	ONE HOUR	✓	190.00	100.000
С	ONE HOUR	✓	341.00	100.000

# **Turning Proportions**

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		То						
From		Α	В	С				
	Α	0.000	65.000	152.000				
FIOIII	В	141.000	0.000	49.000				
	С	306.000	35.000	0.000				

Turning Proportions (PCU) - Junction 9 (for whole period)

	То					
		Α	В	С		
F	Α	0.00	0.30	0.70		
From	В	0.74	0.00	0.26		
	С	0.90	0.10	0.00		

### **Vehicle Mix**

Average PCU Per Vehicle - Junction 9 (for whole period)

		То					
		Α	В	С			
From	Α	1.000	1.000	1.000			
FIOIII	В	1.000	1.000	1.000			
	С	1.000	1.000	1.000			

Heavy Vehicle Percentages - Junction 9 (for whole period)

	То					
		Α	В	С		
	Α	0.000	0.000	0.000		
From	В	0.000	0.000	0.000		
	С	0.000	0.000	0.000		

### **Results**

#### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.43	13.08	0.75	В
C-AB	0.05	5.07	0.05	А
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	143.04	141.48	0.00	504.05	0.284	0.39	9.887	Α
C-AB	26.35	26.21	0.00	764.08	0.034	0.04	4.879	Α
C-A	230.37	230.37	0.00	-	-	-	-	-
A-B	48.94	48.94	0.00	-	-	-	-	-
A-C	114.43	114.43	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	170.81	170.30	0.00	495.75	0.345	0.52	11.043	В
C-AB	31.46	31.43	0.00	757.69	0.042	0.04	4.956	Α
C-A	275.09	275.09	0.00	-	-	-	-	-
A-B	58.43	58.43	0.00	-	-	-	-	-
A-C	136.64	136.64	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	209.19	208.29	0.00	484.27	0.432	0.74	12.999	В
C-AB	38.54	38.49	0.00	748.87	0.051	0.05	5.067	Α
C-A	336.91	336.91	0.00	-	-	-	-	-
A-B	71.57	71.57	0.00	-	-	-	-	-
A-C	167.36	167.36	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	209.19	209.16	0.00	484.26	0.432	0.75	13.081	В
C-AB	38.54	38.54	0.00	748.87	0.051	0.05	5.067	Α
C-A	336.91	336.91	0.00	-	-	-	-	-
A-B	71.57	71.57	0.00	-	-	-	-	-
A-C	167.36	167.36	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS

B-AC	170.81	171.67	0.00	495.74	0.345	0.54	11.140	В
C-AB	31.46	31.51	0.00	757.69	0.042	0.04	4.959	Α
C-A	275.09	275.09	0.00	-	-	-	-	-
A-B	58.43	58.43	0.00	-	-	-	-	-
A-C	136.64	136.64	0.00	-	-	-	-	- 1

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	143.04	143.57	0.00	504.02	0.284	0.40	10.004	Α
C-AB	26.35	26.38	0.00	764.08	0.034	0.04	4.879	Α
C-A	230.37	230.37	0.00	-	-	-	-	-
A-B	48.94	48.94	0.00	-	-	-	-	-
A-C	114.43	114.43	0.00	-	-	-	-	-

# **Standard - 2042 With Development, PM**

#### **Data Errors and Warnings**

No errors or warnings

#### **Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			100.000	

#### **Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2042 With Development, PM	2042 With Development	РМ		ONE HOUR	16:45	18:15	90	15		

## **Junction Network**

#### **Junctions**

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	10.31	В

#### **Junction Network Options**

<b>Driving Side</b>	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	115	Stream B-AC

### **Arms**

#### **Arms**

Arm	Name	Description	Arm Type
Α	Main Street (West)		Major
В	Park Avenue (North)		Minor
С	Main Street (East)		Major

#### **Major Arm Geometry**

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

#### **Minor Arm Geometry**

Ar	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give- way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane	2.80										29	28

#### **Pedestrian Crossings**

Arm	Crossing Type
Α	None
В	None
С	None

#### Slope / Intercept / Capacity

#### **Priority Intersection Slopes and Intercepts**

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	С-В	796.964	0.201	0.201	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

### **Traffic Flows**

#### **Demand Set Data Options**

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# **Entry Flows**

#### **General Flows Data**

Arm	Profile Type	<b>Use Turning Counts</b>	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	442.00	100.000
В	ONE HOUR	✓	129.00	100.000
С	ONE HOUR	✓	305.00	100.000

# **Turning Proportions**

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		То							
		Α	В	С					
From	Α	0.000	112.000	330.000					
	В	101.000	0.000	28.000					
	С	268.000	37.000	0.000					

**Turning Proportions (PCU) - Junction 9 (for whole period)** 

	То						
		Α	В	С			
From	Α	0.00	0.25	0.75			
From	В	0.78	0.00	0.22			
	С	0.88	0.12	0.00			

# **Vehicle Mix**

**Average PCU Per Vehicle - Junction 9 (for whole period)** 

	То						
		Α	В	С			
From	Α	1.000	1.000	1.000			
	В	1.000	1.000	1.000			
	С	1.000	1.000	1.000			

**Heavy Vehicle Percentages - Junction 9 (for whole period)** 

	То							
		Α	В	С				
From	Α	0.000	0.000	0.000				
	В	0.000	0.000	0.000				
	С	0.000	0.000	0.000				

### **Results**

#### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.32	11.70	0.46	В
C-AB	0.06	5.47	0.06	Α
C-A	-	-	-	-
A-B	-	-	-	-

#### Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	97.12	96.11	0.00	479.15	0.203	0.25	9.375	Α
C-AB	27.86	27.70	0.00	729.97	0.038	0.04	5.124	Α
C-A	201.76	201.76	0.00	-	-	-	-	-
A-B	84.32	84.32	0.00	-	-	-	-	-
A-C	248.44	248.44	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	115.97	115.67	0.00	466.77	0.248	0.33	10.243	В
C-AB	33.26	33.23	0.00	716.97	0.046	0.05	5.264	Α
C-A	240.93	240.93	0.00	-	-	-	-	-
A-B	100.69	100.69	0.00	-	-	-	-	-
A-C	296.66	296.66	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	142.03	141.52	0.00	449.65	0.316	0.45	11.663	В
C-AB	40.74	40.69	0.00	698.99	0.058	0.06	5.468	Α
C-A	295.07	295.07	0.00	-	-	-	-	-
A-B	123.31	123.31	0.00	-	-	-	-	-
A-C	363.34	363.34	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	142.03	142.02	0.00	449.64	0.316	0.46	11.700	В
C-AB	40.74	40.74	0.00	698.99	0.058	0.06	5.468	Α
C-A	295.07	295.07	0.00	-	-	-	-	-
A-B	123.31	123.31	0.00	-	-	-	-	-
A-C	363.34	363.34	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	115.97	116.46	0.00	466.76	0.248	0.34	10.293	В
C-AB	33.26	33.31	0.00	716.97	0.046	0.05	5.267	Α
C-A	240.93	240.93	0.00	-	-	-	-	-
A-B	100.69	100.69	0.00	-	-	-	-	-
A-C	296.66	296.66	0.00	-	-	-	-	-

#### Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	97.12	97.43	0.00	479.11	0.203	0.26	9.441	Α
C-AB	27.86	27.89	0.00	729.97	0.038	0.04	5.127	Α
C-A	201.76	201.76	0.00	-	-	-	-	-
A-B	84.32	84.32	0.00	-	-	-	-	-
A-C	248.44	248.44	0.00	-	-	-	-	-



### Appendix E

### **Independent Quality Audit**



Cronin & Sutton Consulting (Dublin)

Proposed Residential
Development in Clongriffin, Co.
Dublin

Stage 1 & 2 Quality Audit

# Cronin & Sutton Consulting (Dublin)

# Proposed Residential Development in Clongriffin, Co. Dublin

# Stage 1 & 2 Quality Audit

**Document Ref:** 

P24141-PMCE-XX-XX-RP-QA-5\_0001

Rev	Prepared By	Reviewed By	Approved By	Issue Date	Reason for Revision
1.0	AMG	MAH	TAG	19 <sup>th</sup> July 2024	Draft Report





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#### 1 Quality Audit Report

#### 1.1 Introduction

This report was prepared in response to a request from Mr Gordon Finn of Cronin & Sutton Consulting (Dublin) to provide a Stage 1 Quality Audit of the Proposed Residential Development in Clongriffin, Co. Dublin

The Stage 1 Quality Audit considers the following elements:

- Access Audit (Appendix I)
- Walking Audit (Appendix II)
- Non-Motorised User Audit (Appendix III)
- Cycle Audit (Appendix IV)
- Road Safety Audit (Appendix V)

The Quality Audit followed a site visit on the 17<sup>th</sup> July 2024. At the time of the site visit the weather was dry, the ground surface was dry and traffic volumes in the vicinity of the site were low. Pedestrian and cycle volumes were also low.

The different audits included in the appendices to this report address the implications for the different types of non-motorised road users of the proposed development.

The Access (Accessibility) & Walking Audits assess potential usability/accessibility for pedestrians and, in particular, people with sensory or intellectual disabilities. The Cycle Audit predominantly focusses on cycle use, whilst the Road Safety Audit identifies potential safety implications of the scheme.

#### 1.2 Description of Proposed Development

It is proposed to construct a new residential development on an existing greenfield site in Clongriffin, Co. Dublin (see Figure 1.1). The site would be bound to the north by Belltree Avenue, to the west by Park Street and Belltree Park, to the east by Lake Street and to the south by an adjacent greenfield site.



FIGURE 1.1: LOCATION PLAN (SOURCE: WWW.OPENSTREETMAP.ORG)



The land use in the vicinity of the proposed Scheme is primarily residential. Park Street and Belltree Avenue are two-way, single carriageway residential roads which provide direct access to single unit residential properties. Footpaths are currently provided on the western side of Park Street and on the northern side of Belltree Avenue. Public lighting is provided at the rear of these footpaths throughout their length. The existing junctions within the vicinity of the Scheme are priority-controlled and typically provided on raised tables. The posted speed limit on these roads is 30kph.

Lake Street, in the vicinity of the Scheme, provides access to some residential properties and links Marrsfield Avenue with Clongriffin Road and Dargan Street. It is a two-way single carriageway road with a footpath, and public lighting, provided on its eastern side throughout its length. It also has a posted speed limit of 30kph.

The proposed development would be composed of two apartment blocks, Block 5 and Block 6, and would comprise the following elements:

- 180 1-bedroom apartments (58 in Block 5 and 122 in Block 6).
- 226 2-bedroom apartments (78 in Block 5 and 148 in Block 6).
- Two 3-bedroom apartments (all in Block 5).
- A crèche facility in Block 6 to provide 99 childcare places.
- A new public area, Grant Park, to the southeast of Block 6.

With regards to parking, the development shall provide:

- 260 car parking spaces, of which:
  - 14 spaces shall be mobility impaired parking spaces.
  - o 132 spaces shall be equipped with EV charging facilities.
- 13 motorcycle parking spaces.
- 642 long term bicycle parking spaces.
- 216 short stay bicycle parking spaces.

A new shared surface road, Market Street, would also be provided at the southern extents of the Scheme to the south of Block 5 which would link Park Street and Lake Street. It is proposed to extend Dargan Street to the west, between the two apartment blocks, as far as Park Street where a new priority-controlled T-Junction would be provided as well as a priority-controlled crossroads junction with Lake Street. It is also proposed to extend Lake Street to the south which would be a one-way road, travelling northbound between its junction with the existing two-way section of Lake Street at the southeastern corner of Block 6 and its junction with Dargan Street.

Although not included within the scope of this Scheme, an extension of Park Street is also proposed between its current southern extents and just south of the junction with the proposed shared surface within the Scheme, and it is also proposed to amend the traffic flow from two-way to one-way on Clongriffin Road from its junction with Lake Street to its junction with Dargan Street.



#### 1.2.1 Existing Road Network

#### Lake Street

Lake Street is a two-way single carriageway road with an approximate width of 6m. It extends along the eastern side of the proposed development and runs in north to south direction. There is a footpath which is approximately 1.5m wide on the western side of the road. Apartment block 6 will be accessed via Lake Street.



#### Park Street

Park Street is a two-way single carriageway road with an approximate width of 6m. It extends along the eastern side of the proposed development and runs in north to south direction. There is a footpath which is approximately 1.5m wide on the eastern side of the road. Apartment block 5 will be accessed via Park Street.

#### 1.2.2 Existing Pedestrian & Cyclist Facilities

The existing residential developments that surround the proposed development include public footways and public lighting. Footways are provided within the development, but are discontinuous in areas, and not always provided on both sides of the road. The existing developments do not include any cycle facilities, though the combination of low traffic volumes and speeds will likely provide a safer environment for cyclists.

#### 1.2.3 Public Transport

There are existing bus stops on Main Street, which are 250m south of the proposed development, providing direct access to the local bus network. Additional bus stops are provided on The Hole in The Wall Road.

The nearest bus stops to the proposed development are listed in Table 1.1 including the bus routes which serve these bus stops, and Figure 1.2 illustrates the location of these bus stops in relation to the proposed development.

