

Figure 16: Existing Peak Hour Traffic Volumes (Sheet 1 of 2)

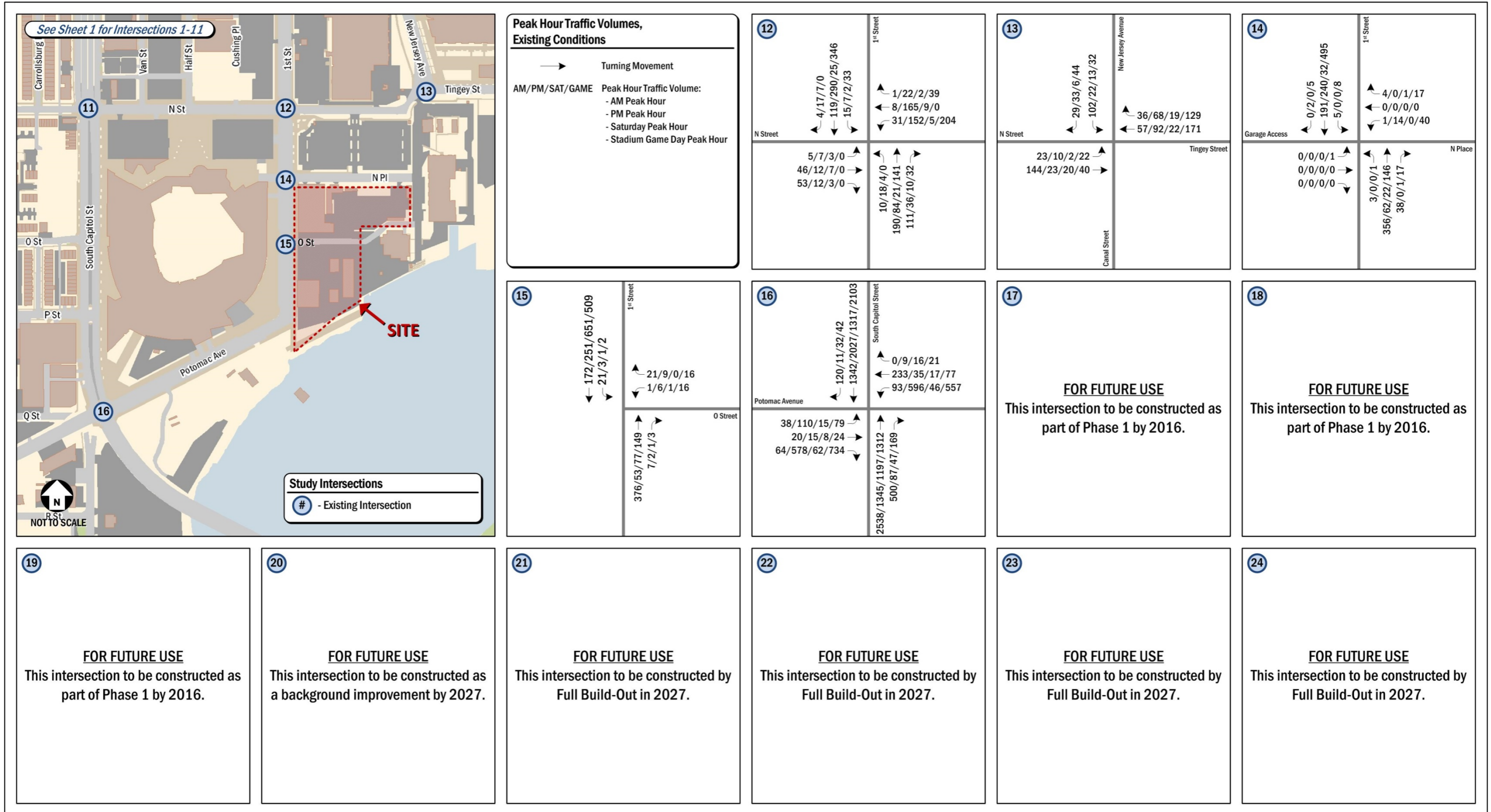


Figure 17: Existing Peak Hour Traffic Volumes (Sheet 2 of 2)

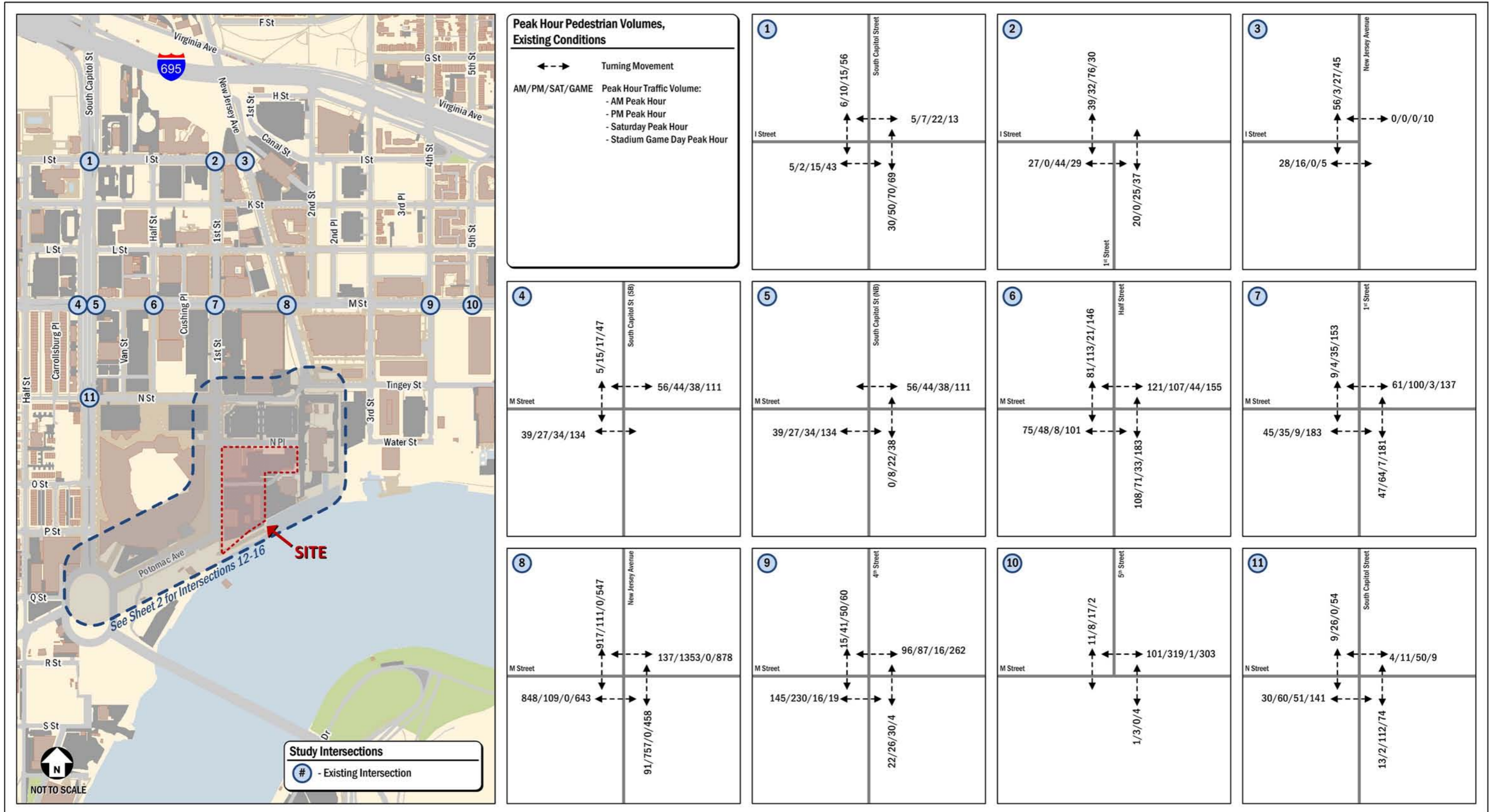


Figure 18: Existing Peak Hour Pedestrian Volumes (Sheet 1 of 2)

