

**Table B-7 - Calculation of Future Directional Turn Volumes From
Future Directional Link Volumes (NCHRP 255)
Year 2035 With 6-Lanes Conditions**

Approach Direction	Base Year Count*	Forecast Future Year				
			Link Volume		Turn Volume	
4 Clinton Keith Road/Leon Road						
A.M. Peak Hour						
Northbound	Left		Approach	849	Left	0
	Through	13	Departure	1,501	Through	560
	Right	7			Right	290
Southbound	Left	10	Approach	1,801	Left	887
	Through	18	Departure	1,273	Through	913
	Right				Right	0
Eastbound	Left		Approach	0	Left	0
	Through		Departure	0	Through	0
	Right				Right	0
Westbound	Left	21	Approach	1,302	Left	589
	Through		Departure	1,177	Through	0
	Right	14			Right	714
P.M. Peak Hour						
Northbound	Left		Approach	1,299	Left	0
	Through	23	Departure	1,140	Through	811
	Right	24			Right	488
Southbound	Left	6	Approach	1,509	Left	777
	Through	12	Departure	1,566	Through	731
	Right				Right	0
Eastbound	Left		Approach	0	Left	0
	Through		Departure	0	Through	0
	Right				Right	0
Westbound	Left	6	Approach	1,164	Left	409
	Through		Departure	1,265	Through	0
	Right	3			Right	755

* Base Year Counts for applicable turn movements taken from the intersection of Leon Road and Scott

**Table B-7 - Calculation of Future Directional Turn Volumes From
Future Directional Link Volumes (NCHRP 255)
Year 2035 With 6-Lanes Conditions**

Approach Direction		Base Year Count*	Forecast Future Year			
				Link Volume		Turn Volume
5 Porth Road/Clinton Keith Road						
A.M. Peak Hour						
Northbound	Left	227	Approach	956	Left	115
	Through	13	Departure	1,582	Through	793
	Right	7			Right	6
Southbound	Left	10	Approach	1,501	Left	48
	Through	18	Departure	849	Through	1,464
	Right	11			Right	30
Eastbound	Left	8	Approach	124	Left	16
	Through	222	Departure	149	Through	7
	Right	202			Right	103
Westbound	Left	21	Approach	61	Left	15
	Through	209	Departure	61	Through	5
	Right	14			Right	40
P.M. Peak Hour						
Northbound	Left	252	Approach	1,397	Left	120
	Through	23	Departure	1,292	Through	1,216
	Right	24			Right	32
Southbound	Left	6	Approach	1,140	Left	52
	Through	12	Departure	1,299	Through	1,090
	Right	8			Right	25
Eastbound	Left	14	Approach	228	Left	38
	Through	246	Departure	175	Through	17
	Right	250			Right	178
Westbound	Left	6	Approach	100	Left	24
	Through	220	Departure	100	Through	30
	Right	3			Right	45

* Base Year Counts taken from the intersection of Leon Road and Scott Road.

**Table B-7 - Calculation of Future Directional Turn Volumes From
Future Directional Link Volumes (NCHRP 255)
Year 2035 With 6-Lanes Conditions**

Approach Direction		Base Year Count*	Forecast Future Year			
				Link Volume		Turn Volume
6 SR-79/Clinton Keith Road-Benton Road						
A.M. Peak Hour						
Northbound	Left	386	Approach	1,754	Left	232
	Through	658	Departure	3,298	Through	1,302
	Right	78			Right	169
Southbound	Left	23	Approach	2,308	Left	146
	Through	1,143	Departure	1,786	Through	1,957
	Right	61			Right	107
Eastbound	Left	45	Approach	1,585	Left	240
	Through	94	Departure	969	Through	544
	Right	469			Right	739
Westbound	Left	195	Approach	1,534	Left	602
	Through	200	Departure	859	Through	631
	Right	23			Right	244
P.M. Peak Hour						
Northbound	Left	481	Approach	2,874	Left	282
	Through	1,592	Departure	2,618	Through	2,250
	Right	317			Right	324
Southbound	Left	23	Approach	2,021	Left	199
	Through	771	Departure	2,899	Through	1,596
	Right	35			Right	168
Eastbound	Left	46	Approach	1,316	Left	337
	Through	110	Departure	1,402	Through	587
	Right	285			Right	371
Westbound	Left	138	Approach	1,957	Left	651
	Through	86	Departure	1,110	Through	952
	Right	12			Right	312

* Base Year Counts taken from the intersection of SR-79 and Max Gillis Boulevard.

**Table B-7 - Calculation of Future Directional Turn Volumes From
Future Directional Link Volumes (NCHRP 255)
Year 2035 With 6-Lanes Conditions**

Approach Direction	Base Year Count*	Forecast Future Year				
		Link Volume		Turn Volume		
8 Max Gillis Boulevard/Leon Road						
A.M. Peak Hour						
Northbound	Left	183	Approach	773	Left	447
	Through	57	Departure	1,122	Through	166
	Right	104			Right	161
Southbound	Left	214	Approach	996	Left	371
	Through	51	Departure	876	Through	181
	Right	162			Right	445
Eastbound	Left	215	Approach	1,399	Left	380
	Through	622	Departure	1,558	Through	582
	Right	227			Right	438
Westbound	Left	367	Approach	1,500	Left	504
	Through	632	Departure	1,113	Through	667
	Right	262			Right	329
P.M. Peak Hour						
Northbound	Left	15	Approach	762	Left	127
	Through	88	Departure	739	Through	446
	Right	193			Right	190
Southbound	Left	217	Approach	590	Left	341
	Through	27	Departure	975	Through	154
	Right	7			Right	95
Eastbound	Left	4	Approach	714	Left	56
	Through	105	Departure	599	Through	282
	Right	38			Right	375
Westbound	Left	216	Approach	1,059	Left	210
	Through	168	Departure	813	Through	378
	Right	346			Right	473

**Table B-7 - Calculation of Future Directional Turn Volumes From
Future Directional Link Volumes (NCHRP 255)
Year 2035 With 6-Lanes Conditions**

Approach Direction	Base Year Count*	Forecast Future Year				
		Link Volume	Link Volume	Turn Volume	Turn Volume	
9 SR-79 /Max Gillis Boulevard						
A.M. Peak Hour						
Northbound	Left	386	Approach	1,631	Left	389
	Through	658	Departure	2,331	Through	1,150
	Right	78			Right	113
Southbound	Left	23	Approach	1,984	Left	118
	Through	1,143	Departure	1,459	Through	1,631
	Right	61			Right	216
Eastbound	Left	45	Approach	1,098	Left	213
	Through	94	Departure	1,078	Through	367
	Right	469			Right	514
Westbound	Left	195	Approach	753	Left	186
	Through	200	Departure	598	Through	473
	Right	23			Right	96
P.M. Peak Hour						
Northbound	Left	481	Approach	2,973	Left	467
	Through	1,592	Departure	1,754	Through	2,219
	Right	317			Right	322
Southbound	Left	23	Approach	1,542	Left	121
	Through	771	Departure	2,523	Through	1,223
	Right	35			Right	170
Eastbound	Left	46	Approach	905	Left	218
	Through	110	Departure	1,078	Through	381
	Right	285			Right	303
Westbound	Left	138	Approach	759	Left	228
	Through	86	Departure	824	Through	441
	Right	12			Right	86

Table B-8
Balance of Year 2035 With 6-Lanes Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
1	Whitewood Road/Clinton Keith Road					
NBL	169		169	222		222
NBT	91		91	122		122
NBR	232	3	235	312	5	317
SBL	187	3	190	296	5	301
SBT	281		281	200		200
SBR	113		113	137		137
EBL	86		86	84		84
EBT	1,371	20	1,391	887	15	902
EBR	181		181	157		157
WBL	287	3	290	229	2	231
WBT	782	8	790	1,187	11	1,198
WBR	138	1	139	227	2	229
North Leg						
Approach	581	3	584	633	5	638
Departure	315	1	316	433	2	435
Total	896	4	900	1,066	7	1,073
South Leg						
Approach	492	3	495	656	5	661
Departure	749	3	752	586	2	588
Total	1,241	6	1,247	1,242	7	1,249
East Leg						
Approach	1,207	12	1,219	1,643	15	1,658
Departure	1,790	26	1,816	1,495	25	1,520
Total	2,997	38	3,035	3,138	40	3,178
West Leg						
Approach	1,638	20	1,658	1,128	15	1,143
Departure	1,064	8	1,072	1,546	11	1,557
Total	2,702	28	2,730	2,674	26	2,700
Total Approaches						
Approach	3,918	38	3,956	4,060	40	4,100
Departure	3,918	38	3,956	4,060	40	4,100
Total	7,836	76	7,912	8,120	80	8,200

Table B-8
Balance of Year 2035 With 6-Lanes Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
3	Trois Valley Street/Clinton Keith Road					
NBL	0		0	0		0
NBT	0		0	0		0
NBR	0		0	0		0
SBL	17		17	11		11
SBT	0		0	0		0
SBR	19		19	13		13
EBL	5		5	32		32
EBT	1,784	12	1,796	1,498	-21	1,477
EBR	0		0	0		0
WBL	0		0	0		0
WBT	1,254	-18	1,236	1,553	-14	1,539
WBR	7		7	9		9
North Leg						
Approach	36	0	36	24	0	24
Departure	12	0	12	41	0	41
Total	48	0	48	65	0	65
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	1,261	-18	1,243	1,562	-14	1,548
Departure	1,801	12	1,813	1,509	-21	1,488
Total	3,062	-6	3,056	3,071	-35	3,036
West Leg						
Approach	1,789	12	1,801	1,530	-21	1,509
Departure	1,273	-18	1,255	1,566	-14	1,552
Total	3,062	-6	3,056	3,096	-35	3,061
Total Approaches						
Approach	3,086	-6	3,080	3,116	-35	3,081
Departure	3,086	-6	3,080	3,116	-35	3,081
Total	6,172	-12	6,160	6,232	-70	6,162

Clinton Keith Road Extension Traffic Analysis
Table B-9
Balance of Year 2035 With 6-Lanes Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
5 Porth Road/Clinton Keith Road						
NBL	115	7	122	120	3	123
NBT	793	49	842	1,216	30	1,246
NBR	6		6	32	1	33
SBL	48		48	52		52
SBT	1,464	-55	1,409	1,090	3	1,093
SBR	30		30	25		25
EBL	16		16	38		38
EBT	7		7	17		17
EBR	103	-4	99	178		178
WBL	15	-1	14	24		24
WBT	5		5	30		30
WBR	40		40	45		45
North Leg						
Approach	1,542	-55	1,487	1,167	3	1,170
Departure	849	49	898	1,299	30	1,329
Total	2,391	-6	2,385	2,466	33	2,499
South Leg						
Approach	914	56	970	1,368	34	1,402
Departure	1,582	-60	1,522	1,292	3	1,295
Total	2,496	-4	2,492	2,660	37	2,697
East Leg						
Approach	60	-1	59	99	0	99
Departure	61	0	61	101	1	102
Total	121	-1	120	200	1	201
West Leg						
Approach	126	-4	122	233	0	233
Departure	150	7	157	175	3	178
Total	276	3	279	408	3	411
Total Approaches						
Approach	2,642	-4	2,638	2,867	37	2,904
Departure	2,642	-4	2,638	2,867	37	2,904
Total	5,284	-8	5,276	5,734	74	5,808

Clinton Keith Road Extension Traffic Operations Analysis
Table B-9
Balance of Year 2035 With 6-Lanes Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
9 SR-79 /Max Gillis Boulevard						
NBL	389	32	421	467	-17	450
NBT	1,150	93	1,243	2,219	-80	2,139
NBR	113	9	122	322	-12	310
SBL	118		118	121		121
SBT	1,631	-85	1,546	1,223	146	1,369
SBR	216		216	170		170
EBL	213		213	218		218
EBT	367		367	381		381
EBR	514	-27	487	303	36	339
WBL	186	-10	176	228	27	255
WBT	473		473	441		441
WBR	96		96	86		86
North Leg						
Approach	1,965	-85	1,880	1,514	146	1,660
Departure	1,459	93	1,552	2,523	-80	2,443
Total	3,424	8	3,432	4,037	66	4,103
South Leg						
Approach	1,652	134	1,786	3,008	-109	2,899
Departure	2,331	-122	2,209	1,754	209	1,963
Total	3,983	12	3,995	4,762	100	4,862
East Leg						
Approach	755	-10	745	755	27	782
Departure	598	9	607	824	-12	812
Total	1,353	-1	1,352	1,579	15	1,594
West Leg						
Approach	1,094	-27	1,067	902	36	938
Departure	1,078	32	1,110	1,078	-17	1,061
Total	2,172	5	2,177	1,980	19	1,999
Total Approaches						
Approach	5,466	12	5,478	6,179	100	6,279
Departure	5,466	12	5,478	6,179	100	6,279
Total	10,932	24	10,956	12,358	200	12,558

Table B-10 - Year 2035 With 6-Lanes Peak Hour Volume Summary

	A.M Peak Hour		P.M Peak Hour	
	'Year 2035 WP PCE		'Year 2035 WP PCE	
1	Whitewood Road/Clinton Keith Road			
NBL	169		222	
NBT	91		122	
NBR	235		317	
SBL	190		301	
SBT	281		200	
SBR	113		137	
EBL	86		84	
EBT	1,391		902	
EBR	181		157	
WBL	290		231	
WBT	790		1,198	
WBR	139		229	
North Leg				
Approach	584		638	
Departure	316		435	
Total	900		1,073	
South Leg				
Approach	495		661	
Departure	752		588	
Total	1,247		1,249	
East Leg				
Approach	1,219		1,658	
Departure	1,816		1,520	
Total	3,035		3,178	
West Leg				
Approach	1,658		1,143	
Departure	1,072		1,557	
Total	2,730		2,700	
Total Approaches				
Approach	3,956		4,100	
Departure	3,956		4,100	
Total	7,912		8,200	

Table B-10 - Year 2035 With 6-Lanes Peak Hour Volume Summary

	A.M Peak Hour	P.M Peak Hour
	'Year 2035 WP PCE	'Year 2035 WP PCE
2	Menifee Road/Clinton Keith Road	
NBL	95	176
NBT	4	8
NBR	86	116
SBL	41	25
SBT	35	9
SBR	37	25
EBL	14	24
EBT	1,674	1,368
EBR	128	129
WBL	152	71
WBT	1,087	1,457
WBR	16	24
North Leg		
Approach	113	59
Departure	34	56
Total	147	115
South Leg		
Approach	185	300
Departure	315	209
Total	500	509
East Leg		
Approach	1,255	1,552
Departure	1,801	1,509
Total	3,056	3,061
West Leg		
Approach	1,816	1,521
Departure	1,219	1,658
Total	3,035	3,179
Total Approaches		
Approach	3,369	3,432
Departure	3,369	3,432
Total	6,738	6,864

Table B-10 - Year 2035 With 6-Lanes Peak Hour Volume Summary

	A.M Peak Hour	P.M Peak Hour
	'Year 2035 WP PCE	'Year 2035 WP PCE
3	Trois Valley Street/Clinton Keith Road	
NBL	0	0
NBT	0	0
NBR	0	0
SBL	17	11
SBT	0	0
SBR	19	13
EBL	5	32
EBT	1,796	1,477
EBR	0	0
WBL	0	0
WBT	1,236	1,539
WBR	7	9
North Leg		
Approach	36	24
Departure	12	41
Total	48	65
South Leg		
Approach	0	0
Departure	0	0
Total	0	0
East Leg		
Approach	1,243	1,548
Departure	1,813	1,488
Total	3,056	3,036
West Leg		
Approach	1,801	1,509
Departure	1,255	1,552
Total	3,056	3,061
Total Approaches		
Approach	3,080	3,081
Departure	3,080	3,081
Total	6,160	6,162

Table B-10 - Year 2035 With 6-Lanes Peak Hour Volume Summary

	A.M Peak Hour	P.M Peak Hour
	'Year 2035 WP PCE	'Year 2035 WP PCE
4	Clinton Keith Road/Leon Road	
NBL	0	0
NBT	560	811
NBR	290	488
SBL	887	777
SBT	913	731
SBR	0	0
EBL	0	0
EBT	0	0
EBR	0	0
WBL	589	409
WBT	0	0
WBR	714	755
North Leg		
Approach	1,800	1,508
Departure	1,274	1,566
Total	3,074	3,074
South Leg		
Approach	850	1,299
Departure	1,502	1,140
Total	2,352	2,439
East Leg		
Approach	1,303	1,164
Departure	1,177	1,265
Total	2,480	2,429
West Leg		
Approach	0	0
Departure	0	0
Total	0	0
Total Approaches		
Approach	3,953	3,971
Departure	3,953	3,971
Total	7,906	7,942

