

**APPENDIX B**  
**TRAFFIC ANALYSIS**

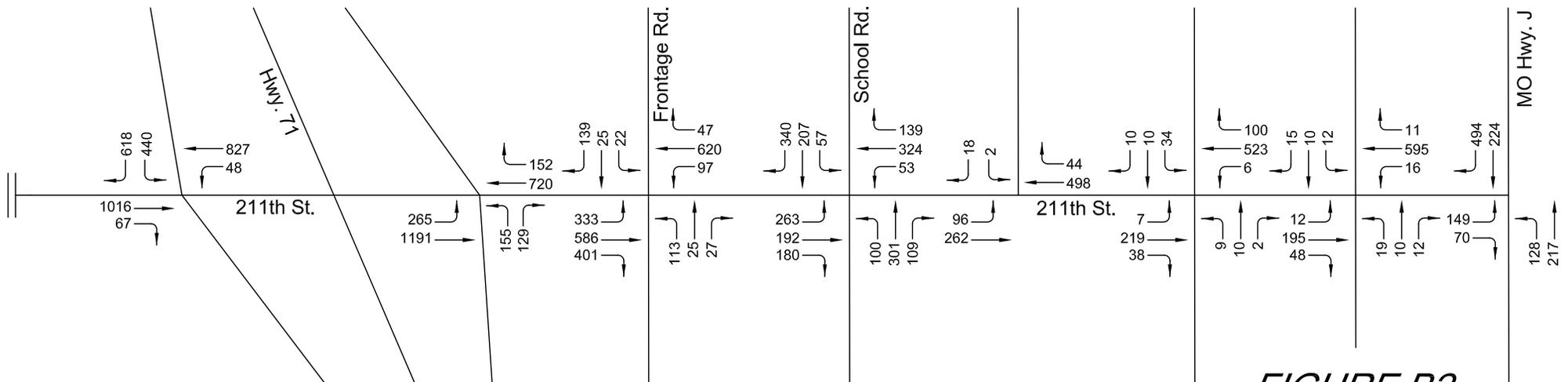
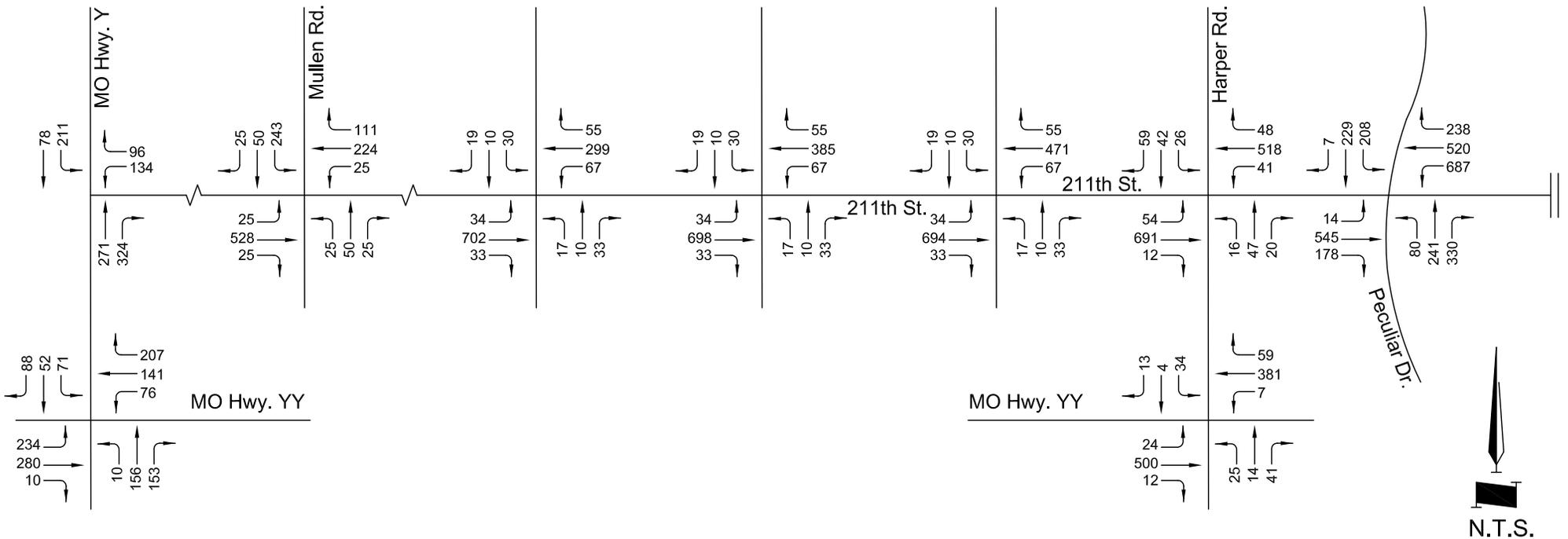
## EXHIBIT B1