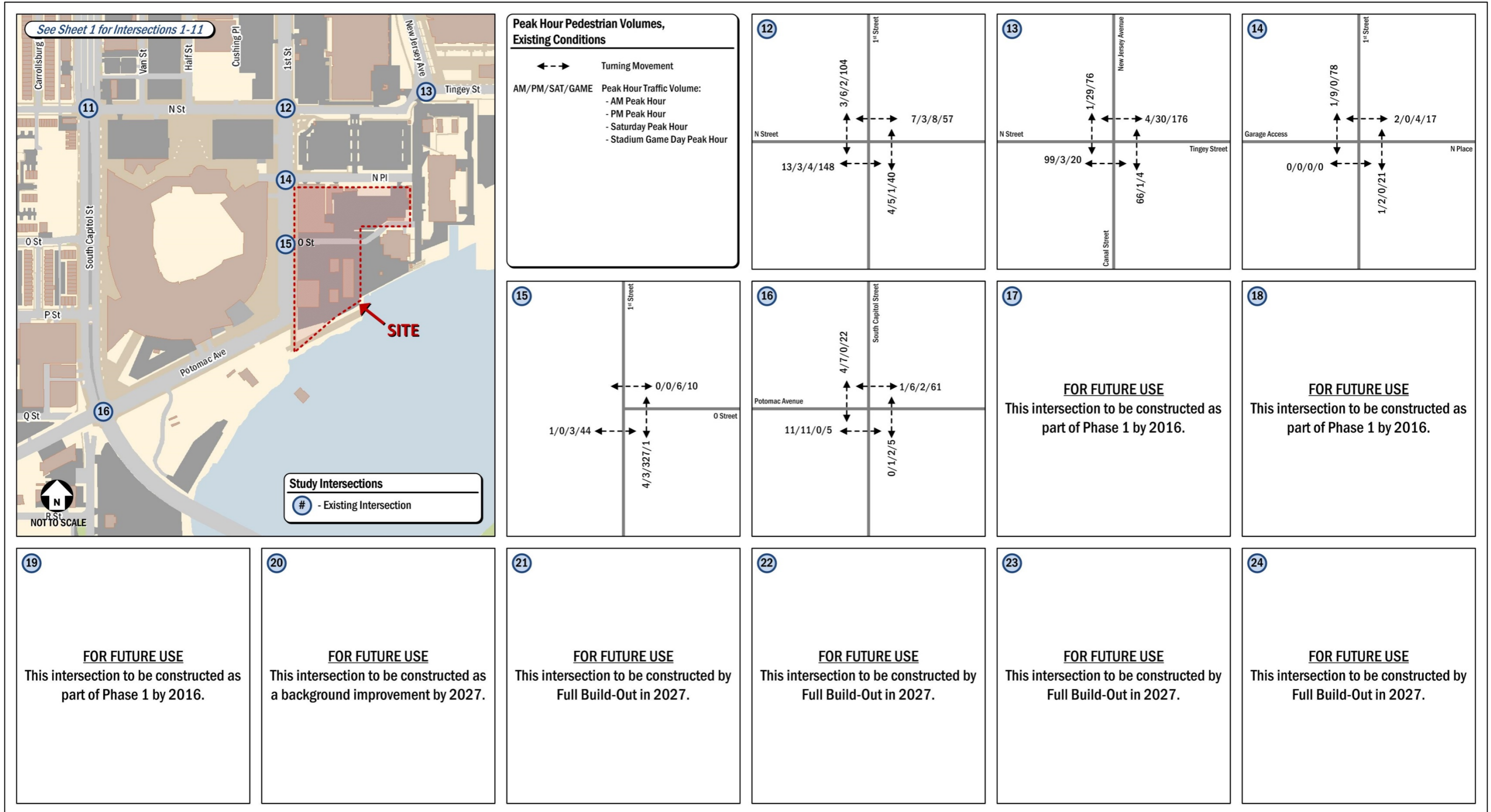


Figure 19: Existing Peak Hour Pedestrian Volumes (Sheet 2 of 2)

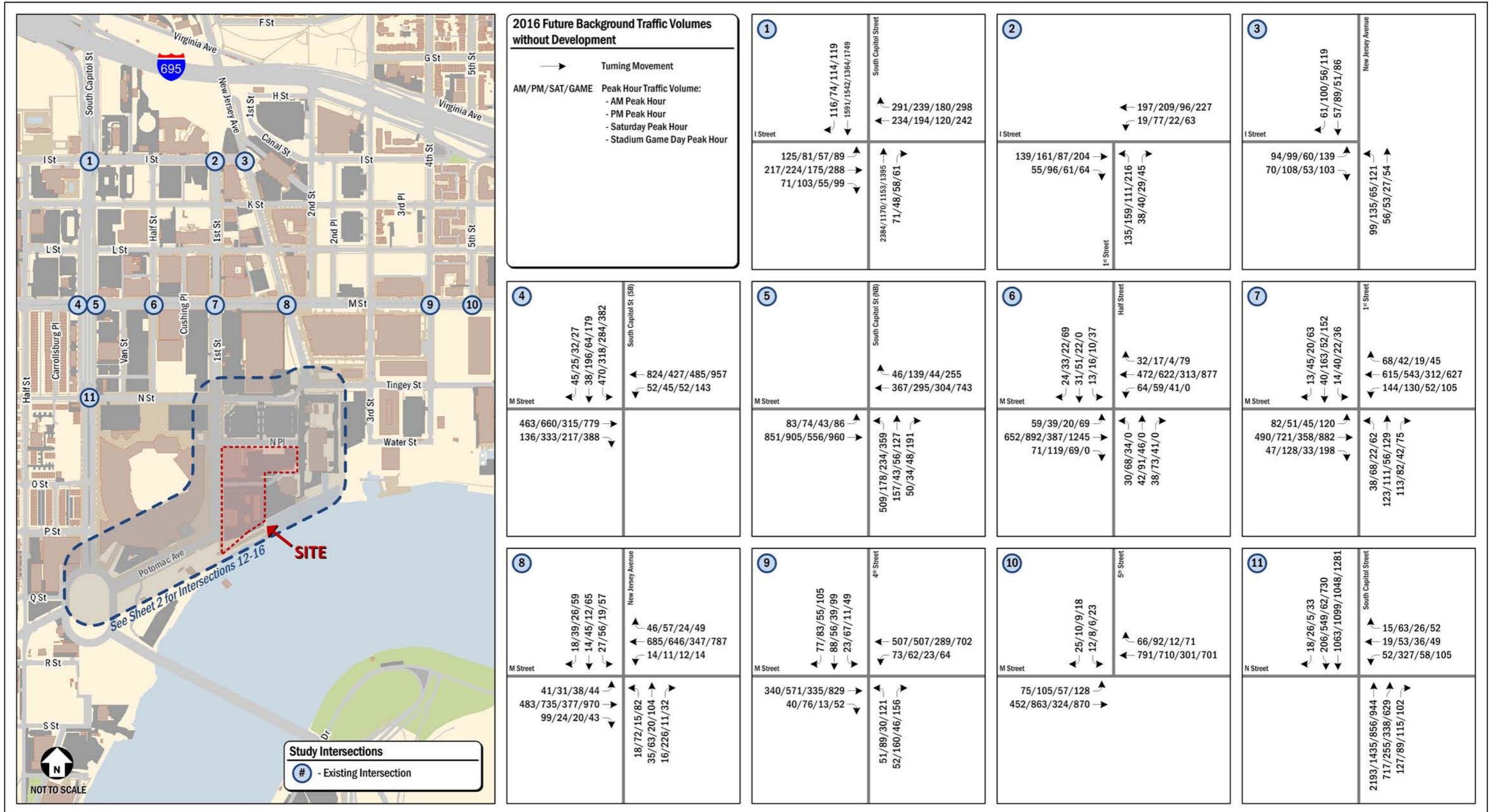


Figure 20: 2016 Background Peak Hour Traffic Volumes (Sheet 1 of 2)