Table B-10 - Year 2035 With 6-Lanes Peak Hour Volume Summary

	A.M Peak Hour	P.M Peak Hour
	'Year 2035 WP PCE	'Year 2035 WP PCE
5	Porth Road/Clinton Keith Road	
NBL	122	123
NBT	842	1,246
NBR	6	33
SBL	48	52
SBT	1,409	1,093
SBR	30	25
EBL	16	38
EBT	7	17
EBR	99	178
WBL	14	24
WBT	5	30
WBR	40	45
North Leg		
Approach	1,487	1,170
Departure	898	1,329
Total	2,385	2,499
South Leg		
Approach	970	1,402
Departure	1,522	1,295
Total	2,492	2,697
East Leg		
Approach	59	99
Departure	61	102
Total	120	201
West Leg		
Approach	122	233
Departure	157	178
Total	279	411
Total Approaches		
Approach	2,638	2,904
Departure	2,638	2,904
Total	5,276	5,808

Table B-10 - Year 2035 With 6-Lanes Peak Hour Volume Summary

	A.M Peak Hour	P.M Peak Hour
	'Year 2035 WP PCE	'Year 2035 WP PCE
6	SR-79/Clinton Keith Road-Benton Road	
NBL	232	282
NBT	1,302	2,250
NBR	169	324
SBL	146	199
SBT	1,957	1,596
SBR	107	168
EBL	240	337
EBT	544	587
EBR	739	371
WBL	602	651
WBT	631	952
WBR	244	312
North Leg		
Approach	2,210	1,963
Departure	1,786	2,899
Total	3,996	4,862
South Leg		
Approach	1,703	2,856
Departure	3,298	2,618
Total	5,001	5,474
East Leg		
Approach	1,477	1,915
Departure	859	1,110
Total	2,336	3,025
West Leg		
Approach	1,523	1,295
Departure	970	1,402
Total	2,493	2,697
Total Approaches		
Approach	6,913	8,029
Departure	6,913	8,029
Total	13,826	16,058

Table B-10 - Year 2035 With 6-Lanes Peak Hour Volume Summary

	A.M Peak Hour	P.M Peak Hour
	'Year 2035 WP PCE	'Year 2035 WP PCE
8	Max Gillis Boulevard/Leon Road	
NBL	447	127
NBT	166	446
NBR	161	190
SBL	371	341
SBT	181	154
SBR	445	95
EBL	380	56
EBT	582	282
EBR	438	375
WBL	504	210
WBT	667	378
WBR	329	473
North Leg		
Approach	997	590
Departure	875	975
Total	1,872	1,565
South Leg		
Approach	774	763
Departure	1,123	739
Total	1,897	1,502
East Leg		
Approach	1,500	1,061
Departure	1,114	813
Total	2,614	1,874
West Leg		
Approach	1,400	713
Departure	1,559	600
Total	2,959	1,313
Total Approaches		
Approach	4,671	3,127
Departure	4,671	3,127
Total	9,342	6,254

Table B-10 - Year 2035 With 6-Lanes Peak Hour Volume Summary

	A.M Peak Hour		P.M Peak Hour	
	'Year		'Year	
	2035 WP		2035 WP	
	PCE		PCE	
9	SR-79 /Max Gillis Boulevard			
NBL	421		450	
NBT	1,243		2,139	
NBR	122		310	
SBL	118		121	
SBT	1,546		1,369	
SBR	216		170	
EBL	213		218	
EBT	367		381	
EBR	487		339	
WBL	176		255	
WBT	473		441	
WBR	96		86	
North Leg				
Approach	1,880		1,660	
Departure	1,552		2,443	
Total	3,432		4,103	
South Leg				
Approach	1,786		2,899	
Departure	2,209		1,963	
Total	3,995		4,862	
East Leg				
Approach	745		782	
Departure	607		812	
Total	1,352		1,594	
West Leg				
Approach	1,067		938	
Departure	1,110		1,061	
Total	2,177		1,999	
Total Approaches				
Approach	5,478		6,279	
Departure	5,478		6,279	
Total	10,956		12,558	

Clinton Keith Road Extension Traffic Operations Analysis
Table B-11
Balance of Opening Year (2018) Without Project Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
9 SR-79 /Max Gillis Boulevard						
NBL	356	53	409	457	-28	429
NBT	670	99	769	1,444	-90	1,354
NBR	91	13	104	286	-18	268
SBL	30		30	30		30
SBT	1,071	137	1,208	776	159	935
SBR	62		62	47		47
EBL	65		65	77		77
EBT	155		155	183		183
EBR	559	72	631	372	76	448
WBL	232	30	262	187	38	225
WBT	259		259	156		156
WBR	34		34	20		20
North Leg						
Approach	1,163	137	1,300	853	159	1,012
Departure	769	99	868	1,541	-90	1,451
Total	1,932	236	2,168	2,394	69	2,463
South Leg						
Approach	1,117	165	1,282	2,187	-136	2,051
Departure	1,862	239	2,101	1,335	273	1,608
Total	2,979	404	3,383	3,522	137	3,659
East Leg						
Approach	525	30	555	363	38	401
Departure	276	13	289	499	-18	481
Total	801	43	844	862	20	882
West Leg						
Approach	779	72	851	632	76	708
Departure	677	53	730	660	-28	632
Total	1,456	125	1,581	1,292	48	1,340
Total Approaches						
Approach	3,584	404	3,988	4,035	137	4,172
Departure	3,584	404	3,988	4,035	137	4,172
Total	7,168	808	7,976	8,070	274	8,344

Table B-12 - Opening Year (2018) Without Project Peak Hour Volume Summary

	A.M Peak Hour	P.M Peak Hour
	'Year 2035 WP PCE	'Year 2035 WP PCE
1	Whitewood Road/Clinton Keith Road	
NBL	168	267
NBT	74	110
NBR	14	12
SBL	1	5
SBT	144	115
SBR	128	71
EBL	127	150
EBT	6	4
EBR	352	445
WBL	39	8
WBT	11	1
WBR	0	2
North Leg		
Approach	272	192
Departure	202	262
Total	474	453
South Leg		
Approach	256	388
Departure	535	568
Total	791	956
East Leg		
Approach	50	12
Departure	21	21
Total	71	33
West Leg		
Approach	485	599
Departure	306	339
Total	792	938
Total Approaches		
Approach	1,064	1,190
Departure	1,064	1,190
Total	2,128	2,381

Table B-12 - Opening Year (2018) Without Project Peak Hour Volume Summary

	A.M Peak Hour	P.M Peak Hour
	'Year 2035 WP PCE	'Year 2035 WP PCE
2		
Menifee Road/Clinton Keith Road		
NBL	12	3
NBT	5	5
NBR	5	5
SBL	5	5
SBT	5	5
SBR	12	3
EBL	5	5
EBT	2	2
EBR	5	5
WBL	5	5
WBT	12	3
WBR	5	5
North Leg		
Approach	22	14
Departure	16	16
Total	38	30
South Leg		
Approach	22	14
Departure	16	16
Total	38	30
East Leg		
Approach	22	14
Departure	13	13
Total	35	26
West Leg		
Approach	13	13
Departure	35	10
Total	48	22
Total Approaches		
Approach	79	54
Departure	79	54
Total	159	108

Table B-12 - Opening Year (2018) Without Project Peak Hour Volume Summary

	A.M Peak Hour	P.M Peak Hour
	'Year 2035 WP PCE	'Year 2035 WP PCE
3	Trois Valley Street/Clinton Keith Road	
NBL	0	0
NBT	0	0
NBR	0	0
SBL	36	24
SBT	0	0
SBR	0	0
EBL	0	0
EBT	0	0
EBR	0	0
WBL	0	0
WBT	0	0
WBR	12	41
North Leg		
Approach	36	24
Departure	12	41
Total	48	65
South Leg		
Approach	0	0
Departure	0	0
Total	0	0
East Leg		
Approach	12	41
Departure	36	24
Total	48	65
West Leg		
Approach	0	0
Departure	0	0
Total	0	0
Total Approaches		
Approach	48	65
Departure	48	65
Total	96	130

Table B-12 - Opening Year (2018) Without Project Peak Hour Volume Summary

	A.M Peak Hour	P.M Peak Hour
	'Year 2035 WP PCE	'Year 2035 WP PCE
4		
Clinton Keith Road/Leon Road		
NBL	0	0
NBT	0	0
NBR	0	0
SBL	31	75
SBT	0	0
SBR	0	0
EBL	0	0
EBT	0	0
EBR	0	0
WBL	0	0
WBT	0	0
WBR	38	58
North Leg		
Approach	31	75
Departure	38	58
Total	69	133
South Leg		
Approach	0	0
Departure	0	0
Total	0	0
East Leg		
Approach	38	58
Departure	31	75
Total	69	133
West Leg		
Approach	0	0
Departure	0	0
Total	0	0
Total Approaches		
Approach	69	133
Departure	69	133
Total	138	266

Table B-12 - Opening Year (2018) Without Project Peak Hour Volume Summary

	A.M Peak Hour	P.M Peak Hour
	'Year 2035 WP PCE	'Year 2035 WP PCE
6	SR-79/Clinton Keith Road-Benton Road	
NBL	0	0
NBT	1,069	1,641
NBR	176	428
SBL	294	288
SBT	1,807	1,321
SBR	0	0
EBL	0	0
EBT	0	0
EBR	0	0
WBL	366	312
WBT	0	0
WBR	213	410
North Leg		
Approach	2,101	1,609
Departure	1,282	2,051
Total	3,383	3,660
South Leg		
Approach	1,245	2,069
Departure	2,173	1,633
Total	3,418	3,702
East Leg		
Approach	579	722
Departure	470	716
Total	1,049	1,438
West Leg		
Approach	0	0
Departure	0	0
Total	0	0
Total Approaches		
Approach	3,925	4,400
Departure	3,925	4,400
Total	7,850	8,800

Table B-12 - Opening Year (2018) Without Project Peak Hour Volume Summary

	A.M Peak Hour	P.M Peak Hour
	'Year 2035 WP PCE	'Year 2035 WP PCE
7 Briggs Road/Leon Road		
NBL	21	38
NBT	0	0
NBR	381	516
SBL	0	0
SBT	0	0
SBR	0	0
EBL	0	0
EBT	15	40
EBR	23	30
WBL	461	372
WBT	9	51
WBR	0	0
North Leg		
Approach	0	0
Departure	0	0
Total	0	0
South Leg		
Approach	402	554
Departure	484	402
Total	886	956
East Leg		
Approach	470	423
Departure	396	556
Total	866	979
West Leg		
Approach	38	70
Departure	30	89
Total	68	159
Total Approaches		
Approach	910	1,047
Departure	910	1,047
Total	1,820	2,094

Table B-12 - Opening Year (2018) Without Project Peak Hour Volume Summary

	A.M Peak Hour	P.M Peak Hour
	'Year 2035 WP PCE	'Year 2035 WP PCE
8	Max Gillis Boulevard/Leon Road	
NBL	206	29
NBT	80	187
NBR	120	246
SBL	246	278
SBT	79	63
SBR	181	14
EBL	137	6
EBT	324	86
EBR	160	57
WBL	272	190
WBT	338	120
WBR	176	278
North Leg		
Approach	506	355
Departure	393	471
Total	899	826
South Leg		
Approach	406	462
Departure	511	310
Total	917	772
East Leg		
Approach	786	588
Departure	690	610
Total	1,476	1,198
West Leg		
Approach	621	149
Departure	725	163
Total	1,346	312
Total Approaches		
Approach	2,319	1,554
Departure	2,319	1,554
Total	4,638	3,108

Table B-12 - Opening Year (2018) Without Project Peak Hour Volume Summary

	A.M Peak Hour	P.M Peak Hour
	'Year 2035 WP PCE	'Year 2035 WP PCE
9		
	SR-79 /Max Gillis Boulevard	
NBL	409	429
NBT	769	1,354
NBR	104	268
SBL	30	30
SBT	1,208	935
SBR	62	47
EBL	65	77
EBT	155	183
EBR	631	448
WBL	262	225
WBT	259	156
WBR	34	20
North Leg		
Approach	1,300	1,012
Departure	868	1,451
Total	2,168	2,463
South Leg		
Approach	1,282	2,051
Departure	2,101	1,608
Total	3,383	3,659
East Leg		
Approach	555	401
Departure	289	481
Total	844	882
West Leg		
Approach	851	708
Departure	730	632
Total	1,581	1,340
Total Approaches		
Approach	3,988	4,172
Departure	3,988	4,172
Total	7,976	8,344

Table B-13 - Existing (2014) With 2-Lanes Adjusted Peak Hour Volume Summary

	A.M Peak Hour			P.M Peak Hour		
	2,014 Volume	Adjustment	2014 With Adj. Volume	2,014 Volume	Adjustment	2014 With Adj. Volume
6 SR-79/Clinton Keith Road-Benton Road						
NBL	0	0.14%	0	0	2.74%	0
NBT	896	0.14%	897	1,443	2.74%	1,482
NBR	153	0.14%	153	411	2.74%	422
SBL	278	0.14%	279	279	2.74%	286
SBT	1,626	0.14%	1,628	1,139	2.74%	1,170
SBR	0	0.14%	0	0	2.74%	0
EBL	0	-5.63%	0	0	-16.05%	0
EBT	0	-5.63%	0	0	-16.05%	0
EBR	0	-5.63%	0	0	-16.05%	0
WBL	345	-5.63%	325	286	-16.05%	240
WBT	0	-5.63%	0	0	-16.05%	0
WBR	204	-5.63%	192	387	-16.05%	325
North Leg						
Approach	1,904	0	1,907	1,417	0	1,456
Departure	1,100	0	1,089	1,830	0	1,807
Total	3,004	0	2,996	3,247	0	3,264
South Leg						
Approach	1,049	0	1,050	1,854	0	1,904
Departure	1,971	0	1,954	1,425	0	1,410
Total	3,020	0	3,004	3,279	0	3,315
East Leg						
Approach	548	0	518	674	0	565
Departure	431	0	432	689	0	708
Total	980	0	950	1,363	-1	1,274
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	-1	0
Total Approaches						
Approach	3,502	0	3,475	3,945	-1	3,926
Departure	3,502	0	3,475	3,945	-1	3,926
Total	7,003	-1	6,950	7,889	-2	7,852

Table B-13 - Existing (2014) With 2-Lanes Adjusted Peak Hour Volume Summary

	A.M Peak Hour			P.M Peak Hour		
	2,014 Volume	Adjustment	2014 With Adj. Volume	2,014 Volume	Adjustment	2014 With Adj. Volume
7 Briggs Road/Leon Road						
NBL	22		22	37		38
NBT	0		0	0		0
NBR	375		376	477		490
SBL	0		0	0		0
SBT	0		0	0		0
SBR	0		0	0		0
EBL	0		0	0		0
EBT	15		14	39		33
EBR	23		22	30		25
WBL	421		397	362		304
WBT	9		8	52		43
WBR	0		0	0		0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	397	0	398	514	0	528
Departure	444	0	419	392	0	329
Total	841	0	816	906	0	857
East Leg						
Approach	429	0	405	414	0	348
Departure	390	0	390	516	0	523
Total	819	0	795	930	0	871
West Leg						
Approach	38	0	35	69	0	58
Departure	30	0	30	89	0	81
Total	68	0	65	158	0	139
Total Approaches						
Approach	864	0	838	997	0	934
Departure	864	0	838	997	0	934
Total	1,728	0	1,676	1,995	0	1,868

Table B-13 - Existing (2014) With 2-Lanes Adjusted Peak Hour Volume Summary

	A.M Peak Hour			P.M Peak Hour		
	2,014 Volume	Adjustment	2014 With Adj. Volume	2,014 Volume	Adjustment	2014 With Adj. Volume
8 Max Gillis Boulevard/Leon Road						
NBL	169	18.38%	200	17	-0.05%	17
NBT	53	18.38%	62	99	-0.05%	99
NBR	96	18.38%	114	218	-0.05%	218
SBL	197	18.38%	233	246	-0.05%	246
SBT	47	18.38%	55	30	-0.05%	30
SBR	149	18.38%	177	8	-0.05%	8
EBL	124	56.02%	194	3	48.97%	5
EBT	360	56.02%	562	78	48.97%	116
EBR	131	56.02%	205	28	48.97%	42
WBL	212	56.02%	331	160	48.97%	239
WBT	366	56.02%	571	125	48.97%	186
WBR	151	56.02%	236	257	48.97%	383
North Leg						
Approach	393	1	465	285	0	285
Departure	329	1	493	359	1	486
Total	722	2	958	644	1	771
South Leg						
Approach	318	1	377	335	0	334
Departure	391	1	592	219	1	311
Total	709	2	968	554	1	646
East Leg						
Approach	730	2	1,139	542	1	807
Departure	653	1	909	542	0	580
Total	1,383	3	2,048	1,084	2	1,387
West Leg						
Approach	616	2	961	109	1	163
Departure	684	1	948	150	0	211
Total	1,300	3	1,909	259	2	374
Total Approaches						
Approach	2,057	4	2,941	1,271	3	1,589
Departure	2,057	4	2,941	1,271	3	1,589
Total	4,114	9	5,883	2,541	6	3,178