### Level of Service Definitions

Level of service criteria are outlined in the 2010 edition of the *"Highway Capacity Manual"* (HCM) for both signalized and unsignalized intersections. The HCM defines the level of service as a measure of the quality of traffic flow. There are six different levels of service for each facility type, each representing a range of operating conditions. Each level of service is designated by a letter from "A" to "F", with "A" being the most desirable condition and "F" being the least desirable condition. The level of service criteria, as reported by the 2010 HCM, for both signalized and unsignalized intersections are listed below:

Unsignalized Intersections		Signalized Intersections	
Level of Service	Average Control Delay (sec/veh)	Level of Service	Control Delay per Vehicle (sec)
A	$\leq 10$	A	$\leq 10$
B	$> 10$ and $\leq 15$	B	$> 10$ and $\leq 20$
C	$> 15$ and $\leq 25$	C	$> 20$ and $\leq 35$
D	$> 25$ and $\leq 35$	D	$> 35$ and $\leq 55$
E	$> 35$ and $\leq 50$	E	$> 55$ and $\leq 80$
F	$> 50$	F	$> 80$

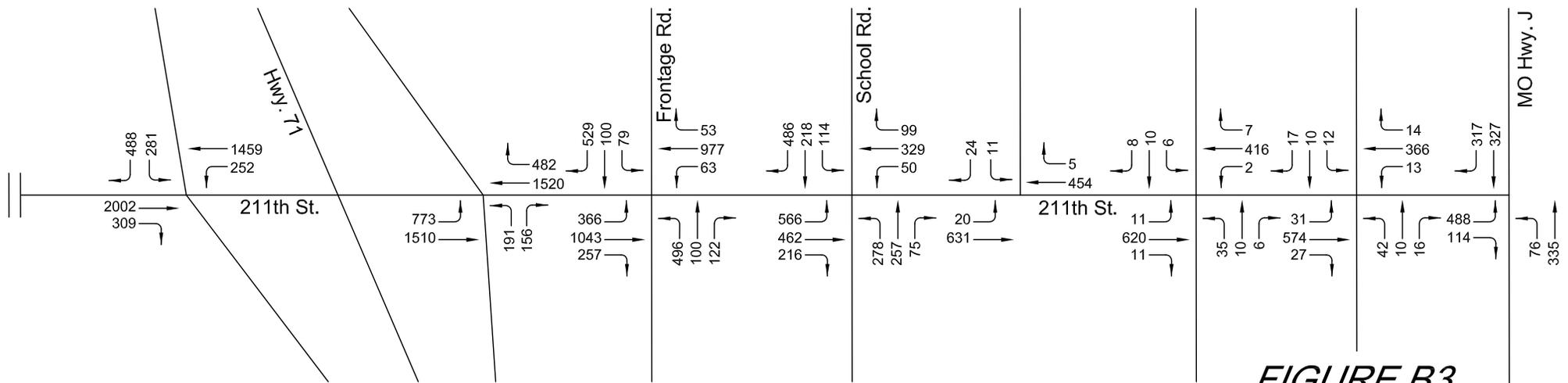
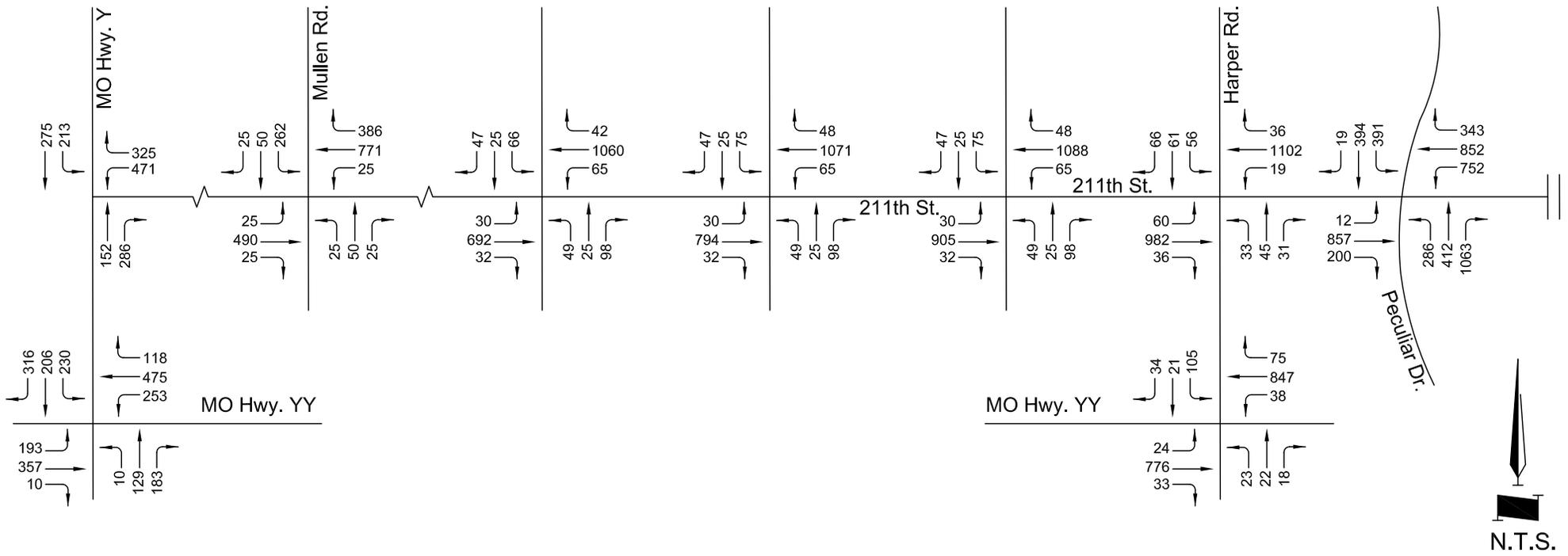




**LEGEND**

Vehicle Movement  
250 Total A.M. Peak Hour Volume (vph)