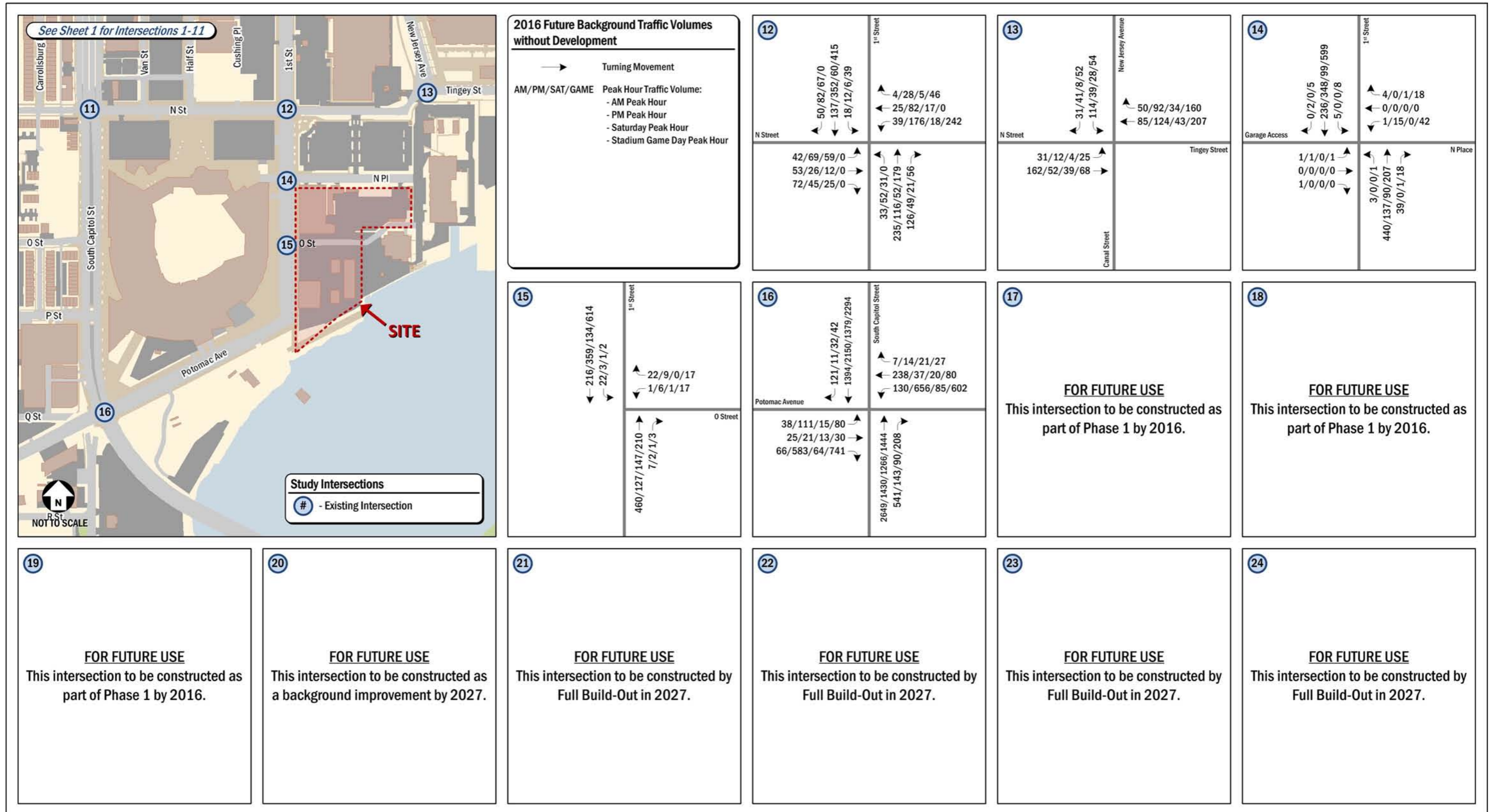


Figure 21: 2016 Background Peak Hour Traffic Volumes (Sheet 2 of 2)