**TABLE 1.1: BUS ROUTES NEAR PROPOSED DEVELOPMENT** 

Bus Stop (Name)	Bus Stop (number)	Route No.	Proximity to the development	Travelling between	Frequency
Grange Lodge Avenue Stop	7236	15	250m	Clongriffin Station to Ballycullen Road	One bus per 10 minutes
Park Avenue Stop	7246	15	350m	Ballycullen Road to Clongriffin Station	One bus per 10 minutes
Hole In The Wall Stop	6320	40	800m	Clongriffin Station to Ballycullen Road	One bus per 10 minutes



FIGURE 1.2: NEARBY BUS STOPS AND LUAS STOP (Source: www.transportforireland.ie)

In addition, Clongriffin Train Station is located 300m east of the proposed development. Waterford Train Station provides access to regional and national destinations, and can be reached within a 5-minute walk, and a 2 minute cycle from the proposed development.



#### 1.3 Summary of Individual Audit Findings

The following table summarises the issues identified by the component audits of this Quality Audit, and the Design Team's response to the issues raised.

			Individual Aud	lit Reference	s	
Item No.	Summary of Issue	Access Audit	Walking Audit	Cycle Audit	Road Safety Audit	Design Team Response/Action
1	Trees Obstructing Access to Parking Space	1.2.1				
2	Lack of Hazard Tactile Paving	1.2.2				
3	No Dropped Kerb or Tactile Paving at Mobility Parking	1.2.3				
4	Access to Bicycle Parking	1.2.4				
5	Building Access	1.2.5				
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17	Pedestrian Desire Line Leads to Carriageway				3.2	
18	Cyclists Travelling Within The Footpath Over Long Distances				3.3	
19	Risk of Striking Columns when Entering/Exiting Parking Spaces				3.4	
21	Risk of Collisions with Steps				3.5	



		Individual Audit References				
Item No.	Summary of Issue	Access Audit	Walking Audit	Cycle Audit	Road Safety Audit	Design Team Response/Action
22	Depth of Tactile Paving				3.6	
23	Buffer Between Parking Spaces and Carriageway may Encourage High Speeds				3.7	
24	Lack of Warning of Edge of Shared Surface Carriageway for Visually-Impaired Pedestrians				3.8	
25	No Pedestrian Crossing				3.9	
26	No Tactile Paving at Dropped Kerbs				3.10	
27	Gullies Within Pedestrian Routes may Present Trip/Slip Hazards				3.11	
28	Gullies/Concrete Channel Within the Shared Surface may Present Slip Hazards				3.12	
29	No Public lighting Indicated				3.13	



Appendix I Access Audit

#### I.1 Introduction

The purpose of this Access Audit is to review the proposed Scheme, and the existing surrounding environment, to assess if it can be accessed, understood, and used to the greatest extent possible by all people regardless of their age, size, or disability. The Audit considers a number of aspects of the proposed Scheme, including wayfinding, lighting, tonal contrast of proposed materials, gradients, the provision of kerbs and/or dropped kerbs as appropriate, etc.

#### I.2 Access Audit Findings

#### I.2.1 Trees Obstructing Access to Parking Space

Trees indicated between the on-street perpendicular parking spaces on Belltree Avenue/Road 1 may restrict access/egress to the parking spaces, resulting in potential material damage collisions.

#### Recommendation

Ensure trees do not obstruct access to parking spaces.

#### I.2.2 Lack of Hazard Tactile Paving

There are steps leading to the apartment building located adjacent the gate beside the entrance to building 5 undercroft car park, which has no hazard tactile paving at the bottom. Lack of hazard tactile paving at this location could lead to visually impaired pedestrians being insufficiently aware of the vertical hazard ahead resulting in them inadvertently entering the steps resulting in trips, falls and serious injuries.

#### Recommendation

Warning tactile paving should be provided at the top and bottom of steps.

# I.2.3 No Dropped Kerb or Tactile Paving at Mobility Parking

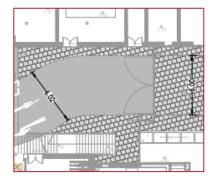
Mobility parking spaces have been indicated on the western side of Lake Street adjacent to Block 6. A dropped kerb has been indicated adjacent to each parking space however no tactile paving has been indicated at the dropped kerbs. This may lead to visually impaired pedestrians inadvertently descending the dropped kerbs and entering the parking spaces, when unoccupied, and subsequently the carriageway where there is an increased risk of being struck by a vehicle.

In addition, a mobility parking space has been indicated on Dargan Street (Road 1) at the northeastern corner of Block 5 however no dropped kerb or tactile paving has been indicated at this location. This may lead to mobility impaired vehicle occupants having to travel within the carriageway to the nearest access point where there is an increased risk of being struck by a vehicle.

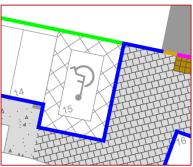
#### Recommendation

Dropped kerbs and tactile paving should be provided adjacent to all mobility parking spaces within the Scheme.











#### I.2.4 Access to Bicycle Parking

Both short-stay, and long-stay, bicycle parking facilities appear to be indicated in locations, adjacent to both apartment blocks, which would require cyclists to travel within the footpath, and in some instances over long distances, when travelling to/from these facilities. The footpath, which is indicated as approximately 2m wide throughout the majority of the Scheme, would not be wide enough to safely accommodate both pedestrians and cyclists.

# PARK STREET LUISIN ULINA CONTROLL CONTROLL

#### Recommendation

Access to the footpath should be provided for cyclists close to the short-stay, and long-stay, bicycle parking facilities which would not require cyclists to share the footpath with pedestrians over long distances.

#### I.2.5 Building Access

The drawings provided indicate an access at the southwestern corner undercroft car park of Block 6 apartments as being blocked by the proposed parking spaces. This may result in mobility impaired pedestrians being unable to access the block.

#### Recommendation

Ensure sufficient access is provided to all access points to the building and are unobstructed by parked vehicles.

#### I.2.6 Footway Provoins to the Building Access

At a number of locations throughout the Scheme the public footpath on the roads surrounding Block 5 and Block 6 are offset from the building entrances. No pedestrian routes between the footpath and these building entrances have been indicated.



A paved route, with an appropriate gradient, should be provided between the footpath and all entrances to Block 5 and Block 6.



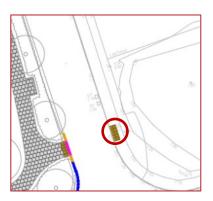


#### I.2.7 Absence of Dropped Kerb at Tactile Paving

A dropped kerb has not been indicated at the eastern side of the pedestrian crossing to the east of the public open space. A failure to provide dropped kerbs at crossing points could result in mobility impaired pedestrians being unable to safely and independently enter the carriageway to cross to the opposite footpath.

#### Recommendation

Dropped kerbs should be provided at the eastern side of the crossing.