Table B-13 - Existing (2014) With 2-Lanes Adjusted Peak Hour Volume Summary

	A.M Peak Hour			P.M Peak Hour		
	2,014 Volume	Adjustment	2014 With Adj. Volume	2,014 Volume	Adjustment	2014 With Adj. Volume
9 SR-79 /Max Gillis Boulevard						
NBL	321	9.51%	351	394	10.74%	437
NBT	547	9.51%	599	1,304	10.74%	1,444
NBR	65	9.51%	71	259	10.74%	287
SBL	19	9.51%	21	19	10.74%	21
SBT	950	9.51%	1,040	632	10.74%	700
SBR	51	9.51%	55	28	10.74%	31
EBL	49	16.15%	57	56	5.16%	59
EBT	101	16.15%	118	134	5.16%	140
EBR	506	16.15%	587	345	5.16%	363
WBL	210	16.15%	244	167	5.16%	176
WBT	215	16.15%	250	104	5.16%	110
WBR	25	16.15%	29	14	5.16%	15
North Leg						
Approach	1,020	0	1,117	680	0	753
Departure	621	0	685	1,374	0	1,518
Total	1,641	1	1,802	2,054	1	2,270
South Leg						
Approach	933	0	1,021	1,958	0	2,168
Departure	1,666	0	1,872	1,144	0	1,239
Total	2,599	1	2,894	3,102	1	3,407
East Leg						
Approach	451	0	524	286	0	300
Departure	186	0	210	412	0	449
Total	637	1	734	698	0	749
West Leg						
Approach	656	0	762	534	0	562
Departure	587	0	657	527	0	578
Total	1,243	1	1,419	1,061	0	1,140
Total Approaches						
Approach	3,059	2	3,424	3,458	1	3,783
Departure	3,059	2	3,424	3,458	1	3,783
Total	6,119	3	6,848	6,915	2	7,566

Clinton Keith Road Extension Traffic Operations Analysis
Table B-14 - Opening Year (2018) With 2-Lanes Peak Hour Link Volume Worksheets

			Base Year Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year		"New" Link Volume ¹	2035 Link Volume
2014 Adj. Volume						Pk. Per. Change	Pk. Hr. Change		
1 Whitewood Road/Clinton Keith Road									
AM Peak Hour									
Northbound	Left	Approach	239	384	2,242	1,858	706	53	292
	Through Right		Departure	325	546	2,890	2,344	891	67
Southbound	Left	Approach	175	263	1,753	1,490	566	43	217
	Through Right		Departure	147	171	1,803	1,632	620	47
Eastbound	Left	Approach	795	1,794	4,059	2,265	861	65	860
	Through Right		Departure	584	1,305	3,065	1,760	669	50
Westbound	Left	Approach	508	1,149	2,566	1,417	538	41	548
	Through Right		Departure	661	1,568	2,863	1,295	492	37
PM Peak Hour									
Northbound	Left	Approach	299	693	3,535	2,842	796	60	359
	Through Right		Departure	324	818	3,384	2,566	718	54
Southbound	Left	Approach	290	605	3,872	3,267	915	69	359
	Through Right		Departure	194	421	2,466	2,045	573	43
Eastbound	Left	Approach	670	2,130	4,119	1,989	557	42	712
	Through Right		Departure	755	2,226	5,783	3,557	996	75
Westbound	Left	Approach	593	1,870	3,752	1,882	527	40	633
	Through Right		Departure	580	1,832	3,646	1,814	508	38

¹ For vehicles, modeled base year (2007) to modeled future year (2060) conditions represent 53 years of traffic growth. Since it is 4 years from 2014 (base count conditions) to 2018 (Analysis Year), the 'new link volume' represents 7.55% of the modeled growth.

Clinton Keith Road Extension Traffic Operations Analysis
Table B-14 - Opening Year (2018) With 2-Lanes Peak Hour Link Volume Worksheets

			Base Year Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year		"New" Link Volume ¹	2035 Link Volume
2014 Adj. Volume						Pk. Per. Change	Pk. Hr. Change		
2 Menifee Road/Clinton Keith Road									
AM Peak Hour									
Northbound	Left	Approach	261	478	2,055	1,577	599	45	306
	Through Right		Departure	276	496	2,240	1,744	663	50
Southbound	Left	Approach	47	51	603	552	210	16	63
	Through Right		Departure	47	26	756	730	277	21
Eastbound	Left	Approach	661	1,569	2,864	1,295	492	37	698
	Through Right		Departure	508	1,150	2,567	1,417	538	41
Westbound	Left	Approach	432	944	2,400	1,456	553	42	474
	Through Right		Departure	570	1,370	2,360	990	376	28
PM Peak Hour									
Northbound	Left	Approach	287	757	2,786	2,029	568	43	330
	Through Right		Departure	261	667	2,668	2,001	560	42
Southbound	Left	Approach	53	76	924	848	237	18	71
	Through Right		Departure	51	38	1,132	1,094	306	23
Eastbound	Left	Approach	580	1,833	3,648	1,815	508	38	619
	Through Right		Departure	594	1,871	3,755	1,884	528	40
Westbound	Left	Approach	493	1,513	3,397	1,884	528	40	533
	Through Right		Departure	508	1,603	3,200	1,597	447	34

¹ For vehicles, modeled base year (2007) to modeled future year (2060) conditions represent 53 years of traffic growth. Since it is 4 years from 2014 (base count conditions) to 2018 (Analysis Year), the 'new link volume' represents 7.55% of the modeled growth.

Clinton Keith Road Extension Traffic Operations Analysis
Table B-14 - Opening Year (2018) With 2-Lanes Peak Hour Link Volume Worksheets

		2014 Adj. Volume		Base	Base Yr.	Fut. Yr.	Base to Future Year		"New"	2035
				Year Link Volume	Modeled Pk. Per. Volume	Modeled Pk. Per. Volume	Pk. Per. Change	Pk. Hr. Change	Link Volume ¹	Link Volume
3 Trois Valley Street/Clinton Keith Road										
AM Peak Hour										
Northbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Southbound	Left	0	Approach	36	0	0	0	0	0	36
	Through	0	Departure	12	0	0	0	0	0	12
	Right	36								
Eastbound	Left	Base Year Model Volumes Adjusted to	Approach	570	1,370	2,360	990	376	28	599
	Through		Departure	432	944	2,400	1,456	553	42	474
	Right									
Westbound	Left	Base Year Model Volumes Adjusted to	Approach	432	944	2,400	1,456	553	42	474
	Through		Departure	570	1,370	2,360	990	376	28	599
	Right									
PM Peak Hour										
Northbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Southbound	Left	1	Approach	24	0	0	0	0	0	24
	Through	0	Departure	41	0	0	0	0	0	41
	Right	23								
Eastbound	Left	Base Year Model Volumes Adjusted to	Approach	508	1,603	3,200	1,597	447	34	542
	Through		Departure	493	1,513	3,397	1,884	528	40	533
	Right									
Westbound	Left	Base Year Model Volumes Adjusted to	Approach	493	1,513	3,397	1,884	528	40	533
	Through		Departure	508	1,603	3,200	1,597	447	34	542
	Right									

¹ For vehicles, modeled base year (2007) to modeled future year (2060) conditions represent 53 years of traffic growth. Since it is 4 years from 2014 (base count conditions) to 2018 (Analysis Year), the 'new link volume' represents 7.55% of the modeled growth.

Clinton Keith Road Extension Traffic Operations Analysis
Table B-14 - Opening Year (2018) With 2-Lanes Peak Hour Link Volume Worksheets

	2014 Adj. Volume		Base	Base Yr.	Fut. Yr.	Base to Future Year		"New"	2035	
			Year Link Volume	Modeled Pk. Per. Volume	Modeled Pk. Per. Volume	Pk. Per. Change	Pk. Hr. Change	Link Volume ¹	Link Volume	
4 Clinton Keith Road/Leon Road										
AM Peak Hour										
Northbound		Left	Approach	0	0	0	0	0	0	
		Through	Departure	0	0	0	0	0	0	
		Right								
		Left	Approach	570	1,370	2,360	990	376	28	599
Southbound		Through	Departure	432	944	2,400	1,456	553	42	474
		Right								
		Left	Approach	0	0	0	0	0	0	0
		Through	Departure	0	0	0	0	0	0	0
Eastbound		Right								
		Left	Approach	432	944	2,400	1,456	553	42	474
Westbound		Through	Departure	570	1,370	2,360	990	376	28	599
		Right								
PM Peak Hour										
Northbound		Left	Approach	0	0	0	0	0	0	0
		Through	Departure	0	0	0	0	0	0	0
		Right								
		Left	Approach	508	1,603	3,200	1,597	447	34	542
Southbound		Through	Departure	493	1,513	3,397	1,884	528	40	533
		Right								
		Left	Approach	0	0	0	0	0	0	0
		Through	Departure	0	0	0	0	0	0	0
Eastbound		Right								
		Left	Approach	493	1,513	3,397	1,884	528	40	533
Westbound		Through	Departure	508	1,603	3,200	1,597	447	34	542
		Right								

¹ For vehicles, modeled base year (2007) to modeled future year (2060) conditions represent 53 years of traffic growth. Since it is 4 years from 2014 (base count conditions) to 2018 (Analysis Year), the 'new link volume' represents 7.55% of the modeled growth.

Clinton Keith Road Extension Traffic Operations Analysis
Table B-14 - Opening Year (2018) With 2-Lanes Peak Hour Link Volume Worksheets

			Base Year Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year		"New" Link Volume ¹	2035 Link Volume	
2014 Adj. Volume						Pk. Per. Change	Pk. Hr. Change			
6 SR-79/Clinton Keith Road-Benton Road										
AM Peak Hour										
Northbound	Left	0	Approach	1,050	2,394	8,911	6,517	2,476	187	1,237
	Through	897	Departure	1,954	3,309	10,383	7,074	2,688	203	2,156
	Right	153								
Southbound	Left	279	Approach	1,907	2,981	9,861	6,880	2,614	197	2,104
	Through	1,628	Departure	1,089	2,004	8,024	6,020	2,288	173	1,262
	Right	0								
Eastbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Westbound	Left	325	Approach	518	530	1,719	1,189	452	34	552
	Through	0	Departure	432	592	2,083	1,491	567	43	475
	Right	192								
PM Peak Hour										
Northbound	Left	0	Approach	1,904	4,925	14,870	9,945	2,785	210	2,115
	Through	1,482	Departure	1,410	5,361	14,421	9,060	2,537	191	1,602
	Right	422								
Southbound	Left	286	Approach	1,456	4,810	13,271	8,461	2,369	179	1,635
	Through	1,170	Departure	1,807	4,394	14,325	9,931	2,781	210	2,017
	Right	0								
Eastbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Westbound	Left	240	Approach	565	909	3,052	2,143	600	45	611
	Through	0	Departure	708	890	2,447	1,557	436	33	741
	Right	325								

¹ For vehicles, modeled base year (2007) to modeled future year (2060) conditions represent 53 years of traffic growth.

Since it is 4 years from 2014 (base count conditions) to 2018 (Analysis Year), the 'new link volume' represents 7.55% of the modeled growth.

Clinton Keith Road Extension Traffic Operations Analysis
Table B-14 - Opening Year (2018) With 2-Lanes Peak Hour Link Volume Worksheets

		2014 Adj. Volume		Base Year Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year		"New" Link Volume ¹	2035 Link Volume
							Pk. Per. Change	Pk. Hr. Change		
7 Briggs Road/Leon Road										
AM Peak Hour										
Northbound	Left	22	Approach	124	299	505	206	78	6	130
	Through	0	Departure	145	246	1,274	1,028	391	29	175
	Right	376								
Southbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Eastbound	Left	0	Approach	570	1,370	2,360	990	376	28	599
	Through	14	Departure	432	944	2,400	1,456	553	42	474
	Right	22								
Westbound	Left	397	Approach	558	1,164	3,462	2,298	873	66	624
	Through	8	Departure	675	1,643	2,652	1,009	383	29	704
	Right	0								
PM Peak Hour										
Northbound	Left	38	Approach	174	348	2,418	2,070	580	44	218
	Through	0	Departure	226	770	1,054	284	80	6	232
	Right	490								
Southbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Eastbound	Left	0	Approach	508	1,603	3,200	1,597	447	34	542
	Through	33	Departure	493	1,513	3,397	1,884	528	40	533
	Right	25								
Westbound	Left	304	Approach	708	2,254	4,340	2,086	584	44	752
	Through	43	Departure	671	1,921	5,508	3,587	1,004	76	746
	Right	0								

¹ For vehicles, modeled base year (2007) to modeled future year (2060) conditions represent 53 years of traffic growth. Since it is 4 years from 2014 (base count conditions) to 2018 (Analysis Year), the 'new link volume' represents 7.55% of the modeled growth.

Clinton Keith Road Extension Traffic Operations Analysis
Table B-14 - Opening Year (2018) With 2-Lanes Peak Hour Link Volume Worksheets

		2014 Adj. Volume		Base Year Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year		"New" Link Volume ¹	2035 Link Volume
							Pk. Per. Change	Pk. Hr. Change		
8 Max Gillis Boulevard/Leon Road										
AM Peak Hour										
Northbound	Left	200	Approach	377	1,688	5,160	3,472	1,319	100	476
	Through	62	Departure	592	2,132	6,090	3,958	1,504	114	705
	Right	114								
Southbound	Left	233	Approach	465	713	4,533	3,820	1,452	110	575
	Through	55	Departure	493	742	2,724	1,982	753	57	550
	Right	177								
Eastbound	Left	194	Approach	961	1,628	2,660	1,032	392	30	990
	Through	562	Departure	948	1,148	3,434	2,286	869	66	1,014
	Right	205								
Westbound	Left	331	Approach	1,139	240	2,117	1,877	713	54	1,193
	Through	571	Departure	909	248	2,223	1,975	751	57	966
	Right	236								
PM Peak Hour										
Northbound	Left	17	Approach	334	2,270	8,344	6,074	1,701	128	463
	Through	99	Departure	311	2,773	7,375	4,602	1,289	97	409
	Right	218								
Southbound	Left	246	Approach	285	1,395	4,560	3,165	886	67	351
	Through	30	Departure	486	852	6,000	5,148	1,441	109	595
	Right	8								
Eastbound	Left	5	Approach	163	1,890	5,484	3,594	1,006	76	239
	Through	116	Departure	211	2,231	4,413	2,182	611	46	257
	Right	42								
Westbound	Left	239	Approach	807	650	3,420	2,770	776	59	866
	Through	186	Departure	580	349	4,019	3,670	1,028	78	658
	Right	383								

¹ For vehicles, modeled base year (2007) to modeled future year (2060) conditions represent 53 years of traffic growth.

Since it is 4 years from 2014 (base count conditions) to 2018 (Analysis Year), the 'new link volume' represents 7.55% of the modeled growth.

Clinton Keith Road Extension Traffic Operations Analysis
Table B-14 - Opening Year (2018) With 2-Lanes Peak Hour Link Volume Worksheets

		2014 Adj. Volume		Base Year Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year		"New" Link Volume ¹	2035 Link Volume
							Pk. Per. Change	Pk. Hr. Change		
9 SR-79 /Max Gillis Boulevard										
AM Peak Hour										
Northbound	Left	351	Approach	1,021	2,004	8,024	6,020	2,288	173	1,194
	Through	599	Departure	1,872	2,981	9,861	6,880	2,614	197	2,070
	Right	71								
Southbound	Left	21	Approach	1,117	2,537	8,069	5,532	2,102	159	1,276
	Through	1,040	Departure	685	2,528	7,052	4,524	1,719	130	815
	Right	55								
Eastbound	Left	57	Approach	762	2,165	6,258	4,093	1,555	117	879
	Through	118	Departure	657	1,701	5,322	3,621	1,376	104	761
	Right	587								
Westbound	Left	244	Approach	524	1,671	4,180	2,509	953	72	596
	Through	250	Departure	210	1,167	4,296	3,129	1,189	90	300
	Right	29								
PM Peak Hour										
Northbound	Left	437	Approach	2,168	4,394	14,325	9,931	2,781	210	2,378
	Through	1,444	Departure	1,239	4,810	13,271	8,461	2,369	179	1,417
	Right	287								
Southbound	Left	21	Approach	753	4,715	12,282	7,567	2,119	160	913
	Through	700	Departure	1,518	3,953	11,668	7,715	2,160	163	1,681
	Right	31								
Eastbound	Left	59	Approach	562	2,816	7,769	4,953	1,387	105	667
	Through	140	Departure	578	2,314	8,592	6,278	1,758	133	710
	Right	363								
Westbound	Left	176	Approach	300	1,757	5,748	3,991	1,117	84	385
	Through	110	Departure	449	2,604	6,592	3,988	1,117	84	533
	Right	15								

¹ For vehicles, modeled base year (2007) to modeled future year (2060) conditions represent 53 years of traffic growth. Since it is 4 years from 2014 (base count conditions) to 2018 (Analysis Year), the 'new link volume' represents 7.55% of the modeled growth.