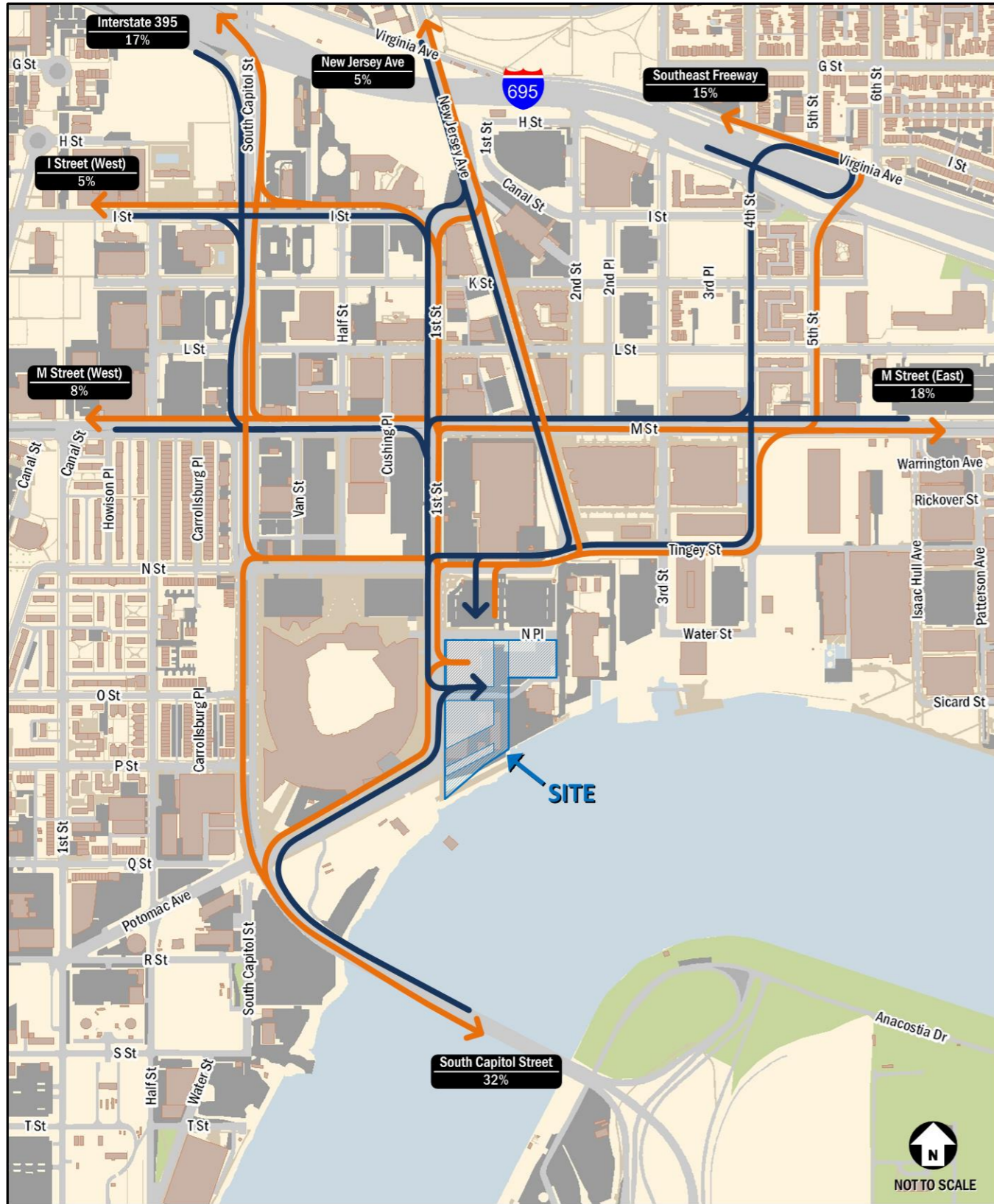


Figure 22: Direction of Approach for Site-Generated Traffic Volumes

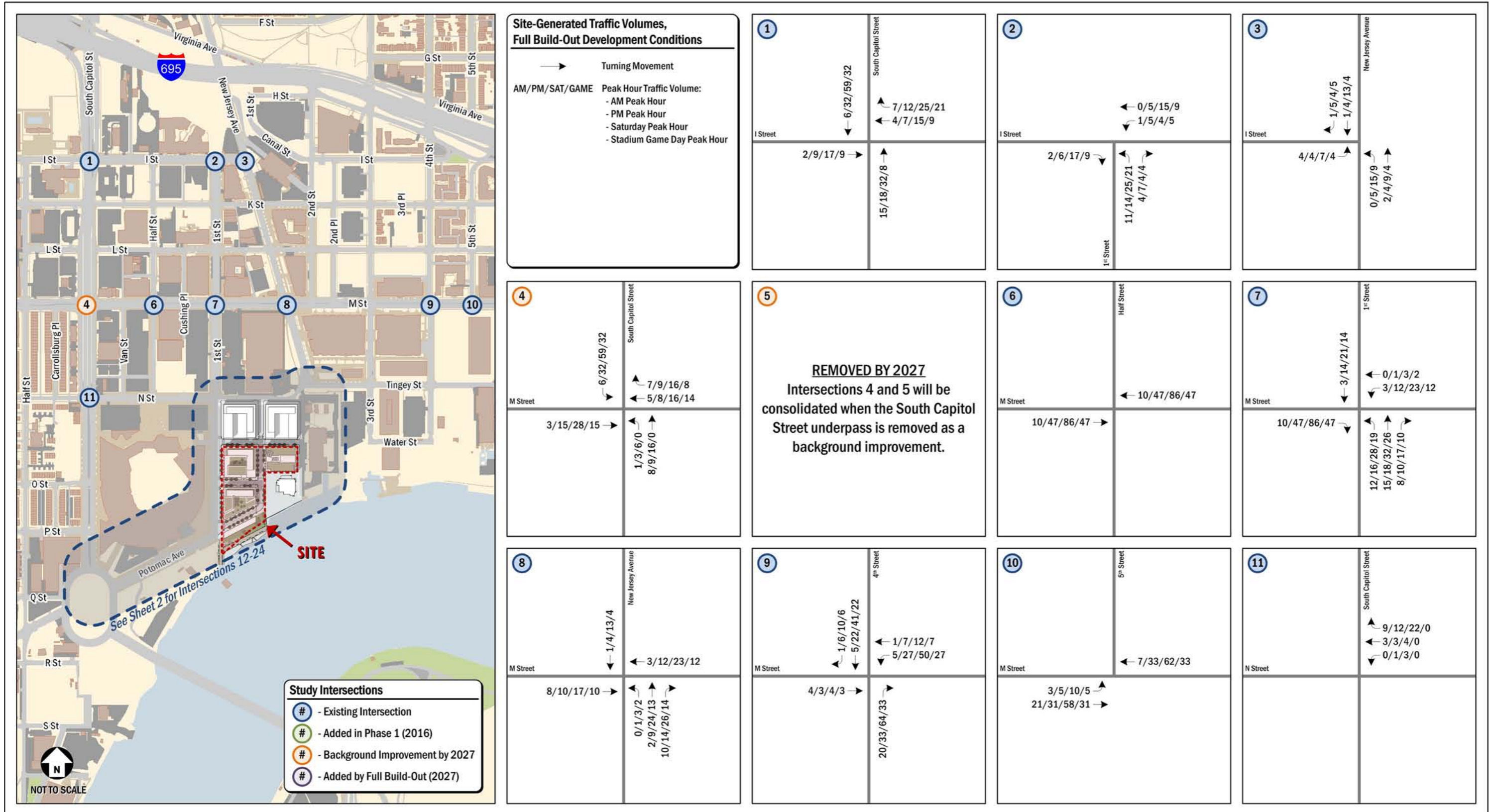


Figure 23: Site-Generated Peak Hour Traffic Volumes for Phase 1 Development (Sheet 1 of 2)



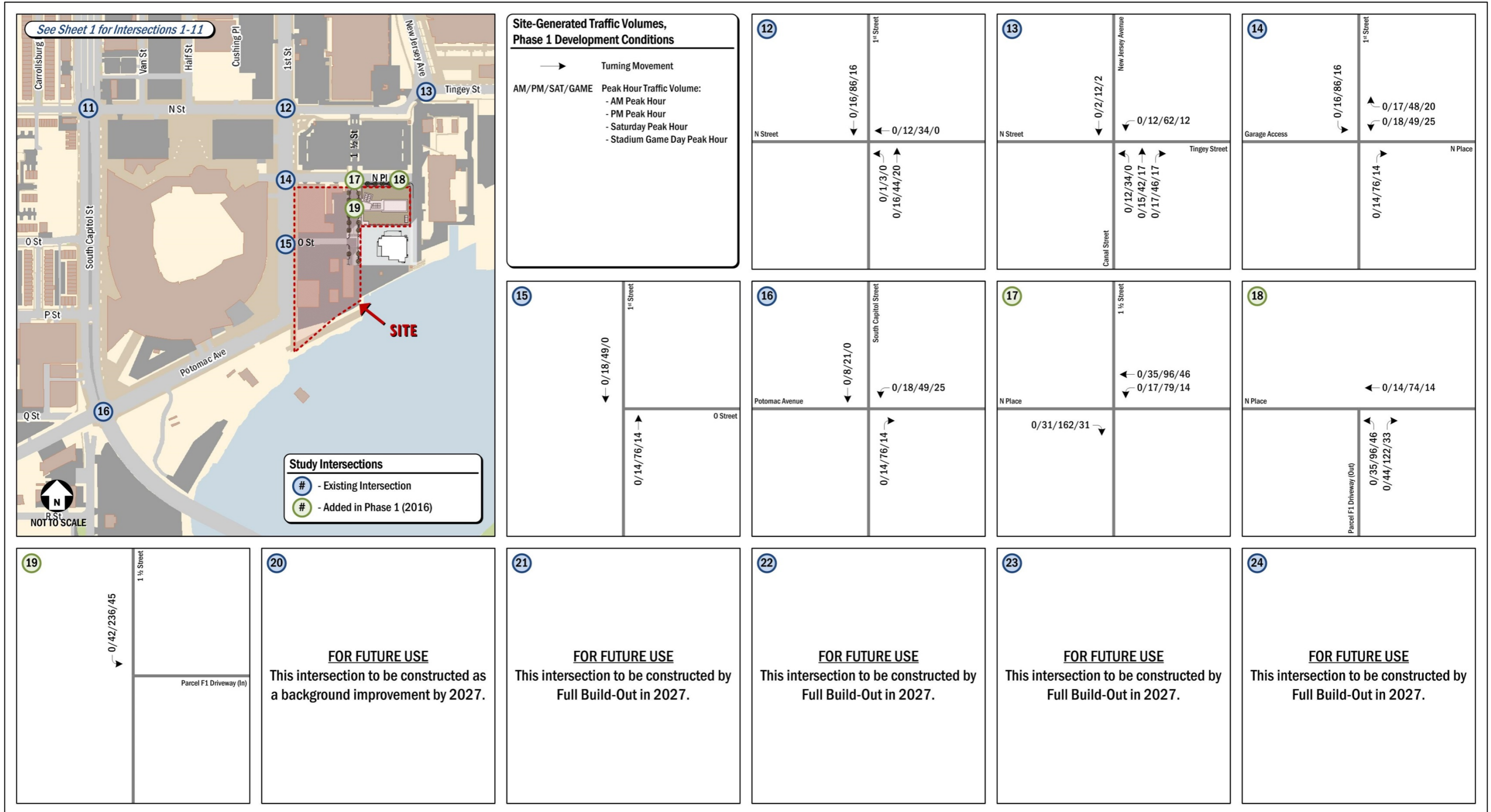


Figure 24: Site-Generated Peak Hour Traffic Volumes for Phase 1 Development (Sheet 2 of 2)