Appendix II Walking Audit

#### II.1 Introduction

The purpose of this Walking Audit is to review the proposed Scheme, and the existing surrounding environment, to assess if it can be readily and comfortably traversed by pedestrians, that the needs of pedestrians have been prioritised over cyclists & vehicles, and that footpaths are continuous and wide enough to cater for the anticipated number of pedestrians.

#### II.2 Walking Audit Findings

#### II.2.1 Pedestrian Route

The pedestrian route in the undercroft carpark does not align with the footpath and dropped kerb has not been indicated between the footpath and on-carriageway pedestrian route. This may lead to difficulties for visually impaired and mobility impaired pedestrians in safely accessing the pedestrian route in the carpark.

#### Recommendation

Align pedestrian route with footpath and provide a dropped kerb.

#### II.2.2 Lack of Delineation Between Carriageway

At the shared surface road, south of block 5 no measures have been indicated to delineate this from the adjacent footpath. The lack of delineation between the footway and the carriageway could lead to visually impaired pedestrians being insufficiently aware of the hazard resulting in them inadvertently entering the carriageway where there is an increased risk of being struck by a vehicle or cyclist.

#### Recommendation

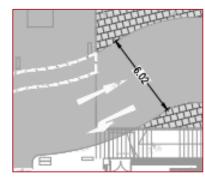
Measures should be provided to delineate between the carriageway and footway.

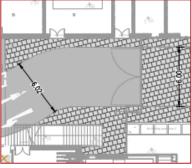
#### II.2.3 Absence of Seating

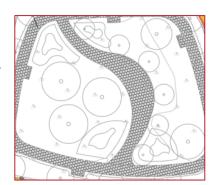
Seating has not been indicated near the play area within the public open space. The lack of seating may lead to discomfort for parents or elderly parents/guardians who may be supervising children at the playground.

#### Recommendation

Provide seating in public space.









Appendix III Non-Motorised User Audit



#### III.1 Introduction

The purpose of a Non-Motorised User (NMU) Audit is to review the proposed Scheme, and the existing surrounding environment, to assess if it will cater comfortably for all non-motorised road users, of all ages and abilities, and that the needs of these vulnerable road users have been prioritised over vehicular traffic.

For the proposed Scheme separate Access, Walking & Cycling Audits have been undertaken (ref Appendix I, Appendix II & Appendix IV), and these should be referred to for findings in relation to NMUs.



Appendix IV Cycle Audit



#### IV.1 Introduction

The purpose of this Cycle Audit is to review the proposed Scheme, and the existing surrounding environment, to assess if it will cater comfortably for cyclists, of all ages and abilities, and that the needs of cyclists have been prioritised over vehicular traffic.

#### IV.2 Existing Cycle Facilities

There are no existing cycle facilities.

#### IV.3 Proposed Cycle Facilities

There are no proposed cycle lanes or tracks indicated within the proposed development, but it is proposed to provide short stay and long-term bicycle parking proposed.

#### IV.4 Cycle Audit Findings

#### IV.4.1 Bicycle Parking

For new Apartments in the Dublin City Council (DCC) area, cycle parking for residential apartment units shall be provided at a rate of 1 secure cycle parking space per residential bedroom and 1 visitor cycle parking space for every two units, equating to a minimum requirement of 642 long-stay bicycle parking spaces and 214 short-stay bicycle parking spaces for the proposed development. (Refer to Section 15.13.1.4 of Dublin City Council Development Plan (DCCDP) 2022-2028)

The minimum bicycle parking requirements in accordance with the Dublin City Council, as well as the proposed provision, is given in Table IV.1 and Table IV.2.

TABLE 19.11. LONG-STAT DICTOLE I ARRING I ROVISION					
Land Use	Bicycle Parking Requirements	Quantum	Required Provision	Proposed Provision	
1 Bedroom Apartments	1 space per bed	180	180		
2 Bedroom Apartments	1 space per bed	226	452	638	
3 Bedroom Apartments	1 space per bed	2	6		
Crèche	1 space per 5 staff	20 staff	4	4	
Community/Arts/Cultural space	1 space per 5 staff	Unknown	Unknown	0	
Long	644	642			

**TABLE IV.1: LONG-STAY BICYCLE PARKING PROVISION** 

Land Use	Bicycle Parking Requirements	Quantum	Required Provision	Proposed Provision
1 Bedroom Apartments	1 space per 2 apartments	180 apartments	90	
2 Bedroom Apartments	1 space per 2 apartments	226 apartments	113	206
3 Bedroom Apartments	1 space per 2 apartments	2 apartments	1	
Crèche	1 space per 10 children	99 children	10	10
Community/Arts/Cultural space	1 per 100 sq. m. Gross 1,209 sq. m. Floor Area(GFA)		12	0
Short-Stay Bicycle Parking	226	216		



#### Recommendation

The proposed number of Long- Stay and short-stay bicycle parking spaces for Apartments and Crèche meets the minimum requirements of the DCCDP.

However, Additional long-stay (1 secured and sheltered space per 5 staff) and 10 short-stay bicycle parking spaces should be provided for the proposed Community/Arts/Cultural space.

#### IV.4.2 Sheltered Short-Stay Bicycle Parking

It is unclear if any of the short-stay bicycle parking spaces within the proposed development would be covered (sheltered). Should no cover be provided at the short-stay bicycle parking spaces this would result in parked bicycles being unprotected from adverse weather conditions and may deter their use.

#### Recommendation

A percentage of the short-stay bicycle parking spaces within the proposed development should be covered.

#### IV.4.3 Shower/Changing Facilities for the Crèche

It is unclear from the drawings provided if Shower/Changing Facilities will be provided for the Crèche.

In accordance with DCCDP, Suitable shower and changing facilities shall be made available in developments incorporating staff cycle parking. The requirements for shower provision should be 1 shower for commercial development over 75m² GFA, a minimum of 2 showers for workplaces over 500m² and 1 additional shower for every 1000m² GFA thereafter. The proposed Crèche have a gross floor area of 413m2 which would require 1 shower.

#### Recommendation

Showers, lockers and changing rooms should be provided for the Crèche employees. It is required to provide 1 shower. In addition, changing/drying areas, toilets, and lockers should be provided in association with shower facilities. The number of lockers provided shall relate to the number of cycle parking spaces. Lockers shall be well ventilated, secure, and lockable.