**Table B-15 - Calculation of Future Directional Turn Volumes From
Future Directional Link Volumes (NCHRP 255)
Opening Year (2018) With 2-Lanes Conditions**

Approach Direction		Base Year Count*	Forecast Future Year			
			Link Volume		Link Volume	Turn Volume
1 Whitewood Road/Clinton Keith Road						
A.M. Peak Hour						
Northbound	Left	125	Approach	292	Left	165
	Through	60	Departure	392	Through	60
	Right	81			Right	68
Southbound	Left	77	Approach	217	Left	34
	Through	102	Departure	194	Through	115
	Right	98			Right	68
Eastbound	Left	42	Approach	860	Left	85
	Through	353	Departure	635	Through	596
	Right	41			Right	177
Westbound	Left	73	Approach	548	Left	100
	Through	476	Departure	698	Through	402
	Right	75			Right	48
P.M. Peak Hour						
Northbound	Left	109	Approach	359	Left	197
	Through	60	Departure	378	Through	76
	Right	48			Right	86
Southbound	Left	46	Approach	359	Left	90
	Through	52	Departure	237	Through	136
	Right	68			Right	134
Eastbound	Left	179	Approach	712	Left	94
	Through	593	Departure	830	Through	443
	Right	175			Right	175
Westbound	Left	46	Approach	633	Left	67
	Through	454	Departure	618	Through	499
	Right	87			Right	67

* Base Year Counts taken from the intersection of Menifee Road and Scott Road.

**Table B-15 - Calculation of Future Directional Turn Volumes From
Future Directional Link Volumes (NCHRP 255)
Opening Year (2018) With 2-Lanes Conditions**

Approach Direction	Base Year Count*	Forecast Future Year				
		Link Volume	Link Volume	Turn Volume	Turn Volume	
2 Menifee Road/Clinton Keith Road						
A.M. Peak Hour						
Northbound	Left	125	Approach	306	Left	189
	Through	60	Departure	326	Through	27
	Right	81			Right	90
Southbound	Left	77	Approach	63	Left	9
	Through	102	Departure	67	Through	37
	Right	98			Right	16
Eastbound	Left	42	Approach	698	Left	24
	Through	353	Departure	549	Through	500
	Right	41			Right	174
Westbound	Left	73	Approach	474	Left	115
	Through	476	Departure	599	Through	343
	Right	75			Right	16
P.M. Peak Hour						
Northbound	Left	109	Approach	330	Left	190
	Through	60	Departure	303	Through	28
	Right	48			Right	112
Southbound	Left	46	Approach	71	Left	18
	Through	52	Departure	74	Through	32
	Right	68			Right	20
Eastbound	Left	179	Approach	619	Left	25
	Through	593	Departure	633	Through	411
	Right	175			Right	184
Westbound	Left	46	Approach	533	Left	87
	Through	454	Departure	542	Through	423
	Right	87			Right	22

* Base Year Counts taken from the intersection of Menifee Road and Scott Road.

**Table B-15 - Calculation of Future Directional Turn Volumes From
Future Directional Link Volumes (NCHRP 255)
Opening Year (2018) With 2-Lanes Conditions**

Approach Direction	Base Year Count*	Forecast Future Year				
		Link Volume	Link Volume	Turn Volume	Turn Volume	
3 Trois Valley Street/Clinton Keith Road						
A.M. Peak Hour						
Northbound	Left		Approach	0	Left	0
	Through		Departure	0	Through	0
	Right				Right	0
Southbound	Left	10	Approach	36	Left	17
	Through		Departure	12	Through	0
	Right	11			Right	18
Eastbound	Left	8	Approach	599	Left	5
	Through	222	Departure	474	Through	582
	Right				Right	0
Westbound	Left		Approach	474	Left	0
	Through	209	Departure	599	Through	455
	Right	14			Right	7
P.M. Peak Hour						
Northbound	Left		Approach	0	Left	0
	Through		Departure	0	Through	0
	Right				Right	0
Southbound	Left	6	Approach	24	Left	12
	Through		Departure	41	Through	0
	Right	8			Right	12
Eastbound	Left	14	Approach	542	Left	31
	Through	246	Departure	533	Through	529
	Right				Right	0
Westbound	Left		Approach	533	Left	0
	Through	220	Departure	542	Through	521
	Right	3			Right	10

* Base Year Counts for applicable turn movements taken from the intersection of Leon Road and Scott

**Table B-15 - Calculation of Future Directional Turn Volumes From
Future Directional Link Volumes (NCHRP 255)
Opening Year (2018) With 2-Lanes Conditions**

Approach Direction	Base Year Count*	Forecast Future Year				
		Link Volume	Link Volume	Turn Volume	Turn Volume	
4 Clinton Keith Road/Leon Road						
A.M. Peak Hour						
Northbound	Left		Approach	0	Left	0
	Through	13	Departure	0	Through	0
	Right	7			Right	0
Southbound	Left	10	Approach	599	Left	599
	Through	18	Departure	474	Through	0
	Right				Right	0
Eastbound	Left		Approach	0	Left	0
	Through		Departure	0	Through	0
	Right				Right	0
Westbound	Left	21	Approach	474	Left	0
	Through		Departure	599	Through	0
	Right	14			Right	474
P.M. Peak Hour						
Northbound	Left		Approach	0	Left	0
	Through	23	Departure	0	Through	0
	Right	24			Right	0
Southbound	Left	6	Approach	542	Left	542
	Through	12	Departure	533	Through	0
	Right				Right	0
Eastbound	Left		Approach	0	Left	0
	Through		Departure	0	Through	0
	Right				Right	0
Westbound	Left	6	Approach	533	Left	0
	Through		Departure	542	Through	0
	Right	3			Right	533

* Base Year Counts for applicable turn movements taken from the intersection of Leon Road and Scott

**Table B-15 - Calculation of Future Directional Turn Volumes From
Future Directional Link Volumes (NCHRP 255)
Opening Year (2018) With 2-Lanes Conditions**

Approach Direction		Base Year Count*	Forecast Future Year			
				Link Volume		Turn Volume
6 SR-79/Clinton Keith Road-Benton Road						
A.M. Peak Hour						
Northbound	Left	0	Approach	1,237	Left	0
	Through	897	Departure	2,156	Through	1,059
	Right	153			Right	177
Southbound	Left	279	Approach	2,104	Left	298
	Through	1,628	Departure	1,262	Through	1,807
	Right	0			Right	0
Eastbound	Left	0	Approach	0	Left	0
	Through	0	Departure	0	Through	0
	Right	0			Right	0
Westbound	Left	325	Approach	552	Left	349
	Through	0	Departure	475	Through	0
	Right	192			Right	202
P.M. Peak Hour						
Northbound	Left	0	Approach	2,115	Left	0
	Through	1,482	Departure	1,602	Through	1,670
	Right	422			Right	444
Southbound	Left	286	Approach	1,635	Left	297
	Through	1,170	Departure	2,017	Through	1,338
	Right	0			Right	0
Eastbound	Left	0	Approach	0	Left	0
	Through	0	Departure	0	Through	0
	Right	0			Right	0
Westbound	Left	240	Approach	611	Left	264
	Through	0	Departure	741	Through	0
	Right	325			Right	347

**Table B-15 - Calculation of Future Directional Turn Volumes From
Future Directional Link Volumes (NCHRP 255)
Opening Year (2018) With 2-Lanes Conditions**

Approach Direction	Base Year Count*	Forecast Future Year				
		Link Volume	Link Volume	Turn Volume	Turn Volume	
7 Briggs Road/Leon Road						
A.M. Peak Hour						
Northbound	Left	0	Approach	130	Left	0
	Through	0	Departure	175	Through	0
	Right	114			Right	157
Southbound	Left	0	Approach	0	Left	0
	Through	0	Departure	0	Through	0
	Right	0			Right	0
Eastbound	Left	0	Approach	599	Left	0
	Through	562	Departure	474	Through	547
	Right	205			Right	175
Westbound	Left	0	Approach	624	Left	0
	Through	571	Departure	704	Through	474
	Right	0			Right	0
P.M. Peak Hour						
Northbound	Left	0	Approach	218	Left	0
	Through	0	Departure	232	Through	0
	Right	218			Right	281
Southbound	Left	0	Approach	0	Left	0
	Through	0	Departure	0	Through	0
	Right	0			Right	0
Eastbound	Left	0	Approach	542	Left	0
	Through	116	Departure	533	Through	466
	Right	42			Right	232
Westbound	Left	0	Approach	752	Left	0
	Through	186	Departure	746	Through	533
	Right	0			Right	0

* Base Year Counts for applicable turn movements taken from the intersection of Max Gillis Boulevard

**Table B-15 - Calculation of Future Directional Turn Volumes From
Future Directional Link Volumes (NCHRP 255)
Opening Year (2018) With 2-Lanes Conditions**

Approach Direction	Base Year Count*	Forecast Future Year				
		Link Volume	Link Volume	Turn Volume	Turn Volume	
8 Max Gillis Boulevard/Leon Road						
A.M. Peak Hour						
Northbound	Left	200	Approach	476	Left	249
	Through	62	Departure	705	Through	86
	Right	114			Right	141
Southbound	Left	233	Approach	575	Left	281
	Through	55	Departure	550	Through	80
	Right	177			Right	213
Eastbound	Left	194	Approach	990	Left	209
	Through	562	Departure	1,014	Through	543
	Right	205			Right	239
Westbound	Left	331	Approach	1,193	Left	386
	Through	571	Departure	966	Through	552
	Right	236			Right	255
P.M. Peak Hour						
Northbound	Left	17	Approach	463	Left	34
	Through	99	Departure	409	Through	186
	Right	218			Right	242
Southbound	Left	246	Approach	351	Left	275
	Through	30	Departure	595	Through	59
	Right	8			Right	16
Eastbound	Left	5	Approach	239	Left	9
	Through	116	Departure	257	Through	140
	Right	42			Right	89
Westbound	Left	239	Approach	866	Left	260
	Through	186	Departure	658	Through	207
	Right	383			Right	400

**Table B-15 - Calculation of Future Directional Turn Volumes From
Future Directional Link Volumes (NCHRP 255)
Opening Year (2018) With 2-Lanes Conditions**

Approach Direction	Base Year Count*	Forecast Future Year				
		Link Volume	Link Volume	Turn Volume	Turn Volume	
9 SR-79 /Max Gillis Boulevard						
A.M. Peak Hour						
Northbound	Left	351	Approach	1,194	Left	394
	Through	599	Departure	2,070	Through	706
	Right	71			Right	96
Southbound	Left	21	Approach	1,276	Left	32
	Through	1,040	Departure	815	Through	1,172
	Right	55			Right	69
Eastbound	Left	57	Approach	879	Left	71
	Through	118	Departure	761	Through	171
	Right	587			Right	635
Westbound	Left	244	Approach	596	Left	262
	Through	250	Departure	300	Through	298
	Right	29			Right	37
P.M. Peak Hour						
Northbound	Left	437	Approach	2,378	Left	497
	Through	1,444	Departure	1,417	Through	1,579
	Right	287			Right	310
Southbound	Left	21	Approach	913	Left	32
	Through	700	Departure	1,681	Through	827
	Right	31			Right	49
Eastbound	Left	59	Approach	667	Left	81
	Through	140	Departure	710	Through	191
	Right	363			Right	393
Westbound	Left	176	Approach	385	Left	198
	Through	110	Departure	533	Through	164
	Right	15			Right	21

Table B-16
Balance of Opening Year (2018) With 2-Lanes Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE	Balanced		PCE	Balanced	
	Volume	Adjust.	Volume	Volume	Adjust.	Volume
1	Whitewood Road/Clinton Keith Road					
NBL	165		165	197		197
NBT	60		60	76		76
NBR	68		68	86		86
SBL	34		34	90		90
SBT	115		115	136		136
SBR	68		68	134		134
EBL	85		85	94		94
EBT	596		596	443	1	444
EBR	177		177	175		175
WBL	100		100	67		67
WBT	402	-1	401	499		499
WBR	48		48	67		67
North Leg						
Approach	217	0	217	360	0	360
Departure	193	0	193	237	0	237
Total	410	0	410	597	0	597
South Leg						
Approach	293	0	293	359	0	359
Departure	392	0	392	378	0	378
Total	685	0	685	737	0	737
East Leg						
Approach	550	-1	549	633	0	633
Departure	698	0	698	619	1	620
Total	1,248	-1	1,247	1,252	1	1,253
West Leg						
Approach	858	0	858	712	1	713
Departure	635	-1	634	830	0	830
Total	1,493	-1	1,492	1,542	1	1,543
Total Approaches						
Approach	1,918	-1	1,917	2,064	1	2,065
Departure	1,918	-1	1,917	2,064	1	2,065
Total	3,836	-2	3,834	4,128	2	4,130

Table B-16
Balance of Opening Year (2018) With 2-Lanes Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust. Volume	Balanced Volume	PCE Volume	Adjust. Volume	Balanced Volume
3	Trois Valley Street/Clinton Keith Road					
NBL	0		0	0		0
NBT	0		0	0		0
NBR	0		0	0		0
SBL	17		17	12		12
SBT	0		0	0		0
SBR	18		18	12		12
EBL	5		5	31	-1	30
EBT	582	12	594	529	-18	511
EBR	0		0	0		0
WBL	0		0	0		0
WBT	455	1	456	521	-1	520
WBR	7		7	10		10
North Leg						
Approach	35	0	35	24	0	24
Departure	12	0	12	41	-1	40
Total	47	0	47	65	-1	64
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	462	1	463	531	-1	530
Departure	599	12	611	541	-18	523
Total	1,061	13	1,074	1,072	-19	1,053
West Leg						
Approach	587	12	599	560	-19	541
Departure	473	1	474	533	-1	532
Total	1,060	13	1,073	1,093	-20	1,073
Total Approaches						
Approach	1,084	13	1,097	1,115	-20	1,095
Departure	1,084	13	1,097	1,115	-20	1,095
Total	2,168	26	2,194	2,230	-40	2,190

Table B-16
Balance of Opening Year (2018) With 2-Lanes Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust. Volume	Balanced Volume	PCE Volume	Adjust. Volume	Balanced Volume
4	Clinton Keith Road/Leon Road					
NBL	0		0	0		0
NBT	0		0	0		0
NBR	0		0	0		0
SBL	599	123	722	542	156	698
SBT	0		0	0		0
SBR	0		0	0		0
EBL	0		0	0		0
EBT	0		0	0		0
EBR	0		0	0		0
WBL	0		0	0		0
WBT	0		0	0		0
WBR	474		474	533		533
North Leg						
Approach	599	123	722	542	156	698
Departure	474	0	474	533	0	533
Total	1,073	123	1,196	1,075	156	1,231
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	474	0	474	533	0	533
Departure	599	123	722	542	156	698
Total	1,073	123	1,196	1,075	156	1,231
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	1,073	123	1,196	1,075	156	1,231
Departure	1,073	123	1,196	1,075	156	1,231
Total	2,146	246	2,392	2,150	312	2,462

Clinton Keith Road Extension Traffic Operations Analysis
Table B-17
Balance of Opening Year (2018) With 2-Lanes Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
9 SR-79 /Max Gillis Boulevard						
NBL	394	21	415	497	-77	420
NBT	706	38	744	1,579	-244	1,335
NBR	96	5	101	310	-48	262
SBL	32		32	32		32
SBT	1,172	20	1,192	827	127	954
SBR	69		69	49		49
EBL	71		71	81		81
EBT	171		171	191		191
EBR	635	11	646	393	60	453
WBL	262	5	267	198	30	228
WBT	298		298	164		164
WBR	37		37	21		21
North Leg						
Approach	1,273	20	1,293	908	127	1,035
Departure	814	38	852	1,681	-244	1,437
Total	2,087	58	2,145	2,589	-117	2,472
South Leg						
Approach	1,196	64	1,260	2,386	-369	2,017
Departure	2,069	36	2,105	1,418	217	1,635
Total	3,265	100	3,365	3,804	-152	3,652
East Leg						
Approach	597	5	602	383	30	413
Departure	299	5	304	533	-48	485
Total	896	10	906	916	-18	898
West Leg						
Approach	877	11	888	665	60	725
Departure	761	21	782	710	-77	633
Total	1,638	32	1,670	1,375	-17	1,358
Total Approaches						
Approach	3,943	100	4,043	4,342	-152	4,190
Departure	3,943	100	4,043	4,342	-152	4,190
Total	7,886	200	8,086	8,684	-304	8,380