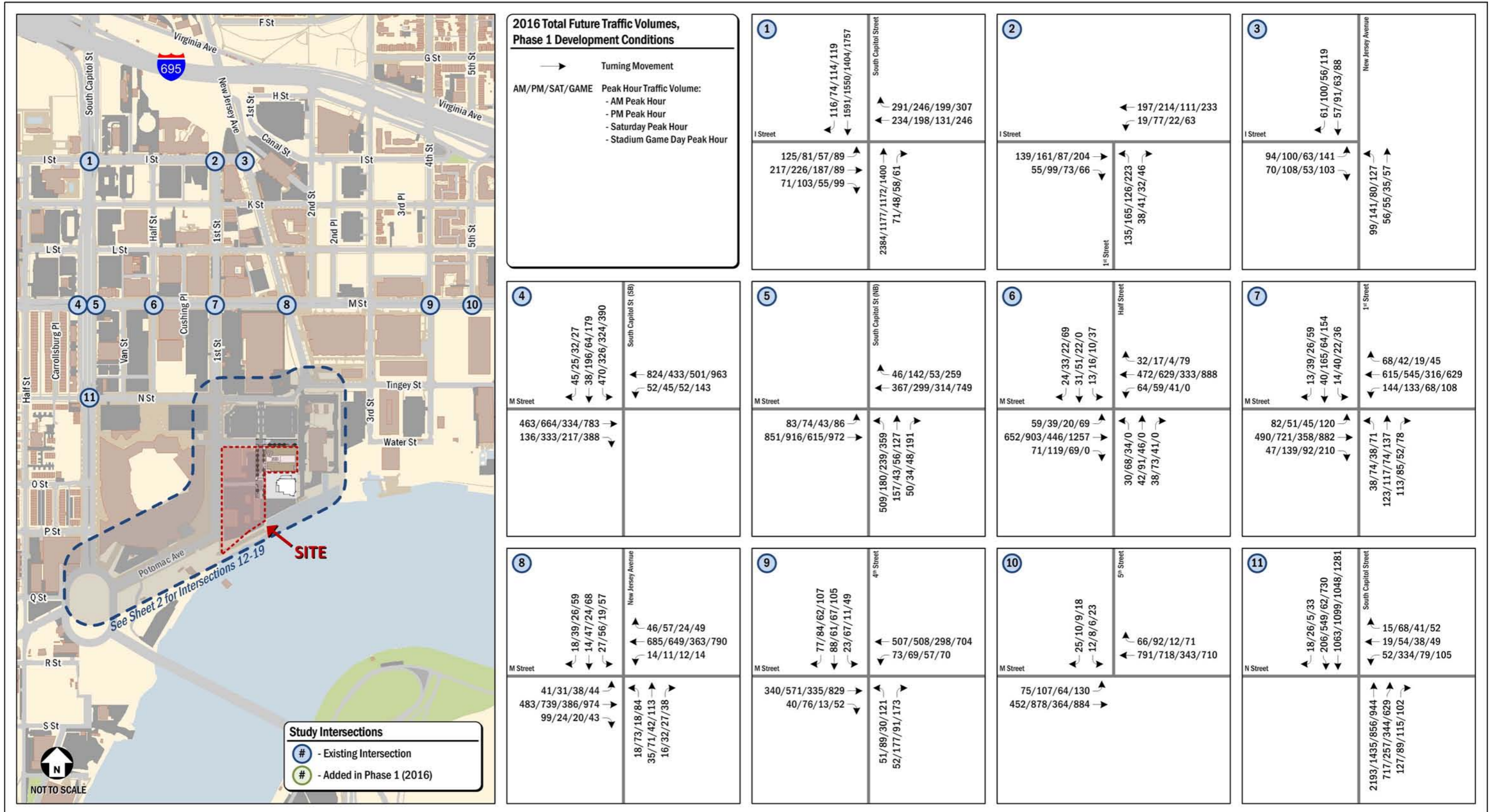


Figure 25: 2016 Future Peak Hour Traffic Volumes (Sheet 1 of 2)

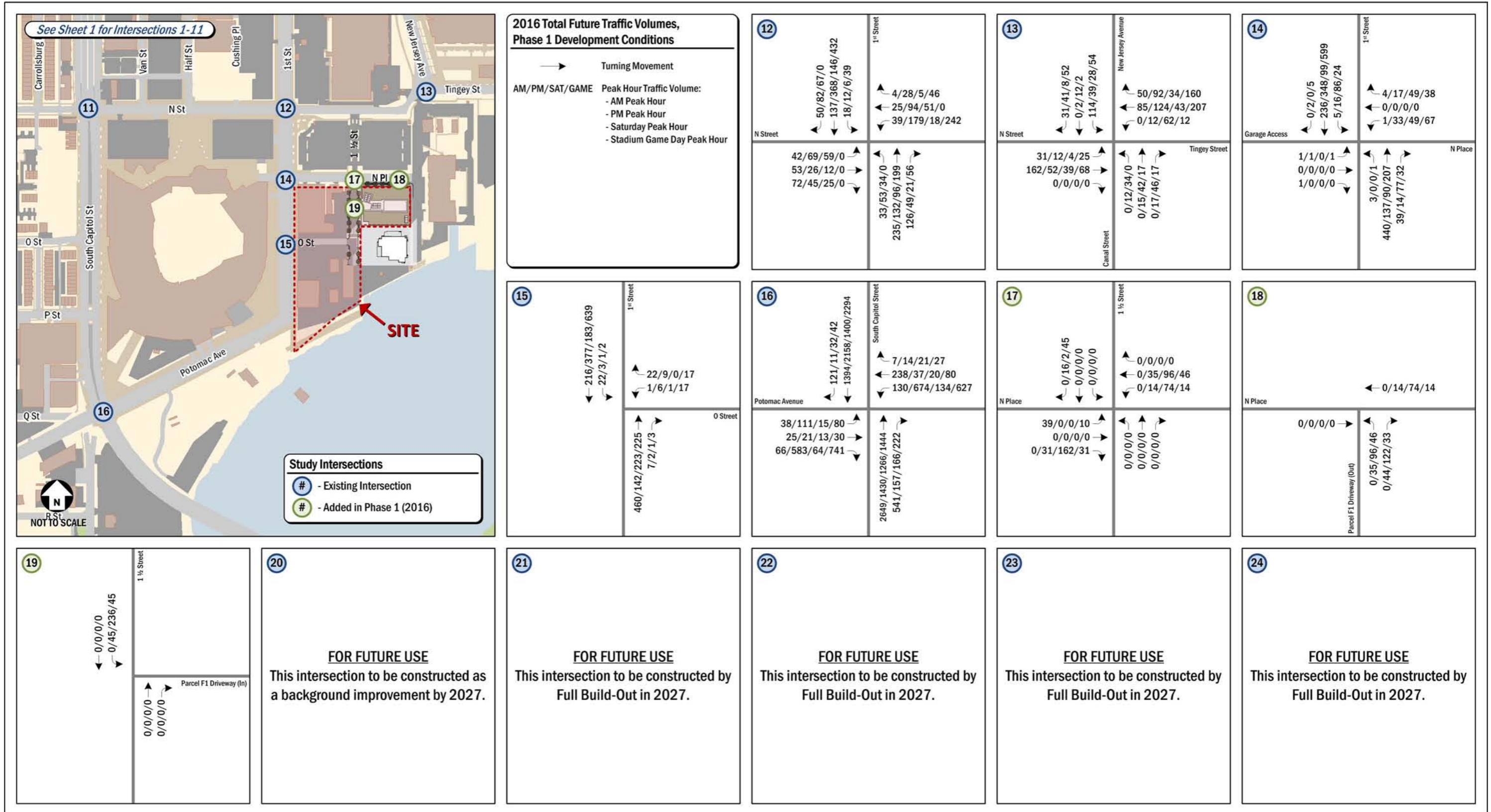


Figure 26: 2016 Future Peak Hour Traffic Volumes (Sheet 2 of 2)