Appendix V Road Safety Audit

# Cronin & Sutton Consulting

Proposed Residential
Development in Clongriffin, Co.
Dublin

Stage 1 & 2 Road Safety Audit

# **Cronin & Sutton Consulting**

# Proposed Residential Development in Clongriffin, Co. Dublin

# Stage 1 & 2 Road Safety Audit

**Document Ref:** 

P24141-PMCE-XX-XX-RP-SA-5\_0001

Rev	Prepared By	Reviewed By	Approved By	Issue Date	Reason for Revision
2.0	AOR	МАН	AOR	25 <sup>th</sup> July 2024	Final
1.0	AOR	MAH/TAG	AOR	19 <sup>th</sup> July 2024	Draft Report





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#### 1 Introduction

#### 1.1 General

This report results from a Stage 1 & 2 Road Safety Audit on the proposed Residential Development in Clongriffin, Co. Dublin carried out at the request of Mr Gordon Finn of Cronin & Sutton Consulting.

The members of the Road Safety Audit Team are independent of the design team, and include:

#### Mr. Alan O'Reilly

(BA, BAI, MSc, PGDip(PM), RSACert, CEng, MIEI) Road Safety Audit Team Leader

#### Mr. Mazen Al Hosni

(BE(Hons), MSc, RSACert, MIEI) Road Safety Audit Team Member

The Road Safety Audit took place during July 2024 and comprised an examination of the documents provided by the designers (see Appendix A). In addition to examining the documents supplied the Road Safety Audit Team visited the site of the proposed measures on the 17<sup>th</sup> July 2024. Weather conditions during the site visit were dry and the road surface was. Traffic volumes during the site visit were low, pedestrian and cyclist volumes were low and traffic speeds were considered to be generally within the posted speed limit.

Where problems are relevant to specific locations these are shown on drawing extracts within the main body of the report and their locations are shown in Appendix B. Where problems are general to the proposals sample drawing extracts are within the main body of the report, where considered necessary.

This Stage 1 & 2 Road Safety Audit has been carried out in accordance with the requirements of GE-STY-01024 - Road Safety Audit (December 2017), contained on the Transport Infrastructure Ireland (TII) Publications website.

The scheme has been examined and this report compiled in respect of the consideration of those matters that have an adverse effect on road safety and considers the perspective of all road users. It has not been examined or verified for compliance with any other standards or criteria. The problems identified in this report are considered to require action in order to improve the safety of the scheme and minimise collision occurrence.

If any of the recommendations within this road safety audit report are not accepted, a written response is required, stating reasons for non-acceptance. Comments made within the report under the heading of Observations are intended to be for information only. Written responses to Observations are not required.

#### 1.2 Items Not Submitted for Auditing

Details of the following items were not submitted for audit; therefore, no specific problems have been identified at this stage relating to these design elements, however where the absence of this information has given rise to a safety concern it has been commented upon in Section 3:

- Landscaping
- Public Lighting
- Visibility splays



#### 2 Project Description

It is proposed to construct a new residential development on an existing greenfield site in Clongriffin, Co. Dublin (see Figure 2.1). The site would be bound to the north by Belltree Avenue, to the west by Park Street and Belltree Park, to the east by Lake Street and to the south by an adjacent greenfield site.



FIGURE 2.1: LOCATION PLAN (SOURCE: WWW.OPENSTREETMAP.ORG)

Land use in the vicinity of the proposed Scheme is primarily residential. Park Street and Belltree Avenue are two-way, single carriageway residential roads which provide direct access to single unit residential properties. Footpaths are currently provided on the western side of Park Street and on the northern side of Belltree Avenue. Public lighting is provided at the rear of these footpaths throughout their length. The existing junctions within the vicinity of the Scheme are priority-controlled and typically provided on raised tables. The posted speed limit on these roads is 30kph.

Lake Street, in the vicinity of the Scheme, provides access to some residential properties and links Marrsfield Avenue with Clongriffin Road and Dargan Street. It is a two-way single carriageway road with a footpath, and public lighting, provided on its eastern side throughout its length. It also has a posted speed limit of 30kph.

The proposed development would be composed of two apartment blocks, Block 5 and Block 6, and would comprise the following elements:

- 180 1-bedroom apartments (58 in Block 5 and 122 in Block 6).
- 226 2-bedroom apartments (78 in Block 5 and 148 in Block 6).
- Two 3-bedroom apartments (all in Block 5).
- A crèche facility in Block 6 to provide 99 childcare places.
- A new public area, Grant Park, to the southeast of Block 6.



With regards to parking, the development shall provide:

- 260 car parking spaces, of which:
  - 14 spaces shall be mobility impaired parking spaces.
  - o 132 spaces shall be equipped with EV charging facilities.
- 13 motorcycle parking spaces.
- 642 long term bicycle parking spaces.
- 216 short stay bicycle parking spaces.

A new shared surface road, Market Street, would also be provided at the southern extents of the Scheme to the south of Block 5 which would link Park Street and Lake Street. It is proposed to extend Dargan Street to the west, between the two apartment blocks, as far as Park Street where a new priority-controlled T-Junction would be provided as well as a priority-controlled crossroads junction with Lake Street. It is also proposed to extend Lake Street to the south which would be a one-way road, travelling northbound between its junction with the existing two-way section of Lake Street at the southeastern corner of Block 6 and its junction with Dargan Street.

Although not included within the scope of this Scheme, an extension of Park Street is also proposed between it's current southern extents and just south of the junction with the proposed shared surface within the Scheme, and it is also proposed to amend the traffic flow from two-way to one-way on Clongriffin Road from its junction with Lake Street to its junction with Dargan Street.

The proposed extension of Park Street and amendments to Clongriffin Road are not included within the scope of this Stage 1 & 2 Road Safety Audit.



#### 3 Items Arising from the Audit

#### 3.1 Risk of High Speeds on One-Way Section

Location: Drawings CLN-CSC-XX-XX-DR-C-0107/0108 (Rev. P2)

Summary: The two traffic lanes indicated within the one-way system

around the boundary of Grant Park may encourage high speeds, and the use of road markings alone to advise drivers of the road layout may lead to confusion, should these fade

overtime, and an increased risk of wrong-way driving.



A one-way system travelling clockwise has been indicated around the boundary of Grant Park commencing at the northern arm of the junction of Lake Street and Dargan Street (Road 1) and continue onto Clongriffin Road where it terminates at its junction with Dargan Street. Two lanes are indicated on Lake Street and Clongriffin Road within this one-way section. The provision of two lanes within this section may encourage high speeds which may lead to collisions with other vehicles and non-motorised road users.

In addition, drivers are advised of this one-way section by road markings only, with the exception of the splitter island at the proposed left-in left-out junction between Lake Street and Clongriffin Road. Overtime, road markings are likely to fade which may lead to drivers being insufficiently aware that the two lanes on Lake Street and Clongriffin Road travel in the same direction leading to a risk of wrong-way driving and head-on collisions.

#### Recommendation

The number of traffic lanes on Lake Street and Clongriffin Road should be reduced to one lane. An additional lane, however, may be required on the entry to, and exit from, the two-way section of Lake Street, as indicated, to support safe lane discipline at this location.