Table B-18 - Opening Year (2018) With 2-Lanes Peak Hour Volume Summary

	A.M Peak Hour	P.M Peak Hour
	Year 2035 WP PCE	Year 2035 WP PCE
1		
	Whitewood Road/Clinton Keith Road	
NBL	165	197
NBT	60	76
NBR	68	86
SBL	34	90
SBT	115	136
SBR	68	134
EBL	85	94
EBT	596	444
EBR	177	175
WBL	100	67
WBT	401	499
WBR	48	67
North Leg		
Approach	217	360
Departure	193	237
Total	410	597
South Leg		
Approach	293	359
Departure	392	378
Total	685	737
East Leg		
Approach	549	633
Departure	698	620
Total	1,247	1,253
West Leg		
Approach	858	713
Departure	634	830
Total	1,492	1,543
Total Approaches		
Approach	1,917	2,065
Departure	1,917	2,065
Total	3,834	4,130

Table B-18 - Opening Year (2018) With 2-Lanes Peak Hour Volume Summary

	A.M Peak Hour	P.M Peak Hour
	Year 2035 WP PCE	Year 2035 WP PCE
2		
Menifee Road/Clinton Keith Road		
NBL	189	190
NBT	27	28
NBR	90	112
SBL	9	18
SBT	37	32
SBR	16	20
EBL	24	25
EBT	500	411
EBR	174	184
WBL	115	87
WBT	343	423
WBR	16	22
North Leg		
Approach	62	70
Departure	67	75
Total	129	145
South Leg		
Approach	306	330
Departure	326	303
Total	632	633
East Leg		
Approach	474	532
Departure	599	541
Total	1,073	1,073
West Leg		
Approach	698	620
Departure	548	633
Total	1,246	1,253
Total Approaches		
Approach	1,540	1,552
Departure	1,540	1,552
Total	3,080	3,104

Table B-18 - Opening Year (2018) With 2-Lanes Peak Hour Volume Summary

	A.M Peak Hour	P.M Peak Hour
	Year 2035 WP PCE	Year 2035 WP PCE
3		
	Trois Valley Street/Clinton Keith Road	
NBL	0	0
NBT	0	0
NBR	0	0
SBL	17	12
SBT	0	0
SBR	18	12
EBL	5	30
EBT	594	511
EBR	0	0
WBL	0	0
WBT	456	520
WBR	7	10
North Leg		
Approach	35	24
Departure	12	40
Total	47	64
South Leg		
Approach	0	0
Departure	0	0
Total	0	0
East Leg		
Approach	463	530
Departure	611	523
Total	1,074	1,053
West Leg		
Approach	599	541
Departure	474	532
Total	1,073	1,073
Total Approaches		
Approach	1,097	1,095
Departure	1,097	1,095
Total	2,194	2,190

Table B-18 - Opening Year (2018) With 2-Lanes Peak Hour Volume Summary

	A.M Peak Hour	P.M Peak Hour
	Year 2035 WP PCE	Year 2035 WP PCE
4	Clinton Keith Road/Leon Road	
NBL	0	0
NBT	0	0
NBR	0	0
SBL	722	698
SBT	0	0
SBR	0	0
EBL	0	0
EBT	0	0
EBR	0	0
WBL	0	0
WBT	0	0
WBR	474	533
North Leg		
Approach	722	698
Departure	474	533
Total	1,196	1,231
South Leg		
Approach	0	0
Departure	0	0
Total	0	0
East Leg		
Approach	474	533
Departure	722	698
Total	1,196	1,231
West Leg		
Approach	0	0
Departure	0	0
Total	0	0
Total Approaches		
Approach	1,196	1,231
Departure	1,196	1,231
Total	2,392	2,462

Table B-18 - Opening Year (2018) With 2-Lanes Peak Hour Volume Summary

	A.M Peak Hour	P.M Peak Hour
	Year 2035 WP PCE	Year 2035 WP PCE
6		
SR-79/Clinton Keith Road-Benton Road		
NBL	0	0
NBT	1,059	1,670
NBR	177	444
SBL	298	297
SBT	1,807	1,338
SBR	0	0
EBL	0	0
EBT	0	0
EBR	0	0
WBL	349	264
WBT	0	0
WBR	202	347
North Leg		
Approach	2,105	1,635
Departure	1,261	2,017
Total	3,366	3,652
South Leg		
Approach	1,236	2,114
Departure	2,156	1,602
Total	3,392	3,716
East Leg		
Approach	551	611
Departure	475	741
Total	1,026	1,352
West Leg		
Approach	0	0
Departure	0	0
Total	0	0
Total Approaches		
Approach	3,892	4,360
Departure	3,892	4,360
Total	7,784	8,720

Table B-18 - Opening Year (2018) With 2-Lanes Peak Hour Volume Summary

	A.M Peak Hour	P.M Peak Hour
	Year 2035 WP PCE	Year 2035 WP PCE
7 Briggs Road/Leon Road		
NBL	0	0
NBT	0	0
NBR	157	281
SBL	0	0
SBT	0	0
SBR	0	0
EBL	0	0
EBT	547	466
EBR	175	232
WBL	0	0
WBT	474	533
WBR	0	0
North Leg		
Approach	0	0
Departure	0	0
Total	0	0
South Leg		
Approach	157	281
Departure	175	232
Total	332	513
East Leg		
Approach	474	533
Departure	704	747
Total	1,178	1,280
West Leg		
Approach	722	698
Departure	474	533
Total	1,196	1,231
Total Approaches		
Approach	1,353	1,512
Departure	1,353	1,512
Total	2,706	3,024

Table B-18 - Opening Year (2018) With 2-Lanes Peak Hour Volume Summary

	A.M Peak Hour	P.M Peak Hour
	Year 2035 WP PCE	Year 2035 WP PCE
8	Max Gillis Boulevard/Leon Road	
NBL	249	34
NBT	86	186
NBR	141	242
SBL	281	275
SBT	80	59
SBR	213	16
EBL	209	9
EBT	543	140
EBR	239	89
WBL	386	260
WBT	552	207
WBR	255	400
North Leg		
Approach	574	350
Departure	550	595
Total	1,124	945
South Leg		
Approach	476	462
Departure	705	408
Total	1,181	870
East Leg		
Approach	1,193	867
Departure	965	657
Total	2,158	1,524
West Leg		
Approach	991	238
Departure	1,014	257
Total	2,005	495
Total Approaches		
Approach	3,234	1,917
Departure	3,234	1,917
Total	6,468	3,834

Table B-18 - Opening Year (2018) With 2-Lanes Peak Hour Volume Summary

	A.M Peak Hour		P.M Peak Hour	
	'Year		'Year	
	2035 WP		2035 WP	
	PCE		PCE	
9	SR-79 /Max Gillis Boulevard			
NBL	415		420	
NBT	744		1,335	
NBR	101		262	
SBL	32		32	
SBT	1,192		954	
SBR	69		49	
EBL	71		81	
EBT	171		191	
EBR	646		453	
WBL	267		228	
WBT	298		164	
WBR	37		21	
North Leg				
Approach	1,293		1,035	
Departure	852		1,437	
Total	2,145		2,472	
South Leg				
Approach	1,260		2,017	
Departure	2,105		1,635	
Total	3,365		3,652	
East Leg				
Approach	602		413	
Departure	304		485	
Total	906		898	
West Leg				
Approach	888		725	
Departure	782		633	
Total	1,670		1,358	
Total Approaches				
Approach	4,043		4,190	
Departure	4,043		4,190	
Total	8,086		8,380	

Table B-19 - Existing (2014) With 4-Lanes Adjusted Peak Hour Volume Summary

	A.M Peak Hour			P.M Peak Hour		
	2,014 Volume	Adjustment	2014 With Adj. Volume	2,014 Volume	Adjustment	2014 With Adj. Volume
6 SR-79/Clinton Keith Road-Benton Road						
NBL	0	-5.22%	0	0	-0.99%	0
NBT	896	-5.22%	849	1,443	-0.99%	1,429
NBR	153	-5.22%	145	411	-0.99%	407
SBL	278	-5.22%	264	279	-0.99%	276
SBT	1,626	-5.22%	1,541	1,139	-0.99%	1,128
SBR	0	-5.22%	0	0	-0.99%	0
EBL	0	-18.50%	0	0	-24.45%	0
EBT	0	-18.50%	0	0	-24.45%	0
EBR	0	-18.50%	0	0	-24.45%	0
WBL	345	-18.50%	281	286	-24.45%	216
WBT	0	-18.50%	0	0	-24.45%	0
WBR	204	-18.50%	166	387	-24.45%	293
North Leg						
Approach	1,904	0	1,805	1,417	0	1,403
Departure	1,100	0	1,015	1,830	0	1,721
Total	3,004	-1	2,820	3,247	-1	3,125
South Leg						
Approach	1,049	0	994	1,854	0	1,835
Departure	1,971	0	1,822	1,425	0	1,344
Total	3,020	-1	2,816	3,279	-1	3,179
East Leg						
Approach	548	-1	447	674	-1	509
Departure	431	0	409	689	0	683
Total	980	-1	856	1,363	-1	1,191
West Leg						
Approach	0	-1	0	0	-1	0
Departure	0	0	0	0	0	0
Total	0	-1	0	0	-1	0
Total Approaches						
Approach	3,502	-1	3,246	3,945	-2	3,748
Departure	3,502	-1	3,246	3,945	-2	3,748
Total	7,003	-3	6,492	7,889	-3	7,495

Table B-19 - Existing (2014) With 4-Lanes Adjusted Peak Hour Volume Summary

	A.M Peak Hour			P.M Peak Hour		
	2,014 Volume	Adjustment	2014 With Adj. Volume	2,014 Volume	Adjustment	2014 With Adj. Volume
8 Max Gillis Boulevard/Leon Road						
NBL	169	27.56%	216	17	6.73%	18
NBT	53	27.56%	67	99	6.73%	106
NBR	96	27.56%	123	218	6.73%	233
SBL	197	27.56%	251	246	6.73%	263
SBT	47	27.56%	60	30	6.73%	32
SBR	149	27.56%	190	8	6.73%	9
EBL	124	84.85%	230	3	71.14%	5
EBT	360	84.85%	665	78	71.14%	133
EBR	131	84.85%	243	28	71.14%	48
WBL	212	84.85%	393	160	71.14%	274
WBT	366	84.85%	676	125	71.14%	214
WBR	151	84.85%	280	257	71.14%	439
North Leg						
Approach	393	1	501	285	0	304
Departure	329	2	577	359	1	551
Total	722	3	1,078	644	2	855
South Leg						
Approach	318	1	406	335	0	357
Departure	391	2	695	219	1	355
Total	709	3	1,101	554	2	712
East Leg						
Approach	730	3	1,349	542	2	928
Departure	653	1	1,040	542	1	629
Total	1,383	4	2,389	1,084	3	1,556
West Leg						
Approach	616	3	1,138	109	2	187
Departure	684	1	1,083	150	1	241
Total	1,300	4	2,221	259	3	428
Total Approaches						
Approach	2,057	7	3,395	1,271	5	1,776
Departure	2,057	7	3,395	1,271	5	1,776
Total	4,114	13	6,789	2,541	9	3,551

Table B-19 - Existing (2014) With 4-Lanes Adjusted Peak Hour Volume Summary

	A.M Peak Hour			P.M Peak Hour		
	2,014 Volume	Adjustment	2014 With Adj. Volume	2,014 Volume	Adjustment	2014 With Adj. Volume
9 SR-79 /Max Gillis Boulevard						
NBL	321	9.92%	352	394	9.75%	433
NBT	547	9.92%	601	1,304	9.75%	1,431
NBR	65	9.92%	71	259	9.75%	285
SBL	19	9.92%	21	19	9.75%	21
SBT	950	9.92%	1,044	632	9.75%	694
SBR	51	9.92%	56	28	9.75%	31
EBL	49	28.21%	62	56	13.63%	63
EBT	101	28.21%	130	134	13.63%	152
EBR	506	28.21%	648	345	13.63%	392
WBL	210	28.21%	270	167	13.63%	190
WBT	215	28.21%	276	104	13.63%	119
WBR	25	28.21%	32	14	13.63%	16
North Leg						
Approach	1,020	0	1,121	680	0	746
Departure	621	1	696	1,374	0	1,511
Total	1,641	1	1,817	2,054	1	2,257
South Leg						
Approach	933	0	1,025	1,958	0	2,149
Departure	1,666	1	1,962	1,144	0	1,276
Total	2,599	1	2,987	3,102	1	3,424
East Leg						
Approach	451	1	578	286	0	325
Departure	186	0	222	412	0	458
Total	637	1	801	698	1	782
West Leg						
Approach	656	1	841	534	0	607
Departure	587	0	684	527	0	582
Total	1,243	1	1,525	1,061	1	1,189
Total Approaches						
Approach	3,059	2	3,565	3,458	1	3,826
Departure	3,059	2	3,565	3,458	1	3,826
Total	6,119	5	7,130	6,915	3	7,653

Clinton Keith Road Extension Traffic Operations Analysis
Table B-20 - Opening Year (2018) With 4-Lanes Peak Hour Link Volume Worksheets

			Base Year Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year		"New" Link Volume ¹	2035 Link Volume
2014 Adj. Volume						Pk. Per. Change	Pk. Hr. Change		
1 Whitewood Road/Clinton Keith Road									
AM Peak Hour									
Northbound	Left	Approach	270	390	2,821	2,431	924	70	340
	Through Right		Departure	335	546	3,079	2,533	963	73
Southbound	Left	Approach	185	293	1,768	1,475	561	42	228
	Through Right		Departure	173	178	2,273	2,095	796	60
Eastbound	Left	Approach	980	2,167	5,288	3,121	1,186	90	1,070
	Through Right		Departure	678	1,482	3,765	2,283	868	65
Westbound	Left	Approach	667	1,349	4,428	3,079	1,170	88	755
	Through Right		Departure	917	1,992	5,187	3,195	1,214	92
PM Peak Hour									
Northbound	Left	Approach	325	694	4,236	3,542	992	75	400
	Through Right		Departure	332	836	3,488	2,652	743	56
Southbound	Left	Approach	295	614	3,941	3,327	932	70	365
	Through Right		Departure	194	419	2,504	2,085	584	44
Eastbound	Left	Approach	811	2,531	5,296	2,765	774	58	869
	Through Right		Departure	856	2,322	7,901	5,579	1,562	118
Westbound	Left	Approach	743	2,018	6,839	4,821	1,350	102	845
	Through Right		Departure	791	2,279	6,420	4,141	1,159	88

¹ For vehicles, modeled base year (2007) to modeled future year (2060) conditions represent 53 years of traffic growth. Since it is 4 years from 2014 (base count conditions) to 2018 (Analysis Year), the 'new link volume' represents 7.55% of the modeled growth.

Clinton Keith Road Extension Traffic Operations Analysis
Table B-20 - Opening Year (2018) With 4-Lanes Peak Hour Link Volume Worksheets

			Base Year Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Pk. Hr. Change Change		"New" Link Volume ¹	2035 Link Volume
2014 Adj. Volume									
2 Menifee Road/Clinton Keith Road									
AM Peak Hour									
Northbound	Left	Approach	247	538	1,386	848	322	24	271
	Through Right	Departure	263	506	1,921	1,415	538	41	304
Southbound	Left	Approach	40	36	554	518	197	15	55
	Through Right	Departure	26	28	333	305	116	9	35
Eastbound	Left	Approach	918	1,993	5,188	3,195	1,214	92	1,009
	Through Right	Departure	668	1,350	4,429	3,079	1,170	88	756
Westbound	Left	Approach	678	1,369	4,514	3,145	1,195	90	768
	Through Right	Departure	926	2,052	4,959	2,907	1,105	83	1,009
PM Peak Hour									
Northbound	Left	Approach	235	593	2,448	1,855	519	39	274
	Through Right	Departure	273	784	2,242	1,458	408	31	304
Southbound	Left	Approach	53	84	884	800	224	17	70
	Through Right	Departure	46	47	926	879	246	19	64
Eastbound	Left	Approach	792	2,280	6,422	4,142	1,160	88	879
	Through Right	Departure	744	2,019	6,842	4,823	1,350	102	846
Westbound	Left	Approach	738	2,007	6,755	4,748	1,329	100	838
	Through Right	Departure	754	2,114	6,499	4,385	1,228	93	847

¹ For vehicles, modeled base year (2007) to modeled future year (2060) conditions represent 53 years of traffic growth. Since it is 4 years from 2014 (base count conditions) to 2018 (Analysis Year), the 'new link volume' represents 7.55% of the modeled growth.