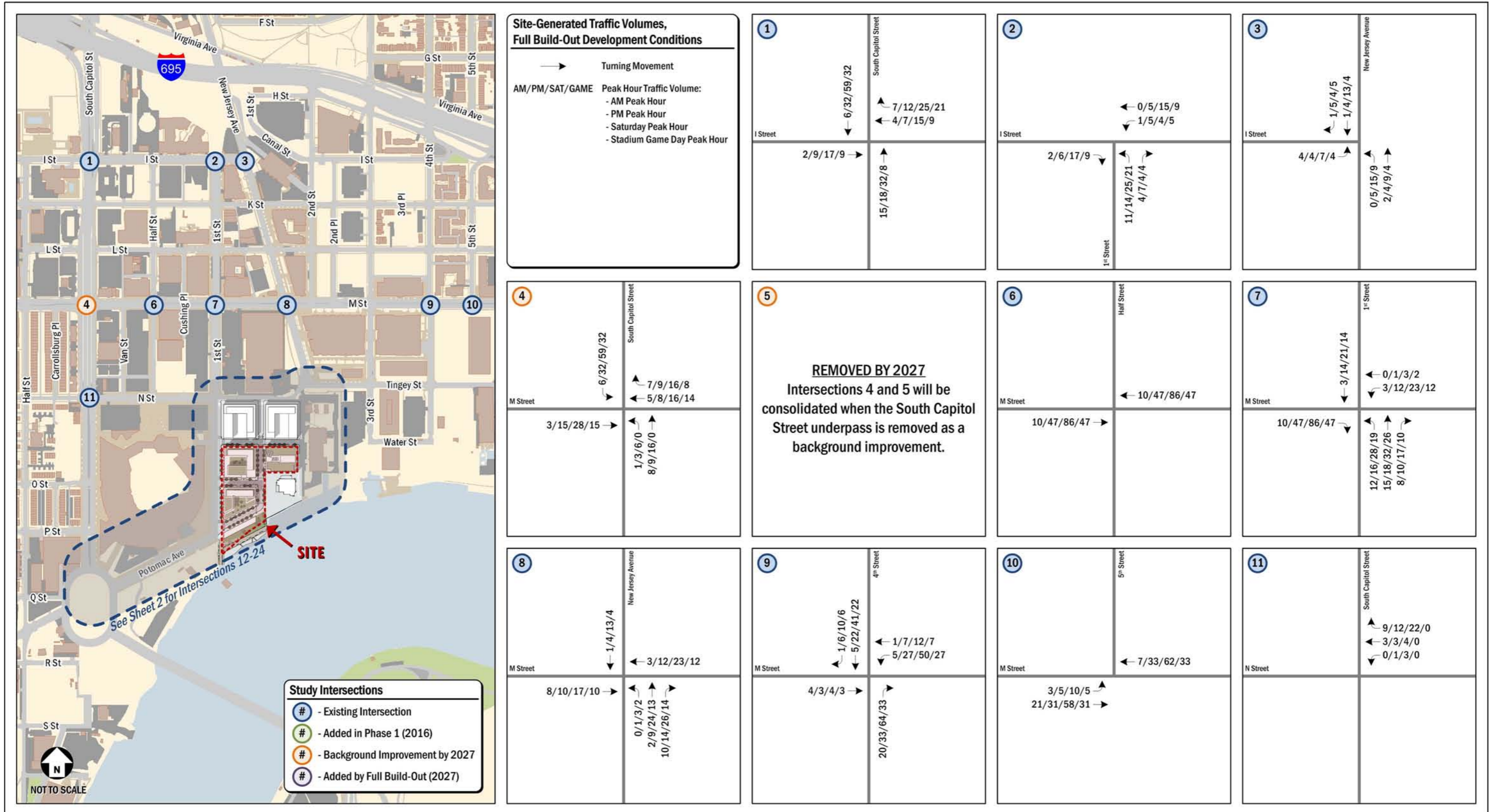


Figure 27: Site-Generated Peak Hour Traffic Volumes for Full Build-Out (Sheet 1 of 2)

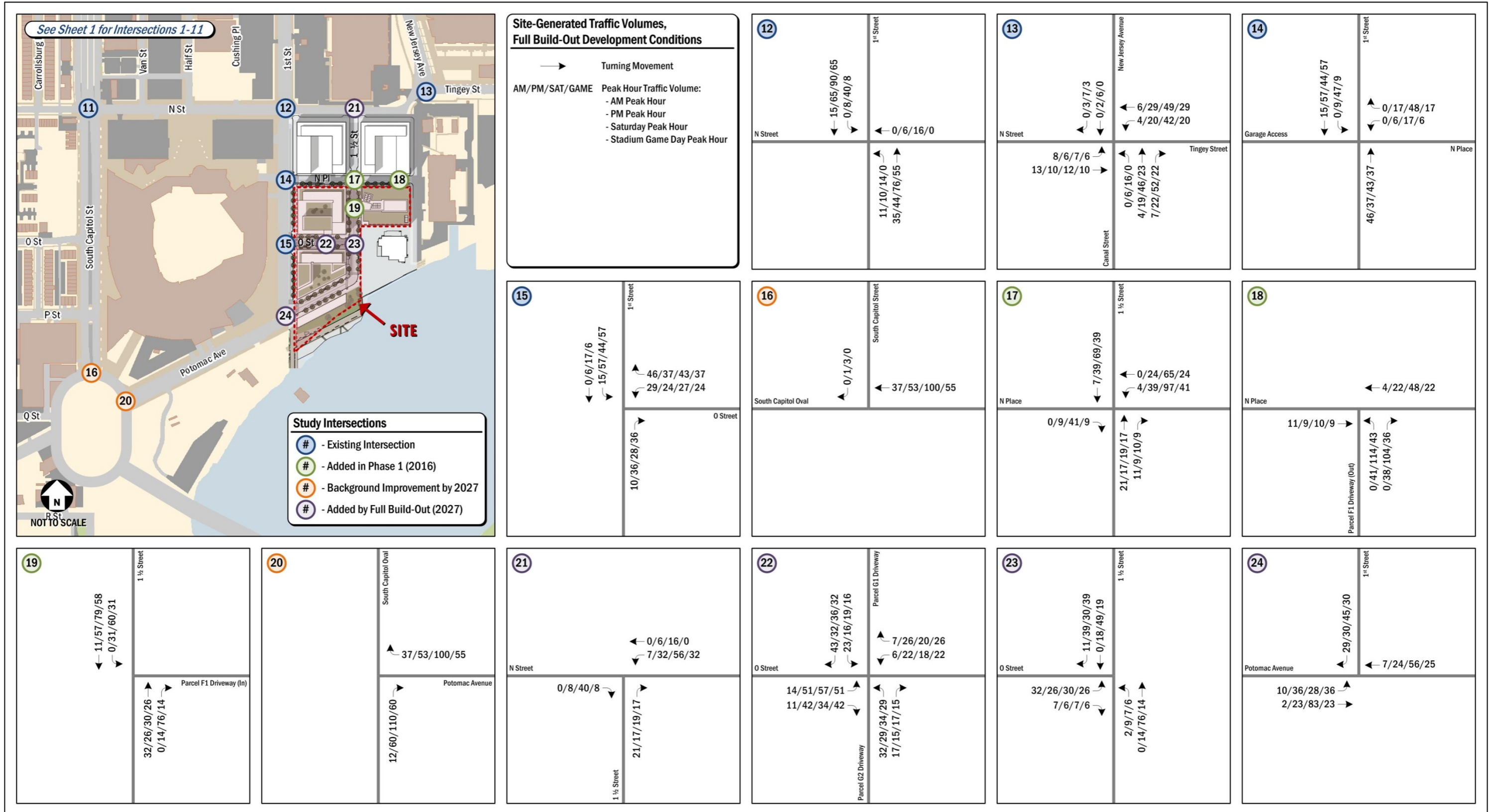


Figure 28: Site-Generated Peak Hour Traffic Volumes for Full Build-Out (Sheet 2 of 2)