Physical measures (e.g. signs, build-outs etc.) should also be utilised within the one-way section, particularly at the start and end, to advise drivers of the restrictions on traffic flow at this location in support of the road markings indicated.

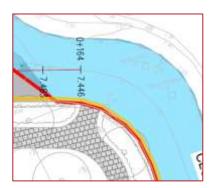
#### 3.2 Pedestrian Desire Line Leads to Carriageway

Location: Drawing CLN-CSC-XX-XX-DR-C-0107 (Rev. P2)

Summary: The footpath in Grant Park exits onto the Clongriffin Road carriageway where no tactile paving.

nor opposing crossing point, has been indicated.

It is proposed to construct an area of open space, called Grant Park, to the southeast corner of Block 6 which would be bounded by Dargan Street (Road 1), to the south, Clongriffin Road to the east and Lake Street to the west and north. A footpath network has been indicated within the park which is indicated as terminating at the carriageway on Clongriffin Road at the park's northeast corner. Tactile paving has not been indicated at this location, nor has a pedestrian crossing and opposing crossing point on the other side of the road. The termination of the footpath at this location may create a pedestrian desire line to/from the park, particularly if the lands on the other side of Clongriffin Road are developed in the future.



This may lead to an increased risk of pedestrians crossing the carriageway at this location where drivers may not anticipate them to do so resulting in drivers having insufficient time to react to a pedestrian in the carriageway and an increased risk of vehicle-pedestrian collisions.



#### Recommendation

The footpath link to the edge of the Clongriffin Road carriageway should be removed and this area landscaped to prevent pedestrians crossing the road at this location.

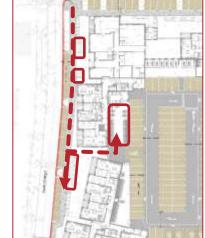
#### 3.3 Cyclists Travelling Within The Footpath Over Long Distances

Location: Drawings CLN-CSC-XX-XX-DR-C-0107/0108 (Rev. P2)

Summary: Access to bicycle parking facilities, both long and short-stay, would require cyclists to travel within

the footpath for long distances which may lead to an increased risk of pedestrian-cyclist collisions.

Both short-stay, and long-stay, bicycle parking facilities appear to be indicated in locations, adjacent to both apartment blocks, which would require cyclists to travel within the footpath, and in some instances over long distances, when travelling to/from these facilities. The footpath, which is indicated as approximately 2m wide throughout the majority of the Scheme, would not be wide enough to safely accommodate both pedestrians and cyclists and this may lead to an increased risk of pedestrian-cyclist collisions.



#### Recommendation

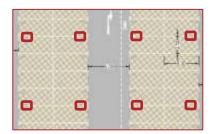
Access to the footpath should be provided for cyclists close to the shortstay, and long-stay, bicycle parking facilities which would not require cyclists to share the footpath with pedestrians over long distances.

#### 3.4 Risk of Striking Columns when Entering/Exiting Parking Spaces

Location: Drawings CLN-CSC-XX-XX-DR-C-0107/0108 (Rev. P2)

Summary: Columns have been indicated between parking spaces in both undercroft carparks which may increase the risk of material damage collisions when entering/exiting the parking spaces.

In both undercroft carparks at Block 5 and Block 6, columns have been indicated between parking spaces. It is unclear if the columns would restrict the effective width of the parking spaces such that drivers may be at risk of striking the column when entering the parking spaces, or when exiting their vehicles once parked, resulting in material damage to their vehicle or structural damage to the columns.



#### Recommendation

The effective width of parking spaces adjacent to columns should be such that drivers can enter and exit the parking spaces, and their parked vehicle, without striking the column.



#### 3.5 Risk of Collisions with Steps

Location: Drawing CLN-CSC-XX-XX-DR-C-0107 (Rev. P2)

Summary: A set of steps are indicated adjacent to, and overhanging, the carriageway within the undercroft

carpark at Block 6 and this may lead to an increased risk of vehicles striking the steps resulting

in material damage.

A set of steps are indicated adjacent to, and overhanging, the carriageway, within the undercroft carpark at Block 6, downstream of the carpark access. It is unclear if these steps are sufficiently offset, and provide sufficient vertical clearance, to the adjacent carriageway. If the steps are located too close to the carriageway, and do not provide sufficient vertical clearance, there is an increased risk of drivers striking the steps, particularly during the hours of darkness, resulting in material damage to vehicles or structural damage to the steps.



#### Recommendation

The steps should be sufficiently offset from, and provide sufficient vertical and horizontal clearance to, the adjacent carpark carriageway.

#### 3.6 Depth of Tactile Paving

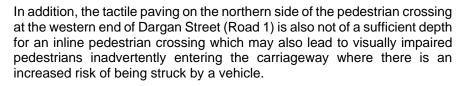
Location: Drawings CLN-CSC-XX-XX-DR-C-0107/0108 (Rev. P2)

Summary: The depth of the tactile paving on the southern side of the

access to the carpark at Block 6, and on the northern side of the pedestrian crossing at the western end of Dargan Street,

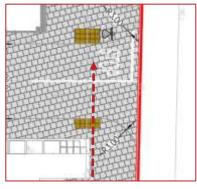
is insufficient for an inline crossing.

The tactile paving on the southern side of the pedestrian crossing across the access to the undercroft carpark at Block 6 is indicated as two rows of tactile paving deep. Visually impaired pedestrians approaching from the south, and using the adjacent building boundary as a guide, would be approaching in the direction of travel of the crossing which may lead to them inadvertently stepping over the tactile paving and entering the carriageway where there is an increased risk of being struck by a vehicle.





Tactile paving at inline uncontrolled pedestrian crossings should be a minimum of 1.2m deep.







# 3.7 Buffer Between Parking Spaces and Carriageway may Encourage High Speeds

Location: Drawings CLN-CSC-XX-XX-DR-C-0107/0108 (Rev. P2)

Summary: A 0.5m wide buffer has been indicated between on-street parking spaces and the adjacent traffic

lane which may give drivers the impression of a wider carriageway and encourage high speeds.

On-street parking spaces have been indicated on a number of roads within the proposed Scheme. A buffer area, 0.5m wide, has been indicated between the parking spaces and the adjacent traffic lanes. The width of the roads within the Scheme are typically indicated as 5.5m wide however the provision of a 0.5m buffer zone may give drivers the impression of a wider traffic lane and encourage higher speeds leading to an increased risk of loss of control type incidents and head-on collisions, collisions with parked vehicles, or collisions with the full height kerbs at the edge of the tree pits between parking spaces.



This is a particular concern on roads where parking spaces have been indicated on both sides as this may give the impression that the carriageway is widened by 1m, exacerbating the problem.