Clinton Keith Road Extension Traffic Operations Analysis
Table B-20 - Opening Year (2018) With 4-Lanes Peak Hour Link Volume Worksheets

		2014 Adj. Volume		Base	Base Yr.	Fut. Yr.	Base to Future Year		"New"	2035
				Year Link Volume	Modeled Pk. Per. Volume	Modeled Pk. Per. Volume	Pk. Per. Change	Pk. Hr. Change	Link Volume ¹	Link Volume
3 Trois Valley Street/Clinton Keith Road										
AM Peak Hour										
Northbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Southbound	Left	0	Approach	36	0	0	0	0	0	36
	Through	0	Departure	12	0	0	0	0	0	12
	Right	36								
Eastbound	Left	Base Year Model Volumes Adjusted to	Approach	926	2,052	4,959	2,907	1,105	83	1,009
	Through		Departure	678	1,369	4,513	3,144	1,195	90	768
	Right									
Westbound	Left	Base Year Model Volumes Adjusted to	Approach	678	1,369	4,513	3,144	1,195	90	768
	Through		Departure	926	2,052	4,959	2,907	1,105	83	1,009
	Right									
PM Peak Hour										
Northbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Southbound	Left	2	Approach	24	0	0	0	0	0	24
	Through	0	Departure	41	0	0	0	0	0	41
	Right	23								
Eastbound	Left	Base Year Model Volumes Adjusted to	Approach	754	2,114	6,499	4,385	1,228	93	847
	Through		Departure	738	2,007	6,755	4,748	1,329	100	838
	Right									
Westbound	Left	Base Year Model Volumes Adjusted to	Approach	738	2,007	6,755	4,748	1,329	100	838
	Through		Departure	754	2,114	6,499	4,385	1,228	93	847
	Right									

¹ For vehicles, modeled base year (2007) to modeled future year (2060) conditions represent 53 years of traffic growth. Since it is 4 years from 2014 (base count conditions) to 2018 (Analysis Year), the 'new link volume' represents 7.55% of the modeled growth.

Clinton Keith Road Extension Traffic Operations Analysis
Table B-20 - Opening Year (2018) With 4-Lanes Peak Hour Link Volume Worksheets

		2014 Adj.	Base	Base Yr.	Fut. Yr.	Base to Future Year		"New"	2035	
		Volume	Year	Modeled	Modeled	Pk. Per.	Pk. Hr.	Link	Link	
			Link	Pk. Per.	Pk. Per.	Change	Change	Volume ¹	Volume	
			Volume	Volume	Volume					
4	Clinton Keith Road/Leon Road									
AM Peak Hour										
Northbound	Left		Approach	0	0	0	0	0	0	
	Through		Departure	0	0	0	0	0	0	
Southbound	Left	Base Year Model Volume s Adjusted to year 2014	Approach	926	2,052	4,959	2,907	1,105	83	1,009
	Through		Departure	678	1,369	4,513	3,144	1,195	90	768
Eastbound	Left		Approach	0	0	0	0	0	0	
	Through		Departure	0	0	0	0	0	0	
Westbound	Left		Approach	678	1,369	4,513	3,144	1,195	90	768
	Through		Departure	926	2,052	4,959	2,907	1,105	83	1,009
	Right									
PM Peak Hour										
Northbound	Left		Approach	0	0	0	0	0	0	
	Through		Departure	0	0	0	0	0	0	
Southbound	Left	Base Year Model Volume s Adjusted to year 2014	Approach	754	2,114	6,499	4,385	1,228	93	847
	Through		Departure	738	2,007	6,755	4,748	1,329	100	838
Eastbound	Left		Approach	0	0	0	0	0	0	
	Through		Departure	0	0	0	0	0	0	
Westbound	Left		Approach	738	2,007	6,755	4,748	1,329	100	838
	Through		Departure	754	2,114	6,499	4,385	1,228	93	847
	Right									

¹ For vehicles, modeled base year (2007) to modeled future year (2060) conditions represent 53 years of traffic growth. Since it is 4 years from 2014 (base count conditions) to 2018 (Analysis Year), the 'new link volume' represents 7.55% of the modeled growth.

Clinton Keith Road Extension Traffic Operations Analysis
Table B-20 - Opening Year (2018) With 4-Lanes Peak Hour Link Volume Worksheets

			Base Year Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year		"New" Link Volume ¹	2035 Link Volume	
2014 Adj. Volume						Pk. Per. Change	Pk. Hr. Change			
6 SR-79/Clinton Keith Road-Benton Road										
AM Peak Hour										
Northbound	Left	0	Approach	994	2,160	8,759	6,599	2,508	189	1,183
	Through	849	Departure	1,822	3,182	10,495	7,313	2,779	210	2,032
	Right	145								
Southbound	Left	264	Approach	1,805	2,935	9,751	6,816	2,590	195	2,000
	Through	1,541	Departure	1,015	1,839	7,753	5,914	2,247	170	1,185
	Right	0								
Eastbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Westbound	Left	281	Approach	447	448	1,916	1,468	558	42	489
	Through	0	Departure	409	521	2,178	1,657	630	48	456
	Right	166								
PM Peak Hour										
Northbound	Left	0	Approach	1,835	4,654	14,848	10,194	2,854	215	2,051
	Through	1,429	Departure	1,344	5,197	14,249	9,052	2,535	191	1,535
	Right	407								
Southbound	Left	276	Approach	1,403	4,712	13,005	8,293	2,322	175	1,579
	Through	1,128	Departure	1,721	4,221	14,509	10,288	2,881	217	1,939
	Right	0								
Eastbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Westbound	Left	216	Approach	509	836	3,116	2,280	638	48	557
	Through	0	Departure	683	783	2,211	1,428	400	30	713
	Right	293								

¹ For vehicles, modeled base year (2007) to modeled future year (2060) conditions represent 53 years of traffic growth. Since it is 4 years from 2014 (base count conditions) to 2018 (Analysis Year), the 'new link volume' represents 7.55% of the modeled growth.

Clinton Keith Road Extension Traffic Operations Analysis
Table B-20 - Opening Year (2018) With 4-Lanes Peak Hour Link Volume Worksheets

			Base Year Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year		"New" Link Volume ¹	2035 Link Volume
2014 Adj. Volume						Pk. Per. Change	Pk. Hr. Change		
7	Briggs Road/Leon Road								
AM Peak Hour									
Northbound	Left	Approach	126	240	929	689	262	20	146
	Through	Departure	155	228	1,591	1,363	518	39	194
	Right								
Southbound	Left	Approach	0	0	0	0	0	0	0
	Through	Departure	0	0	0	0	0	0	0
	Right								
Eastbound	Left	Approach	926	2,052	4,959	2,907	1,105	83	1,009
	Through	Departure	678	1,369	4,514	3,145	1,195	90	768
	Right								
Westbound	Left	Approach	666	1,359	4,342	2,983	1,134	86	752
	Through	Departure	884	2,054	4,125	2,071	787	59	944
	Right								
PM Peak Hour									
Northbound	Left	Approach	180	408	2,194	1,786	500	38	218
	Through	Departure	206	670	1,159	489	137	10	216
	Right								
Southbound	Left	Approach	0	0	0	0	0	0	0
	Through	Departure	0	0	0	0	0	0	0
	Right								
Eastbound	Left	Approach	754	2,114	6,499	4,385	1,228	93	847
	Through	Departure	738	2,007	6,755	4,748	1,329	100	838
	Right								
Westbound	Left	Approach	843	2,528	6,181	3,653	1,023	77	920
	Through	Departure	834	2,373	6,960	4,587	1,284	97	931
	Right								

¹ For vehicles, modeled base year (2007) to modeled future year (2060) conditions represent 53 years of traffic growth.

Since it is 4 years from 2014 (base count conditions) to 2018 (Analysis Year), the 'new link volume' represents 7.55% of the modeled growth.

Clinton Keith Road Extension Traffic Operations Analysis
Table B-20 - Opening Year (2018) With 4-Lanes Peak Hour Link Volume Worksheets

		2014 Adj. Volume		Base Year Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year		"New" Link Volume ¹	2035 Link Volume
							Pk. Per. Change	Pk. Hr. Change		
8 Max Gillis Boulevard/Leon Road										
AM Peak Hour										
Northbound	Left	216	Approach	406	1,851	5,602	3,751	1,425	108	513
	Through	67	Departure	695	2,483	6,272	3,789	1,440	109	804
	Right	123								
Southbound	Left	251	Approach	501	650	4,403	3,753	1,426	108	609
	Through	60	Departure	577	700	2,704	2,004	762	57	635
	Right	190								
Eastbound	Left	230	Approach	1,138	2,040	4,114	2,074	788	59	1,198
	Through	665	Departure	1,083	1,342	4,301	2,959	1,124	85	1,168
	Right	243								
Westbound	Left	393	Approach	1,349	235	2,232	1,997	759	57	1,406
	Through	676	Departure	1,040	250	3,074	2,824	1,073	81	1,121
	Right	280								
PM Peak Hour										
Northbound	Left	18	Approach	357	2,425	8,521	6,096	1,707	129	486
	Through	106	Departure	355	3,126	7,708	4,582	1,283	97	452
	Right	233								
Southbound	Left	263	Approach	304	1,401	4,450	3,049	854	64	368
	Through	32	Departure	551	833	5,807	4,974	1,393	105	656
	Right	9								
Eastbound	Left	5	Approach	187	2,338	6,905	4,567	1,279	97	284
	Through	133	Departure	241	2,504	6,171	3,667	1,027	77	318
	Right	48								
Westbound	Left	274	Approach	928	669	4,177	3,508	982	74	1,002
	Through	214	Departure	629	371	4,367	3,996	1,119	84	713
	Right	439								

¹ For vehicles, modeled base year (2007) to modeled future year (2060) conditions represent 53 years of traffic growth. Since it is 4 years from 2014 (base count conditions) to 2018 (Analysis Year), the 'new link volume' represents 7.55% of the modeled growth.

Clinton Keith Road Extension Traffic Operations Analysis
Table B-20 - Opening Year (2018) With 4-Lanes Peak Hour Link Volume Worksheets

		2014 Adj. Volume		Base Year Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year		"New" Link Volume ¹	2035 Link Volume
							Pk. Per. Change	Pk. Hr. Change		
9 SR-79 /Max Gillis Boulevard										
AM Peak Hour										
Northbound	Left	352	Approach	1,025	1,839	7,753	5,914	2,247	170	1,195
	Through	601	Departure	1,962	2,935	9,751	6,816	2,590	195	2,158
	Right	71								
Southbound	Left	21	Approach	1,121	2,598	8,187	5,589	2,124	160	1,281
	Through	1,044	Departure	696	2,715	6,739	4,024	1,529	115	811
	Right	56								
Eastbound	Left	62	Approach	841	2,515	6,424	3,909	1,485	112	953
	Through	130	Departure	684	1,862	5,741	3,879	1,474	111	796
	Right	648								
Westbound	Left	270	Approach	578	1,792	4,256	2,464	936	71	649
	Through	276	Departure	222	1,231	4,390	3,159	1,200	91	313
	Right	32								
PM Peak Hour										
Northbound	Left	433	Approach	2,149	4,221	14,509	10,288	2,881	217	2,366
	Through	1,431	Departure	1,276	4,712	13,005	8,293	2,322	175	1,451
	Right	285								
Southbound	Left	21	Approach	746	4,726	12,245	7,519	2,105	159	905
	Through	694	Departure	1,511	4,053	11,890	7,837	2,194	166	1,676
	Right	31								
Eastbound	Left	63	Approach	607	3,169	8,020	4,851	1,358	103	710
	Through	152	Departure	582	2,468	8,740	6,272	1,756	133	715
	Right	392								
Westbound	Left	190	Approach	325	1,867	5,960	4,093	1,146	86	411
	Through	119	Departure	458	2,751	7,099	4,348	1,217	92	549
	Right	16								

¹ For vehicles, modeled base year (2007) to modeled future year (2060) conditions represent 53 years of traffic growth.

Since it is 4 years from 2014 (base count conditions) to 2018 (Analysis Year), the 'new link volume' represents 7.55% of the modeled growth.

**Table B-21 - Calculation of Future Directional Turn Volumes From
Future Directional Link Volumes (NCHRP 255)
Opening Year (2018) With 4-Lanes Conditions**

Approach Direction	Base Year Count	Forecast Future Year				
		Link Volume	Link Volume	Turn Volume	Turn Volume	
1 Whitewood Road/Clinton Keith Road						
A.M. Peak Hour						
Northbound	Left	125	Approach	340	Left	154
	Through	60	Departure	407	Through	71
	Right	81			Right	116
Southbound	Left	77	Approach	228	Left	55
	Through	102	Departure	233	Through	112
	Right	98			Right	60
Eastbound	Left	42	Approach	1,070	Left	82
	Through	353	Departure	743	Through	838
	Right	41			Right	150
Westbound	Left	73	Approach	755	Left	145
	Through	476	Departure	1,009	Through	529
	Right	75			Right	80
P.M. Peak Hour						
Northbound	Left	109	Approach	400	Left	195
	Through	60	Departure	388	Through	72
	Right	48			Right	133
Southbound	Left	46	Approach	365	Left	123
	Through	52	Departure	238	Through	126
	Right	68			Right	117
Eastbound	Left	179	Approach	869	Left	81
	Through	593	Departure	974	Through	623
	Right	175			Right	167
Westbound	Left	46	Approach	845	Left	95
	Through	454	Departure	879	Through	663
	Right	87			Right	85

* Base Year Counts taken from the intersection of Menifee Road and Scott Road.

**Table B-21 - Calculation of Future Directional Turn Volumes From
Future Directional Link Volumes (NCHRP 255)
Opening Year (2018) With 4-Lanes Conditions**

Approach Direction	Base Year Count	Forecast Future Year				
		Link Volume		Turn Volume		
2 Menifee Road/Clinton Keith Road						
A.M. Peak Hour						
Northbound	Left	125	Approach	271	Left	142
	Through	60	Departure	304	Through	10
	Right	81			Right	120
Southbound	Left	77	Approach	55	Left	15
	Through	102	Departure	35	Through	25
	Right	98			Right	15
Eastbound	Left	42	Approach	1,009	Left	11
	Through	353	Departure	756	Through	874
	Right	41			Right	128
Westbound	Left	73	Approach	768	Left	151
	Through	476	Departure	1,009	Through	600
	Right	75			Right	14
P.M. Peak Hour						
Northbound	Left	109	Approach	274	Left	137
	Through	60	Departure	304	Through	15
	Right	48			Right	121
Southbound	Left	46	Approach	70	Left	26
	Through	52	Departure	64	Through	24
	Right	68			Right	19
Eastbound	Left	179	Approach	879	Left	22
	Through	593	Departure	846	Through	699
	Right	175			Right	167
Westbound	Left	46	Approach	838	Left	113
	Through	454	Departure	847	Through	689
	Right	87			Right	27

* Base Year Counts taken from the intersection of Menifee Road and Scott Road.