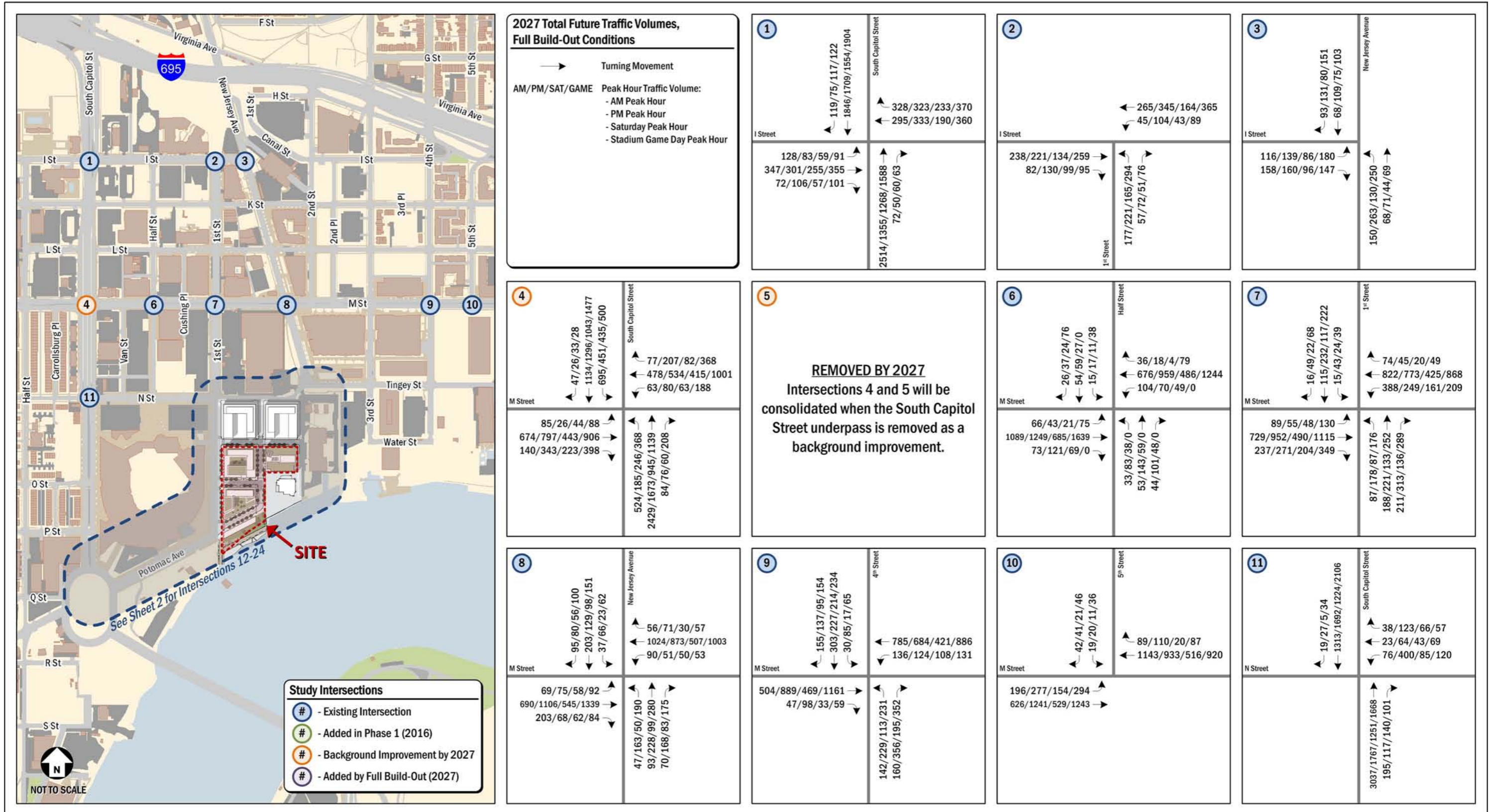


Figure 29: 2027 Future Peak Hour Traffic Volumes (Sheet 1 of 2)

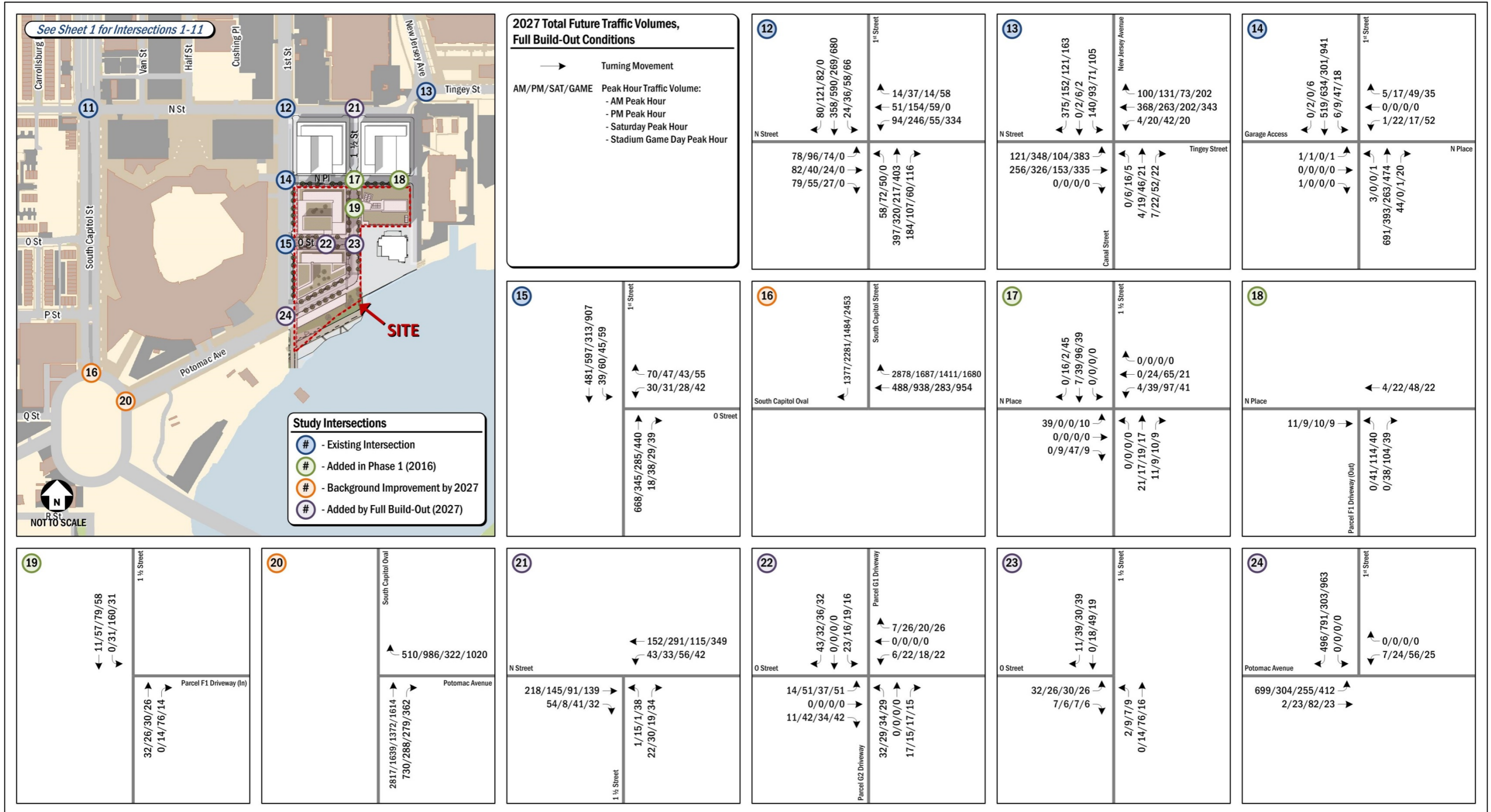


Figure 30: 2027 Future Peak Hour Traffic Volumes (Sheet 2 of 2)