#### Recommendation

The 0.5m wide buffer should be removed.

#### 3.8 Lack of Warning of Edge of Shared Surface Carriageway for Visually-Impaired Pedestrians

Location: Drawing CLN-CSC-XX-XX-DR-C-0120 (Rev. P2)

Summary: A dropped kerb with an upstand of between 0 – 6mm has been indicated on both sides of the proposed Shared Surface on Market Street which, although detectable by the visually impaired,

may not prevent them from inadvertently entering the carriageway where they are at risk of being

struck by a vehicle or cyclist.



A shared surface carriageway has been indicated on Market Street (Road 3) at the Scheme's southern boundary. A dropped kerb with an upstand of between 0 – 6mm has been indicated on both sides of the shared surface. While an upstand of this height can be detected by a visually impaired pedestrian it may sufficiently warn them of, or prevent them from continuing into, the shared surface carriageway where they may be insufficiently aware that they are entering an area shared with motorised vehicles and cyclists resulting in an increased risk of vehicle-pedestrian, or pedestrian-cyclist, collisions.



#### Recommendation

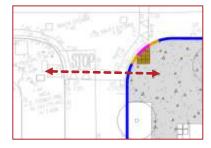
Warning tactile paving should be provided along the dropped kerb on both sides of the shared surface on Market Street to advise visually impaired pedestrians to proceed into the shared surface carriageway with caution.

#### 3.9 No Pedestrian Crossing

Location: Drawing CLN-CSC-XX-XX-DR-C-0119 (Rev. P2)

Summary: No pedestrian crossing has been indicated across Park Street at its junction with Belltree Avenue.

A dropped kerb and tactile paving are currently provided on the western side of Park Street at its junction with Belltree Avenue. The proposed Scheme would include the provision of a footpath on the eastern side of Park Street at this location. A dropped kerb and tactile paving, however, has not been indicated on the eastern side of Park Street, within the extents of the Scheme and opposite the existing tactile paving. This may lead to pedestrians, particularly the mobility and visually impaired, crossing Park Street from the western side experiencing difficulties in accessing the footpath on the eastern side of the road resulting in an increased risk of trips and falls and personal injuries.



#### Recommendation

A dropped kerb and tactile paving should be provided on the eastern side of Park Street such that it is aligned with the existing dropped kerb and tactile paving on the western side of the road.

#### 3.10 No Tactile Paving at Dropped Kerbs

Location: Drawings CLN-CSC-XX-XX-DR-C-0119/0120 (Rev. P2)

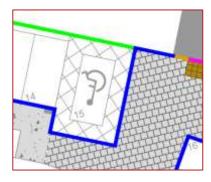
Summary: Tactile paving has not been indicated at dropped kerbs at mobility parking spaces.

Mobility parking spaces have been indicated on the western side of Lake Street adjacent to Block 6. A dropped kerb has been indicated adjacent to each parking space however no tactile paving has been indicated at the dropped kerbs. This may lead to visually impaired pedestrians inadvertently descending the dropped kerbs and entering the parking spaces, when unoccupied, and subsequently the carriageway where there is an increased risk of being struck by a vehicle.

In addition, a mobility parking space has been indicated on Dargan Street (Road 1) at the northeastern corner of Block 5 however no dropped kerb or tactile paving has been indicated at this location. This may lead to mobility impaired vehicle occupants having to travel within the carriageway to the nearest access point where there is an increased risk of being struck by a vehicle.

#### Recommendation

Dropped kerbs and tactile paving should be provided adjacent to all mobility parking spaces within the Scheme.





#### 3.11 Gullies Within Pedestrian Routes may Present Trip/Slip Hazards

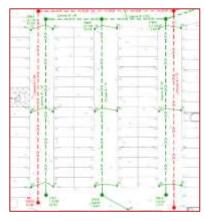
Location: Drawing CLN-CSC-XX-XX-DR-C-0111 (Rev. P2)

Summary: Gullies have been indicated within the pedestrian route in the

undercroft carpark at Block 6 which may lead to an increased

risk of slips and falls.

Gullies have been indicated directly adjacent to parking spaces within the undercroft carpark at Block 6 where the proposed pedestrian route within the carpark is located. Details of the type of gully gratings proposed at the gullies have not been indicated and it is, therefore, unclear if the gully gratings will be safe for pedestrians to traverse without presenting trip or slip hazards resulting in falls and personal injuries.



#### Recommendation

Gullies within the pedestrian route through the carpark should be safe for pedestrians to traverse.

# 3.12 Gullies/Concrete Channel Within the Shared Surface may Present Slip Hazards

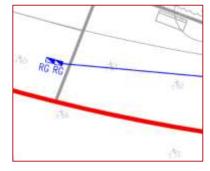
Location: Drawings CLN-CSC-XX-XX-DR-C-0112 (Rev. P2) & CLN-CSC-XX-XX-DR-C-0124 (Rev. P2)

Summary: Gullies and a concrete drainage channel have been indicated within the proposed shared surface

on Market Street which may present slip hazards to pedestrians and cyclists.

Gullies have been indicated within the shared surface carriageway on Market Street (Road 3), and a concrete drainage channel has also been indicated along the centre of the road throughout its length. Details of the type of gully gratings proposed at the gullies have not been indicated and it is, therefore, unclear if the gully gratings will be safe for pedestrians to traverse without presenting trip or slip hazards resulting in falls and personal injuries.

In addition, the dimensions, including the gradient and depth, of the concrete channel have not been indicated and, if too steep or deep, it may also present a trip hazard to pedestrians resulting in falls and personal injuries.





#### Recommendation

Gullies and the concrete channel within the shared surface carriageway should be safe for pedestrians to traverse.

#### 3.13 No Public lighting Indicated

Location: General Problem

Summary: Information regarding public lighting within the proposed development has not been provided to

the Audit Team.

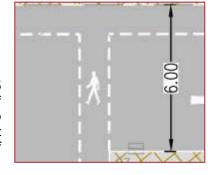
Information regarding the public lighting provision within the proposed development has not been provided to the Audit Team. It is, therefore, unclear if the development will be sufficiently lit during the hours of darkness. If the development is not sufficiently lit this could lead to dark spots within the footpath, shared surface, carparks or carriageway resulting in reduced inter-visibility between road users and an increased risk of collisions.

#### Recommendation

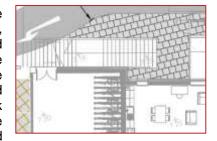
The development should be sufficiently lit during the hours of darkness.

#### 4 Observations

4.1 The pedestrian route within the undercroft carparks at Block 5 and Block 6 crosses the carpark carriageway at a number of locations. The carriageway crossing may not be obvious to drivers at these locations and they would, therefore, benefit from Zebra road markings to increase a driver's awareness of the crossing locations.