**Table B-21 - Calculation of Future Directional Turn Volumes From
Future Directional Link Volumes (NCHRP 255)
Opening Year (2018) With 4-Lanes Conditions**

Approach Direction	Base Year Count	Forecast Future Year				
		Link Volume	Link Volume	Turn Volume	Turn Volume	
3 Trois Valley Street/Clinton Keith Road						
A.M. Peak Hour						
Northbound	Left		Approach	0	Left	0
	Through		Departure	0	Through	0
	Right				Right	0
Southbound	Left	10	Approach	36	Left	17
	Through		Departure	12	Through	0
	Right	11			Right	19
Eastbound	Left	8	Approach	1,009	Left	5
	Through	222	Departure	768	Through	992
	Right				Right	0
Westbound	Left		Approach	768	Left	0
	Through	209	Departure	1,009	Through	750
	Right	14			Right	7
P.M. Peak Hour						
Northbound	Left		Approach	0	Left	0
	Through		Departure	0	Through	0
	Right				Right	0
Southbound	Left	6	Approach	24	Left	12
	Through		Departure	41	Through	0
	Right	8			Right	13
Eastbound	Left	14	Approach	847	Left	32
	Through	246	Departure	838	Through	835
	Right				Right	0
Westbound	Left		Approach	838	Left	0
	Through	220	Departure	847	Through	825
	Right	3			Right	9

* Base Year Counts for applicable turn movements taken from the intersection of Leon Road and Scott

**Table B-21 - Calculation of Future Directional Turn Volumes From
Future Directional Link Volumes (NCHRP 255)
Opening Year (2018) With 4-Lanes Conditions**

Approach Direction	Base Year Count	Forecast Future Year				
		Link Volume	Link Volume	Turn Volume	Turn Volume	
4 Clinton Keith Road/Leon Road						
A.M. Peak Hour						
Northbound	Left		Approach	0	Left	0
	Through	13	Departure	0	Through	0
	Right	7			Right	0
Southbound	Left	10	Approach	1,009	Left	1,009
	Through	18	Departure	768	Through	0
	Right				Right	0
Eastbound	Left		Approach	0	Left	0
	Through		Departure	0	Through	0
	Right				Right	0
Westbound	Left	21	Approach	768	Left	0
	Through		Departure	1,009	Through	0
	Right	14			Right	768
P.M. Peak Hour						
Northbound	Left		Approach	0	Left	0
	Through	23	Departure	0	Through	0
	Right	24			Right	0
Southbound	Left	6	Approach	847	Left	847
	Through	12	Departure	838	Through	0
	Right				Right	0
Eastbound	Left		Approach	0	Left	0
	Through		Departure	0	Through	0
	Right				Right	0
Westbound	Left	6	Approach	838	Left	0
	Through		Departure	847	Through	0
	Right	3			Right	838

* Base Year Counts for applicable turn movements taken from the intersection of Leon Road and Scott

**Table B-21 - Calculation of Future Directional Turn Volumes From
Future Directional Link Volumes (NCHRP 255)
Opening Year (2018) With 4-Lanes Conditions**

Approach Direction	Base Year Count	Forecast Future Year				
		Link Volume	Link Volume	Turn Volume	Turn Volume	
6 SR-79/Clinton Keith Road-Benton Road						
A.M. Peak Hour						
Northbound	Left	0	Approach	1,183	Left	0
	Through	849	Departure	2,032	Through	1,008
	Right	145			Right	174
Southbound	Left	264	Approach	2,000	Left	283
	Through	1,541	Departure	1,185	Through	1,719
	Right	0			Right	0
Eastbound	Left	0	Approach	0	Left	0
	Through	0	Departure	0	Through	0
	Right	0			Right	0
Westbound	Left	281	Approach	489	Left	313
	Through	0	Departure	456	Through	0
	Right	166			Right	176
P.M. Peak Hour						
Northbound	Left	0	Approach	2,051	Left	0
	Through	1,429	Departure	1,535	Through	1,622
	Right	407			Right	428
Southbound	Left	276	Approach	1,579	Left	285
	Through	1,128	Departure	1,939	Through	1,294
	Right	0			Right	0
Eastbound	Left	0	Approach	0	Left	0
	Through	0	Departure	0	Through	0
	Right	0			Right	0
Westbound	Left	216	Approach	557	Left	241
	Through	0	Departure	713	Through	0
	Right	293			Right	316

**Table B-21 - Calculation of Future Directional Turn Volumes From
Future Directional Link Volumes (NCHRP 255)
Opening Year (2018) With 4-Lanes Conditions**

Approach Direction	Base Year Count	Forecast Future Year				
		Link Volume	Link Volume	Turn Volume	Turn Volume	
7 Briggs Road/Leon Road						
A.M. Peak Hour						
Northbound	Left	0	Approach	146	Left	0
	Through	0	Departure	194	Through	0
	Right	123			Right	143
Southbound	Left	0	Approach	0	Left	0
	Through	0	Departure	0	Through	0
	Right	0			Right	0
Eastbound	Left	0	Approach	1,009	Left	0
	Through	665	Departure	768	Through	800
	Right	243			Right	194
Westbound	Left	0	Approach	752	Left	0
	Through	676	Departure	944	Through	768
	Right	0			Right	0
P.M. Peak Hour						
Northbound	Left	0	Approach	218	Left	0
	Through	0	Departure	216	Through	0
	Right	233			Right	235
Southbound	Left	0	Approach	0	Left	0
	Through	0	Departure	0	Through	0
	Right	0			Right	0
Eastbound	Left	0	Approach	847	Left	0
	Through	133	Departure	838	Through	696
	Right	48			Right	216
Westbound	Left	0	Approach	920	Left	0
	Through	214	Departure	931	Through	838
	Right	0			Right	0

* Base Year Counts for applicable turn movements taken from the intersection of Max Gillis Boulevard

**Table B-21 - Calculation of Future Directional Turn Volumes From
Future Directional Link Volumes (NCHRP 255)
Opening Year (2018) With 4-Lanes Conditions**

Approach Direction	Base Year Count	Forecast Future Year				
		Link Volume	Link Volume	Turn Volume	Turn Volume	
8 Max Gillis Boulevard/Leon Road						
A.M. Peak Hour						
Northbound	Left	216	Approach	513	Left	271
	Through	67	Departure	804	Through	90
	Right	123			Right	153
Southbound	Left	251	Approach	609	Left	299
	Through	60	Departure	635	Through	81
	Right	190			Right	228
Eastbound	Left	230	Approach	1,198	Left	249
	Through	665	Departure	1,168	Through	669
	Right	243			Right	280
Westbound	Left	393	Approach	1,406	Left	442
	Through	676	Departure	1,121	Through	669
	Right	280			Right	296
P.M. Peak Hour						
Northbound	Left	18	Approach	486	Left	39
	Through	106	Departure	452	Through	191
	Right	233			Right	255
Southbound	Left	263	Approach	368	Left	289
	Through	32	Departure	656	Through	60
	Right	9			Right	18
Eastbound	Left	5	Approach	284	Left	11
	Through	133	Departure	318	Through	169
	Right	48			Right	103
Westbound	Left	274	Approach	1,002	Left	289
	Through	214	Departure	713	Through	261
	Right	439			Right	454

**Table B-21 - Calculation of Future Directional Turn Volumes From
Future Directional Link Volumes (NCHRP 255)
Opening Year (2018) With 4-Lanes Conditions**

Approach Direction	Base Year Count	Forecast Future Year				
		Link Volume	Link Volume	Turn Volume	Turn Volume	
9 SR-79 /Max Gillis Boulevard						
A.M. Peak Hour						
Northbound	Left	352	Approach	1,195	Left	402
	Through	601	Departure	2,158	Through	698
	Right	71			Right	97
Southbound	Left	21	Approach	1,281	Left	32
	Through	1,044	Departure	811	Through	1,179
	Right	56			Right	70
Eastbound	Left	62	Approach	953	Left	75
	Through	130	Departure	796	Through	184
	Right	648			Right	693
Westbound	Left	270	Approach	649	Left	286
	Through	276	Departure	313	Through	324
	Right	32			Right	39
P.M. Peak Hour						
Northbound	Left	433	Approach	2,366	Left	492
	Through	1,431	Departure	1,451	Through	1,568
	Right	285			Right	313
Southbound	Left	21	Approach	905	Left	32
	Through	694	Departure	1,676	Through	820
	Right	31			Right	48
Eastbound	Left	63	Approach	710	Left	85
	Through	152	Departure	715	Through	205
	Right	392			Right	418
Westbound	Left	190	Approach	411	Left	213
	Through	119	Departure	549	Through	174
	Right	16			Right	23

Table B-22
Balance of Opening Year (2018) With 4-Lanes Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
1	Whitewood Road/Clinton Keith Road					
NBL	154		154	195		195
NBT	71		71	72		72
NBR	116		116	133	1	134
SBL	55		55	123	1	124
SBT	112		112	126		126
SBR	60		60	117		117
EBL	82		82	81		81
EBT	838	3	841	623	6	629
EBR	150		150	167		167
WBL	145	1	146	95		95
WBT	529	2	531	663	2	665
WBR	80		80	85		85
North Leg						
Approach	227	0	227	366	1	367
Departure	233	0	233	238	0	238
Total	460	0	460	604	1	605
South Leg						
Approach	341	0	341	400	1	401
Departure	407	1	408	388	0	388
Total	748	1	749	788	1	789
East Leg						
Approach	754	3	757	843	2	845
Departure	1,009	3	1,012	879	8	887
Total	1,763	6	1,769	1,722	10	1,732
West Leg						
Approach	1,070	3	1,073	871	6	877
Departure	743	2	745	975	2	977
Total	1,813	5	1,818	1,846	8	1,854
Total Approaches						
Approach	2,392	6	2,398	2,480	10	2,490
Departure	2,392	6	2,398	2,480	10	2,490
Total	4,784	12	4,796	4,960	20	4,980

Table B-22
Balance of Opening Year (2018) With 4-Lanes Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
3	Trois Valley Street/Clinton Keith Road					
NBL	0		0	0		0
NBT	0		0	0		0
NBR	0		0	0		0
SBL	17		17	12		12
SBT	0		0	0		0
SBR	19		19	13		13
EBL	5		5	32	-1	31
EBT	992	12	1,004	835	-20	815
EBR	0		0	0		0
WBL	0		0	0		0
WBT	750	-4	746	825	-9	816
WBR	7		7	9		9
North Leg						
Approach	36	0	36	25	0	25
Departure	12	0	12	41	-1	40
Total	48	0	48	66	-1	65
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	757	-4	753	834	-9	825
Departure	1,009	12	1,021	847	-20	827
Total	1,766	8	1,774	1,681	-29	1,652
West Leg						
Approach	997	12	1,009	867	-21	846
Departure	769	-4	765	838	-9	829
Total	1,766	8	1,774	1,705	-30	1,675
Total Approaches						
Approach	1,790	8	1,798	1,726	-30	1,696
Departure	1,790	8	1,798	1,726	-30	1,696
Total	3,580	16	3,596	3,452	-60	3,392

Table B-22
Balance of Opening Year (2018) With 4-Lanes Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
4	Clinton Keith Road/Leon Road					
NBL	0		0	0		0
NBT	0		0	0		0
NBR	0		0	0		0
SBL	1,009	-15	994	847	65	912
SBT	0		0	0		0
SBR	0		0	0		0
EBL	0		0	0		0
EBT	0		0	0		0
EBR	0		0	0		0
WBL	0		0	0		0
WBT	0		0	0		0
WBR	768		768	838		838
North Leg						
Approach	1,009	-15	994	847	65	912
Departure	768	0	768	838	0	838
Total	1,777	-15	1,762	1,685	65	1,750
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	768	0	768	838	0	838
Departure	1,009	-15	994	847	65	912
Total	1,777	-15	1,762	1,685	65	1,750
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	1,777	-15	1,762	1,685	65	1,750
Departure	1,777	-15	1,762	1,685	65	1,750
Total	3,554	-30	3,524	3,370	130	3,500

Clinton Keith Road Extension Traffic Analysis
Table B-22
Balance of Opening Year (2018) With 4-Lanes Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
6 SR-79/Clinton Keith Road-Benton Road						
NBL	0		0	0		0
NBT	1,008	11	1,019	1,622	364	1,986
NBR	174		174	428		428
SBL	283	22	305	285	-23	262
SBT	1,719	134	1,853	1,294	-105	1,189
SBR	0		0	0		0
EBL	0		0	0		0
EBT	0		0	0		0
EBR	0		0	0		0
WBL	313		313	241		241
WBT	0		0	0		0
WBR	176	2	178	316	71	387
North Leg						
Approach	2,002	156	2,158	1,579	-128	1,451
Departure	1,184	13	1,197	1,938	435	2,373
Total	3,186	169	3,355	3,517	307	3,824
South Leg						
Approach	1,182	11	1,193	2,050	364	2,414
Departure	2,032	134	2,166	1,535	-105	1,430
Total	3,214	145	3,359	3,585	259	3,844
East Leg						
Approach	489	2	491	557	71	628
Departure	457	22	479	713	-23	690
Total	946	24	970	1,270	48	1,318
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	3,673	169	3,842	4,186	307	4,493
Departure	3,673	169	3,842	4,186	307	4,493
Total	7,346	338	7,684	8,372	614	8,986

Table B-23 - Opening Year (2018) With 4-Lanes Peak Hour Volume Summary

	A.M Peak Hour	P.M Peak Hour
	Year 2035 WP PCE	Year 2035 WP PCE
1 Whitewood Road/Clinton Keith Road		
NBL	154	195
NBT	71	72
NBR	116	134
SBL	55	124
SBT	112	126
SBR	60	117
EBL	82	81
EBT	841	629
EBR	150	167
WBL	146	95
WBT	531	665
WBR	80	85
North Leg		
Approach	227	367
Departure	233	238
Total	460	605
South Leg		
Approach	341	401
Departure	408	388
Total	749	789
East Leg		
Approach	757	845
Departure	1,012	887
Total	1,769	1,732
West Leg		
Approach	1,073	877
Departure	745	977
Total	1,818	1,854
Total Approaches		
Approach	2,398	2,490
Departure	2,398	2,490
Total	4,796	4,980

Table B-23 - Opening Year (2018) With 4-Lanes Peak Hour Volume Summary

	A.M Peak Hour	P.M Peak Hour
	Year 2035 WP PCE	Year 2035 WP PCE
2		
	Menifee Road/Clinton Keith Road	
NBL	142	137
NBT	10	15
NBR	120	121
SBL	15	26
SBT	25	24
SBR	15	19
EBL	11	22
EBT	874	699
EBR	128	167
WBL	151	113
WBT	600	689
WBR	14	27
North Leg		
Approach	55	69
Departure	35	64
Total	90	133
South Leg		
Approach	272	273
Departure	304	304
Total	576	577
East Leg		
Approach	765	829
Departure	1,009	846
Total	1,774	1,675
West Leg		
Approach	1,013	888
Departure	757	845
Total	1,770	1,733
Total Approaches		
Approach	2,105	2,059
Departure	2,105	2,059
Total	4,210	4,118

Table B-23 - Opening Year (2018) With 4-Lanes Peak Hour Volume Summary

	A.M Peak Hour	P.M Peak Hour
	Year 2035 WP PCE	Year 2035 WP PCE
3	Trois Valley Street/Clinton Keith Road	
NBL	0	0
NBT	0	0
NBR	0	0
SBL	17	12
SBT	0	0
SBR	19	13
EBL	5	31
EBT	1,004	815
EBR	0	0
WBL	0	0
WBT	746	816
WBR	7	9
North Leg		
Approach	36	25
Departure	12	40
Total	48	65
South Leg		
Approach	0	0
Departure	0	0
Total	0	0
East Leg		
Approach	753	825
Departure	1,021	827
Total	1,774	1,652
West Leg		
Approach	1,009	846
Departure	765	829
Total	1,774	1,675
Total Approaches		
Approach	1,798	1,696
Departure	1,798	1,696
Total	3,596	3,392

Table B-23 - Opening Year (2018) With 4-Lanes Peak Hour Volume Summary

	A.M Peak Hour	P.M Peak Hour
	Year 2035 WP PCE	Year 2035 WP PCE
4		
Clinton Keith Road/Leon Road		
NBL	0	0
NBT	0	0
NBR	0	0
SBL	994	912
SBT	0	0
SBR	0	0
EBL	0	0
EBT	0	0
EBR	0	0
WBL	0	0
WBT	0	0
WBR	768	838
North Leg		
Approach	994	912
Departure	768	838
Total	1,762	1,750
South Leg		
Approach	0	0
Departure	0	0
Total	0	0
East Leg		
Approach	768	838
Departure	994	912
Total	1,762	1,750
West Leg		
Approach	0	0
Departure	0	0
Total	0	0
Total Approaches		
Approach	1,762	1,750
Departure	1,762	1,750
Total	3,524	3,500

Table B-23 - Opening Year (2018) With 4-Lanes Peak Hour Volume Summary

	A.M Peak Hour	P.M Peak Hour
	Year 2035 WP PCE	Year 2035 WP PCE
6 SR-79/Clinton Keith Road-Benton Road		
NBL	0	0
NBT	1,019	1,986
NBR	174	428
SBL	305	262
SBT	1,853	1,189
SBR	0	0
EBL	0	0
EBT	0	0
EBR	0	0
WBL	313	241
WBT	0	0
WBR	178	387
North Leg		
Approach	2,158	1,451
Departure	1,197	2,373
Total	3,355	3,824
South Leg		
Approach	1,193	2,414
Departure	2,166	1,430
Total	3,359	3,844
East Leg		
Approach	491	628
Departure	479	690
Total	970	1,318
West Leg		
Approach	0	0
Departure	0	0
Total	0	0
Total Approaches		
Approach	3,842	4,493
Departure	3,842	4,493
Total	7,684	8,986