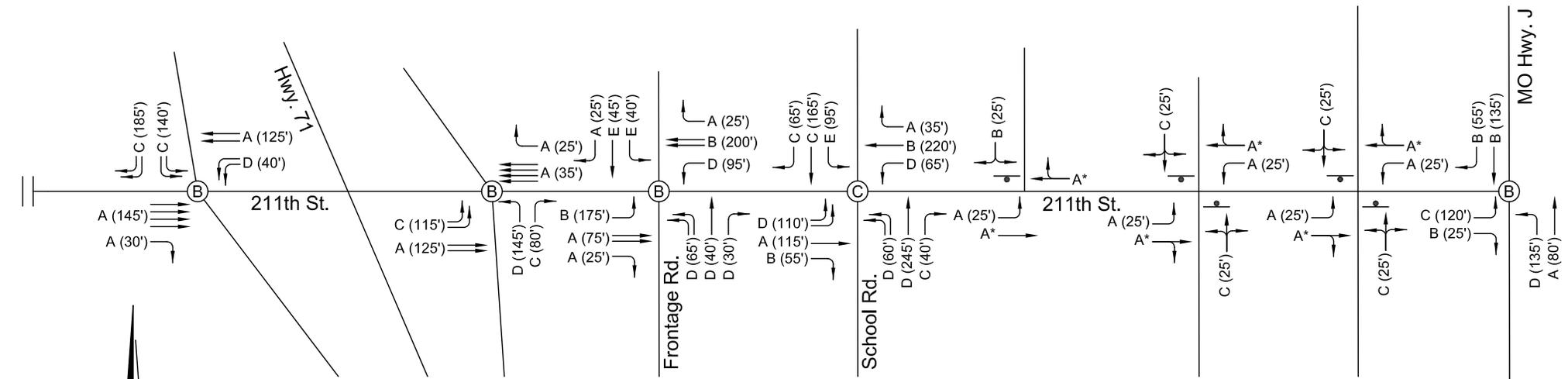
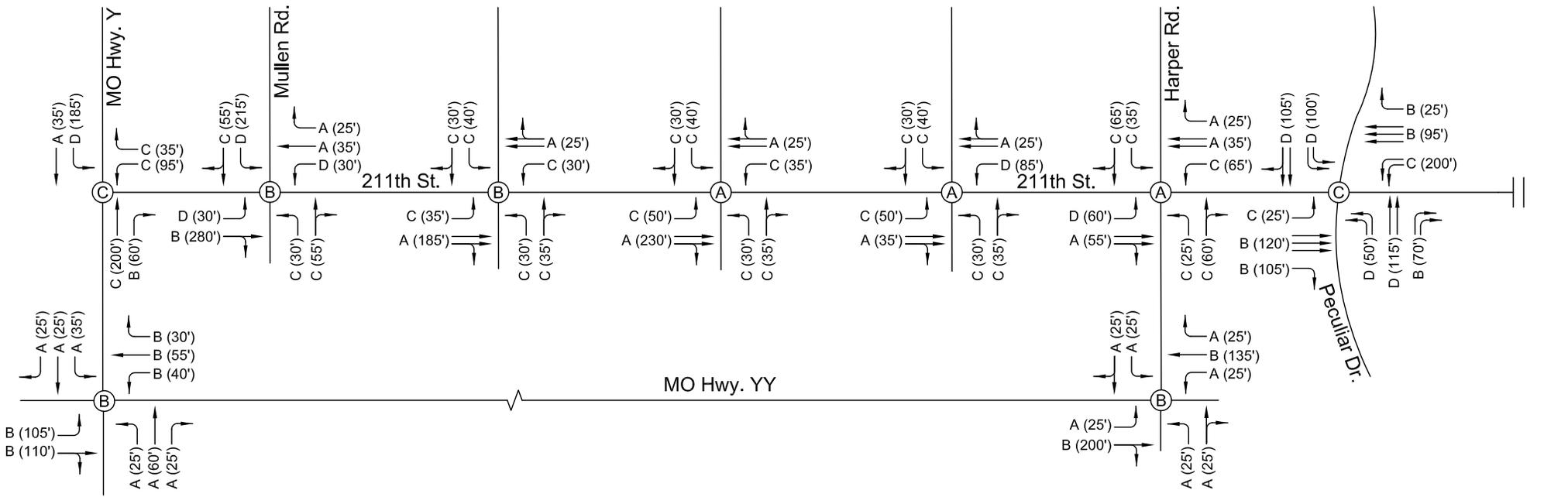
**FIGURE B2**  
*211th Street Alternate  
(Corridor A-B-C1)  
Projected Traffic Volumes  
A.M. Peak Hour*