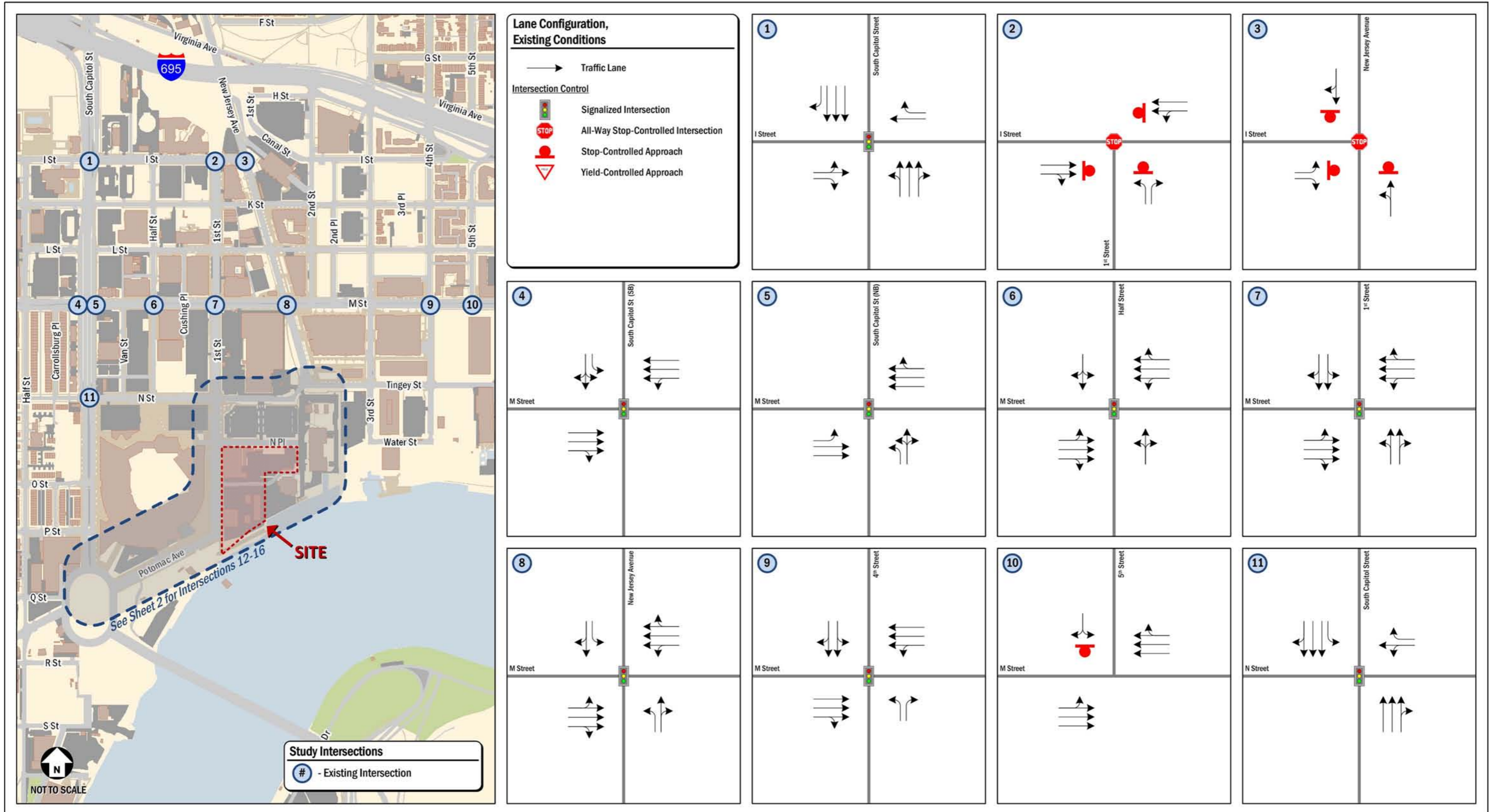


Figure 31: Existing and 2016 Background Peak Hour Traffic Controls and Lane Configurations (Sheet 1 of 2)



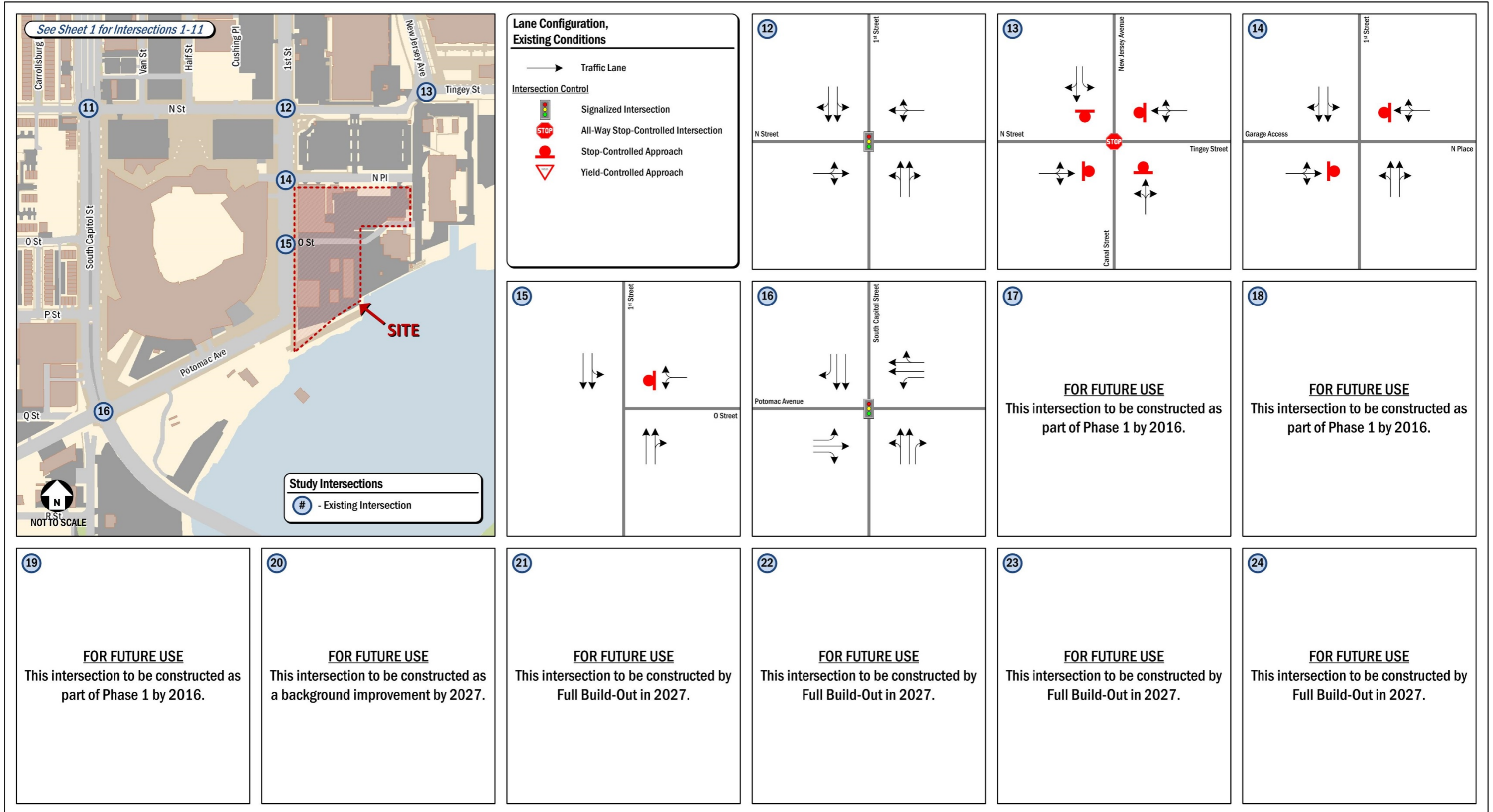


Figure 32: Existing and 2016 Background Peak Hour Traffic Controls and Lane Configurations (Sheet 2 of 2)