Table B-23 - Opening Year (2018) With 4-Lanes Peak Hour Volume Summary

	A.M Peak Hour	P.M Peak Hour
	Year 2035 WP PCE	Year 2035 WP PCE
7 Briggs Road/Leon Road		
NBL	0	0
NBT	0	0
NBR	143	235
SBL	0	0
SBT	0	0
SBR	0	0
EBL	0	0
EBT	800	696
EBR	194	216
WBL	0	0
WBT	768	838
WBR	0	0
North Leg		
Approach	0	0
Departure	0	0
Total	0	0
South Leg		
Approach	143	235
Departure	194	216
Total	337	451
East Leg		
Approach	768	838
Departure	943	931
Total	1,711	1,769
West Leg		
Approach	994	912
Departure	768	838
Total	1,762	1,750
Total Approaches		
Approach	1,905	1,985
Departure	1,905	1,985
Total	3,810	3,970

Table B-23 - Opening Year (2018) With 4-Lanes Peak Hour Volume Summary

	A.M Peak Hour	P.M Peak Hour
	Year 2035 WP PCE	Year 2035 WP PCE
8		
	Max Gillis Boulevard/Leon Road	
NBL	271	39
NBT	90	191
NBR	153	255
SBL	299	289
SBT	81	60
SBR	228	18
EBL	249	11
EBT	669	169
EBR	280	103
WBL	442	289
WBT	669	261
WBR	296	454
North Leg		
Approach	608	367
Departure	635	656
Total	1,243	1,023
South Leg		
Approach	514	485
Departure	803	452
Total	1,317	937
East Leg		
Approach	1,407	1,004
Departure	1,121	713
Total	2,528	1,717
West Leg		
Approach	1,198	283
Departure	1,168	318
Total	2,366	601
Total Approaches		
Approach	3,727	2,139
Departure	3,727	2,139
Total	7,454	4,278

Table B-23 - Opening Year (2018) With 4-Lanes Peak Hour Volume Summary

	A.M Peak Hour	P.M Peak Hour
	'Year 2035 WP PCE	'Year 2035 WP PCE
9 SR-79 /Max Gillis Boulevard		
NBL	402	492
NBT	698	1,568
NBR	97	313
SBL	32	32
SBT	1,179	820
SBR	70	48
EBL	75	85
EBT	184	205
EBR	693	418
WBL	286	213
WBT	324	174
WBR	39	23
North Leg		
Approach	1,281	900
Departure	812	1,676
Total	2,093	2,576
South Leg		
Approach	1,197	2,373
Departure	2,158	1,451
Total	3,355	3,824
East Leg		
Approach	649	410
Departure	313	550
Total	962	960
West Leg		
Approach	952	708
Departure	796	714
Total	1,748	1,422
Total Approaches		
Approach	4,079	4,391
Departure	4,079	4,391
Total	8,158	8,782

**Table B-24 - Forecast Year ADT Link Volume Worksheet
Opening Year (2018) Without Project**

Roadway Segment	Existing 2014 Adj. Volume	Year Model Volume	Year Model Volume	Base to Future Year Change	New Link Volume	2035 Link Volume
Clinton Keith Road						
. Between Whitewood Road and Menifee Road	374	<i>Percentage Growth / year applied based on</i>			69	443
. Between Menifee Road and Trois Valley Street	0	0	0	0	0	0
. Between Trois Valley Street and Leon Road	1,181	0	0	0	0	1,181
. Between Leon Road and Porth Road	0	0	0	0	0	0
. Between Porth Road and SR-79	0	0	0	0	0	0
Leon.						
. Between Clinton Keith Road and Briggs Road	1,181	0	0	0	0	1,181
. Between Briggs Road and Max Gillis Boulevard	8,517	6,818	14,060	7,242	547	9,064
Max.						
. Between Leon Road and SR-79	14,938	13,010	49,631	36,621	2,764	17,702
Los Alamos Road						
. West of Menifee Road	8,571	4,332	5,818	1,486	1,592	10,163
. Between Menifee Road and Liberty Lane	8,425	4,332	24,171	19,839	1,565	9,990
. Between Liberty Lane and Briggs Road	8,406	4,332	19,634	15,302	1,562	9,968

Table B-25 - Existing (2014) With 2-Lanes Volume Adjustment

Roadway Segment	Existing 2014 Volume	Adj.	Existing With Adj.
Clinton Keith Road			
. Between Whitewood Road and Menifee Road	374	45.32%	543
. Between Menifee Road and Trois Valley Street	0		
. Between Trois Valley Street and Leon Road	1,181		
. Between Leon Road and Porth Road	0		
. Between Porth Road and SR-79	0		
Leon .			
. Between Clinton Keith Road and Briggs Road	1,181		
. Between Briggs Road and Max Gillis Boulevard	8,517	72.28%	14,673
Max .			
Between Leon Road and SR-79	14,938	20.37%	17,981
Los Alamos Road			
West of Menifee Road	8,571	50.53%	4,331
Between Menifee Road and Liberty Lane	8,425	65.33%	5,504
Between Liberty Lane and Briggs Road	8,406	56.98%	4,790

**Table B-26 - Forecast Year ADT Link Volume Worksheet
Opening Year (2018) With 2-Lanes**

Roadway Segment	Existing 2014 Adj. Volume	Year Model Volume	Year Model Volume	Base to Future Year Change	New Link Volume	2035 Link Volume
Clinton Keith Road						
. Between Whitewood Road and Menifee Road	14,083	11,614	30,310	18,696	1,411	15,494
. Between Menifee Road and Trois Valley Street	12,564	10,346	27,139	16,793	1,267	13,831
. Between Trois Valley Street and Leon Road						13,736
. Between Leon Road and Porth Road	0	0	0	0	0	0
. Between Porth Road and SR-79	0	0	0	0	0	0
Leon						
. Between Clinton Keith Road and Briggs Road	12,564	10,346	27,139	16,793	1,267	13,831
. Between Briggs Road and Max Gillis Boulevard	14,673	11,746	33,028	21,282	1,606	16,279
Max						
. Between Leon Road and SR-79	17,981	15,660	59,034	43,374	3,274	21,254
Los Alamos Road						
. West of Menifee Road	4,331	2,172	8,227	6,055	457	4,788
. Between Menifee Road and Liberty Lane	5,504	3,310	14,518	11,208	846	6,350
. Between Liberty Lane and Briggs Road	4,790	2,778	9,197	6,419	484	5,274

Table B-27 - Existing (2014) With 4-Lanes Volume Adjustment

Roadway Segment	Existing 2014 Volume	Adj.	Existing With Adj.
Clinton Keith Road			
. Between Whitewood Road and Menifee Road	374	65.59%	619
. Between Menifee Road and Trois Valley Street	0		
. Between Trois Valley Street and Leon Road	1,181		
. Between Leon Road and Porth Road	0		
. Between Porth Road and SR-79	0		
Leon			
. Between Clinton Keith Road and Briggs Road	1,181		
. Between Briggs Road and Max Gillis Boulevard	8,517	93.56%	16,486
Max			
. Between Leon Road and SR-79	14,938	30.38%	19,476
Los Alamos Road			
. West of Menifee Road	8,571	44.21%	3,789
. Between Menifee Road and Liberty Lane	8,425	55.12%	4,644
. Between Liberty Lane and Briggs Road	8,406	45.70%	3,842

**Table B-28 - Forecast Year ADT Link Volume Worksheet
Opening Year (2018) With 4-Lanes**

Roadway Segment	Existing 2014 Adj. Volume	Year Model Volume	Year Model Volume	Base to Future Year Change	New Link Volume	2030 Link Volume
Clinton Keith Road						
. Between Whitewood Road and Menifee Road	17,669	13,234	46,811	33,577	2,534	20,203
. Between Menifee Road and Trois Valley Street	17,495	13,241	45,450	32,209	2,431	19,926
. Between Trois Valley Street and Leon Road						19,811
. Between Leon Road and Porth Road	0	0	0	0	0	0
. Between Porth Road and SR-79	0	0	0	0	0	0
Leon.						
. Between Clinton Keith Road and Briggs Road	17,495	13,241	45,450	32,209	2,431	19,926
. Between Briggs Road and Max Gillis Boulevard	16,486	13,197	43,942	30,745	2,320	18,806
Max.						
. Between Leon Road and SR-79	19,476	16,962	62,429	45,467	3,431	22,907
Los Alamos Road						
. West of Menifee Road	3,789	2,248	7,426	5,178	391	4,180
. Between Menifee Road and Liberty Lane	4,644	1,958	9,697	7,739	584	5,228
. Between Liberty Lane and Briggs Road	3,842	1,426	3,745	2,319	175	4,017

Table B-29 - Existing (2014) With 6-Lanes Volume Adjustment

Roadway Segment	Existing 2014 Volume	Adj.	Existing With Adj.
Clinton Keith Road			
. Between Whitewood Road and Menifee Road	374	69.67%	635
. Between Menifee Road and Trois Valley Street	0		
. Between Trois Valley Street and Leon Road	1,181		
. Between Leon Road and Porth Road	0		
. Between Porth Road and SR-79	0		
Leon			
. Between Clinton Keith Road and Briggs Road	1,181		
. Between Briggs Road and Max Gillis Boulevard	8,517	66.82%	14,208
Max			
. Between Leon Road and SR-79	14,938	0.58%	15,024
Los Alamos Road			
. West of Menifee Road	8,571	39.34%	3,371
. Between Menifee Road and Liberty Lane	8,425	14.08%	1,186
. Between Liberty Lane and Briggs Road	8,406	30.53%	2,566

**Table B-30 - Forecast Year ADT Link Volume Worksheet
Year 2035 With 6-Lanes**

Roadway Segment	Existing 2014 Adj. Volume	Year Model Volume	Year Model Volume	Base to Future Year Change	New Link Volume	2030 Link Volume
Clinton Keith Road						
. Between Whitewood Road and Menifee Road	19,087	13,560	55,406	41,846	16,580	35,667
. Between Menifee Road and Trois Valley Street	19,548	14,376	53,536	39,160	15,516	35,064
. Between Trois Valley Street and Leon Road	19,548	14,376	53,536	39,160	15,516	34,939
. Between Leon Road and Porth Road	11,502	6,599	43,721	37,122	14,709	26,211
. Between Porth Road and SR-79	12,837	7,395	48,596	41,201	16,325	29,162
Leon						
. Between Clinton Keith Road and Briggs Road	15,967	11,521	45,181	33,660	13,337	29,304
. Between Briggs Road and Max Gillis Boulevard	14,208	11,374	44,429	33,055	13,097	27,306
Max						
. Between Leon Road and SR-79	15,024	13,085	44,637	31,552	12,502	27,526
Los Alamos Road						
. West of Menifee Road	3,371	1,704	4,860	3,156	1,250	4,622
. Between Menifee Road and Liberty Lane	1,186	610	6,140	5,530	2,191	3,377
. Between Liberty Lane and Briggs Road	2,566	86	239	153	61	2,627

APPENDIX C

VOLUME DEVELOPMENT METHODOLOGY

Traffic volume data for the opening year (2018) 2 lanes and 4 lanes alternatives and forecast year 2035 with 6 lanes conditions are based on forecasts obtained from RivTAM. The base year of the model is 2007 and the forecast year is 2060.

The following describes the methodology used to post-process model volumes to develop peak hour intersection turn movements for the study area intersections. Since RivTAM is developed from the Southern California Association of Governments (SCAG) traffic model, it follows the same post-processing methods as used for the SCAG model. The methodology used is consistent with Riverside County procedures for post-processing of modeled traffic volumes.

1. **Model Development for Opening Year (2018) 2 lanes and 4 lanes Alternatives** - RivTAM base year and future year model networks were modified around the vicinity of the proposed project to reflect the roadway network that will be existing under opening year conditions with the extension of Clinton Keith Road up to Leon Road.
2. **Model Development for Year 2035 conditions** - RivTAM base year and future year model networks were modified around the vicinity of the proposed project to reflect the roadway network that will be existing under year 2035 conditions with the extension of Clinton Keith Road up to SR-79.
3. **Adjustment to Existing Traffic Counts for Developing Opening Year (2018) Traffic Volumes** - The existing (2014) peak hour traffic volumes were adjusted to reflect the difference between the base year 2007 without project and base year 2007 with 2 lanes/4lanes loaded network model plots.
4. **Adjustment to Existing Traffic Counts for Developing Year 2035 Traffic Volumes** - The existing (2014) peak hour traffic volumes were adjusted to reflect the difference between the base year 2007 without project and base year 2007 with 6 lanes loaded network model plots.
5. The difference between the modeled 2007 and 2060 peak period directional arterial traffic volumes (for each intersection approach and departure) was identified from loaded network model plots. This difference defines the growth in traffic over the 53-year period.
6. The incremental growth in peak period approach and departure volumes between 2007 and 2060 was factored to develop the incremental change in peak hour volumes. The model uses a three-hour a.m. peak period and a four-hour p.m. peak period. The SCAG has established that the a.m. peak hour comprises 38 percent of the peak period and the p.m. peak hour comprises 28 percent of the peak period. Therefore, the incremental changes in peak period

- volumes were multiplied by the appropriate factors to develop incremental changes in peak hour volumes.
7. For opening year (2018) conditions, the incremental growth in approach and departure volumes between 2007 and 2060 was factored to reflect the forecast growth between 2014 (year of existing conditions) and year 2018. For this purpose, linear growth between the 2014 base condition and the forecast year is assumed. Since the increment between 2014 and 2018 is 4 years of the 53-year time span, a factor of 0.08 (i.e., 4/53) was used.
 8. For year 2035 conditions, the incremental growth in approach and departure volumes between 2007 and 2060 was factored to reflect the forecast growth between 2014 (year of existing conditions) and year 2035. For this purpose, linear growth between the 2014 base condition and the forecast year is assumed. Since the increment between 2014 and 2035 is 21 years of the 53-year time span, a factor of 0.39 (i.e., 21/53) was used.
 9. For opening year (2018) conditions, the forecast growth in approach and departure volumes from 2014 to forecast year 2018 was added to the existing (2014) adjusted traffic volumes, resulting in post-processed forecast year 2018 link volumes. Volume development worksheets summarizing the above steps are included in Appendix B.
 10. For year 2035 conditions, the forecast growth in approach and departure volumes from 2014 to forecast year 2035 was added to the existing (2014) adjusted traffic volumes, resulting in post-processed forecast year 2035 link volumes. Volume development worksheets summarizing the above steps are included in Appendix B.
 11. Opening year (2018) with 2 lanes/4 lanes alternatives and year 2035 turn volumes were developed using existing turn volumes and the future approach and departure volumes, based on the methodologies contained in the National Cooperative Highway Research Program Report (NCHRP) 255: Highway Traffic Data for Urbanized Area Project Planning and Design (Transportation Research Board, December 1982). NCHRP 255 worksheets are included in Appendix B.

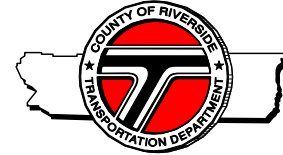
Traffic volumes for roadway segment for opening year (2018) with 2 lanes/4 lanes alternatives and year 2035 were developed based on the same post-processing methodology as discussed above.

APPENDIX D

ROADWAY SEGMENT CAPACITY AND LOS CRITERIA

Figure C- 3 Link/Volume Capacity/Level of Service for Riverside County Roadways

Link Volume Capacities/Level of Service for Riverside County Roadways⁽¹⁾



David E. Barnhart
Director of Transportation

Roadway Classification	Number of Lanes	Maximum Two-Way Traffic Volume (ADT) ⁽²⁾		
		Service Level C	Service Level D	Service Level E
Collector	2	10,400	11,700	13,000
Secondary	4	20,700	23,300	25,900
Major	4	27,300	30,700	34,100
Arterial ⁽³⁾	2	14,400	16,200	18,000
Arterial	4	28,700	32,300	35,900
Mountain Arterial ⁽³⁾	2	12,900	14,500	16,100
Mountain Arterial	3	16,700	18,800	20,900
Mountain Arterial	4	29,800	33,500	37,200
Urban Arterial	4	28,700	32,300	35,900
Urban Arterial	6	43,100	48,500	53,900
Urban Arterial	8	57,400	64,600	71,800
Expressway	4	32,700	36,800	40,900
Expressway	6	49,000	55,200	61,300
Expressway	8	65,400	73,500	81,700
Freeway	4	61,200	68,900	76,500
Freeway	6	94,000	105,800	117,500
Freeway	8	128,400	144,500	160,500
Freeway	10	160,500	180,500	200,600
Ramp ⁽⁴⁾	1	16,000	18,000	20,000

Notes: (1) All capacity figures are based on optimum conditions and are intended as guidelines for planning purposes only.

(2) Maximum two-way ADT values are based on the 1999 Modified Highway Capacity Manual Level of Service Tables as defined in the Riverside County Congestion Management Program.

(3) Two-lane roadways designated as future arterials that conform to arterial design standards for vertical and horizontal alignment are analyzed as arterials.

(4) Ramp capacity is given as a one-way traffic volume.

Revised: March 2001