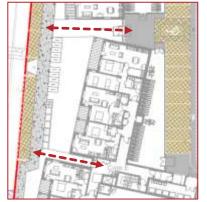
A set of steps are indicated adjacent to, and overhanging, the carriageway, within the undercroft carpark at Block 6, downstream of the carpark access. No corduroy hazard warning tactile paving has been indicated at the bottom of the steps where they exit onto the footpath within the carpark. The Audit Team acknowledge that these steps are not located within the public footpath but rather within a private carpark however corduroy hazard warning tactile paving should be provided at the bottom of the steps to advise visually impaired pedestrians of the hazard.



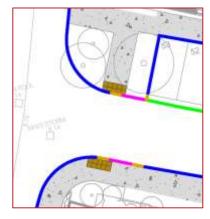
4.3 Gullies have been indicated within the raised table, and straddling the ramped section, at the intersection of Lake Street and Dargan Street (Road 1). It is unclear if these gullies will sufficiently capture surface water in the location indicated. The gullies should be relocated to the base of the ramp where they are more likely to be required.



At a number of locations throughout the Scheme the public footpath on the roads surrounding Block 5 and Block 6 are offset from the building entrances. Although assumed, no pedestrian routes between the footpath and these building entrances have been indicated. A paved route, with an appropriate gradient, should be provided between the footpath and all entrances to Block 5 and Block 6.



4.5 An uncontrolled pedestrian crossing has been indicated at the western end of Dargan Street (Road 1). The tactile paving on both sides of the uncontrolled pedestrian crossing, however, does not align with the dropped kerbs. This is assumed to be a CAD error however the drawings should be amended and the dropped kerbs and tactile paving indicated at the same locations.





#### 5 Audit Team Statement

We certify that we have examined the drawings referred to in this report. The examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme.

The problems identified have been noted in this report together with associated safety improvement suggestions, which we would recommend should be studied for implementation.

No one on the Road Safety Audit Team has been involved with the design of the scheme.

ROAD :	SAFETY	AUDIT	TEAM	LEADER
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Alan O'Reilly Signed:

Dated: \_\_\_\_\_\_25<sup>th</sup> July 2024

**ROAD SAFETY AUDIT TEAM MEMBER** 

Mazen Al Hosni Signed: Mazen Al Hosni

Dated: <u>25<sup>th</sup> July 2024</u>



## 6 Road Safety Audit Feedback Form

# **Road Safety Audit Feedback Form**

Scheme:	Proposed Reside	ential Development in Clongriffin,	Co. Dublin	
Route No.:	Park Street, Lake	e Street, Beltree Avenue, Clongrift	fin Road	
Audit Stage:	1 & 2	Date Audit Completed:	19 <sup>th</sup> July 2024	

	To be Com	pleted by Design	er	To be Completed by Audit Team Leader
Paragraph No. in Safety Audit Report	Problem Accepted (Yes/No)	Recommended Measure(s) Accepted (Yes/No)	Describe Alternative Measure(s). Give reasons for not accepting recommended measure. Only complete if recommended measure is not accepted	Alternative Measures or Reasons Accepted by Auditors (Yes/No)
3.1	Yes	No	The design of this road section is retained from that previously permitted under SHD ref. 305316, as it is required to tie in to the existing Lake Street and Clongriffin Road sections as also permitted under that SHD. There is also the possibility that BusConnects route D3 will follow a loop around the park, which could be prejudiced by a reduced carriageway width. Temporary traffic calming measures can be implemented within the application boundary to mitigate the effects of a 2-lane carriageway on the western side of the park. The findings of this Audit will also be communicated to the designers of future development on the lands to the east of Lake Street and Clongriffin Road.	Yes
3.2	Yes	Yes		
3.3	Yes	Yes		
3.4	Yes	Yes		
3.5	Yes	Yes		
3.6	Yes	Yes		
3.7	Yes	Yes		
3.8	Yes	Yes		
3.9	Yes	Yes		
3.10	Yes	Yes		
3.11	Yes	Yes		
3.12	Yes	Yes		
3.13	Yes	Yes		

**Signed:** Designer **Date** <u>24.07.2024</u>

Signed: Audit Team Leader Date 25th July 2024

**Signed:** Employer **Date** 29.07.2024



Appendix A - Documents Submitted to the Road Safety Audit Team



DOCUMENT/DRAWING TITLE	DOCUMENT/DRAWING NO.	REVISION
Overall Layout & Drawings Key Plan	CLN-CSC-XX-XX-DR-C-0102	P2
Proposed General Arrangement Sheet 1 of 2	CLN-CSC-XX-XX-DR-C-0107	P2
General Arrangement Sheet 2 of 2	CLN-CSC-XX-XX-DR-C-0108	P2
Proposed Storm Water Layout Sheet 1 of 2	CLN-CSC-XX-XX-DR-C-0111	P2
Proposed Storm Water Layout Sheet 2 of 2	CLN-CSC-XX-XX-DR-C-0112	P2
Proposed Road Levels & Pavement Works Sheet 1 of 2	CLN-CSC-XX-XX-DR-C-0117	P2
Proposed Road Levels & Pavement Works Sheet 2 of 2	CLN-CSC-XX-XX-DR-C-0118	P2
Proposed Kerbs, Footways & Paved Areas Sheet 1 of 2	CLN-CSC-XX-XX-DR-C-0119	P2
Proposed Kerbs, Footways & Paved Areas Sheet 2 of 2	CLN-CSC-XX-XX-DR-C-0120	P2
Proposed Road Markings & Traffic Signs Sheet 1 of 2	CLN-CSC-XX-XX-DR-C-0121	P2
Proposed Road Markings & Traffic Signs Sheet 2 of 2	CLN-CSC-XX-XX-DR-C-0122	P2
Typical Cross Sections Sheet 1 of 2	CLN-CSC-XX-XX-DR-C-0123	P2
Typical Cross Sections Sheet 2 of 2	CLN-CSC-XX-XX-DR-C-0124	P2
Road Profiles Sheet 1 of 2	CLN-CSC-XX-XX-DR-C-0125	P2
Road Profiles Sheet 2 of 2	CLN-CSC-XX-XX-DR-C-0126	P2
Road Construction Details Sheet 1 of 2	CLN-CSC-XX-XX-DR-C-0127	P2
Road Construction Details Sheet 2 of 2	CLN-CSC-XX-XX-DR-C-0128	P2
Swept Path Analysis Sheet 1 of 2	CLN-CSC-XX-XX-DR-C-0139	P2
Swept Path Analysis Sheet 1 of 2	CLN-CSC-XX-XX-DR-C-0140	P2



Appendix B - Problem Locations