**FIGURE B3**  
*211th Street Alternate  
 (Corridor A-B-C1)  
 Projected Traffic Volumes  
 P.M. Peak Hour*

**LEGEND**

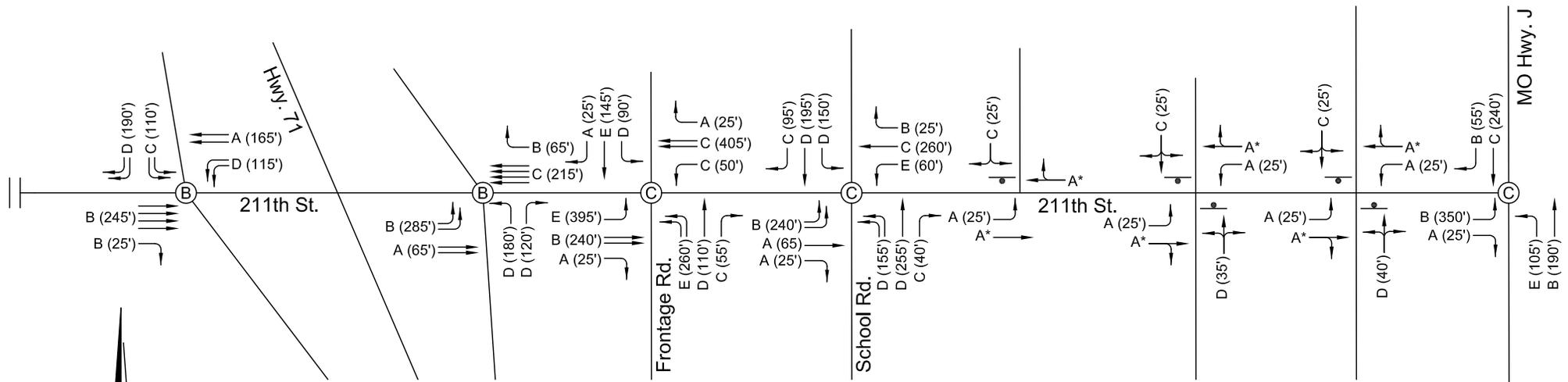
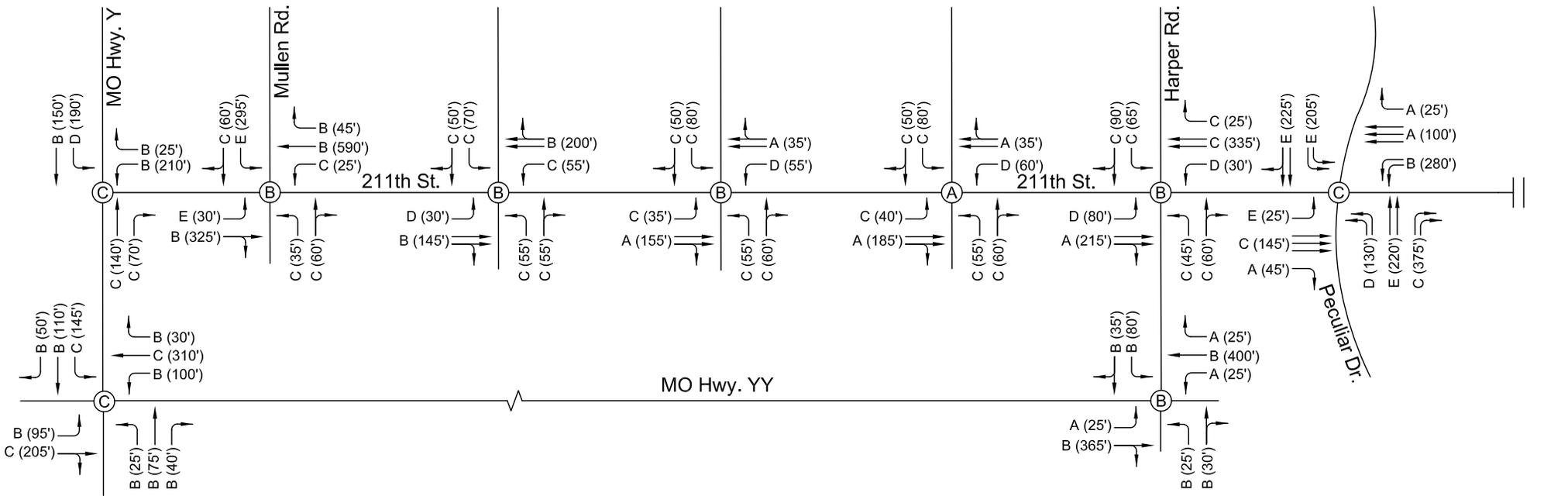
-  Vehicle Movement
-  Total P.M. Peak Hour Volume (vph)



**LEGEND**

- A (50') — Required Storage Length
- Movement Level of Service
- Stop Sign Control
- (A) Signalized Intersection Level of Service
- A\* Capacity Per Demand

**FIGURE B4**  
*211th Street Alternate  
 (Corridor A-B-C1)  
 Levels of Service  
 A.M. Peak Hour*



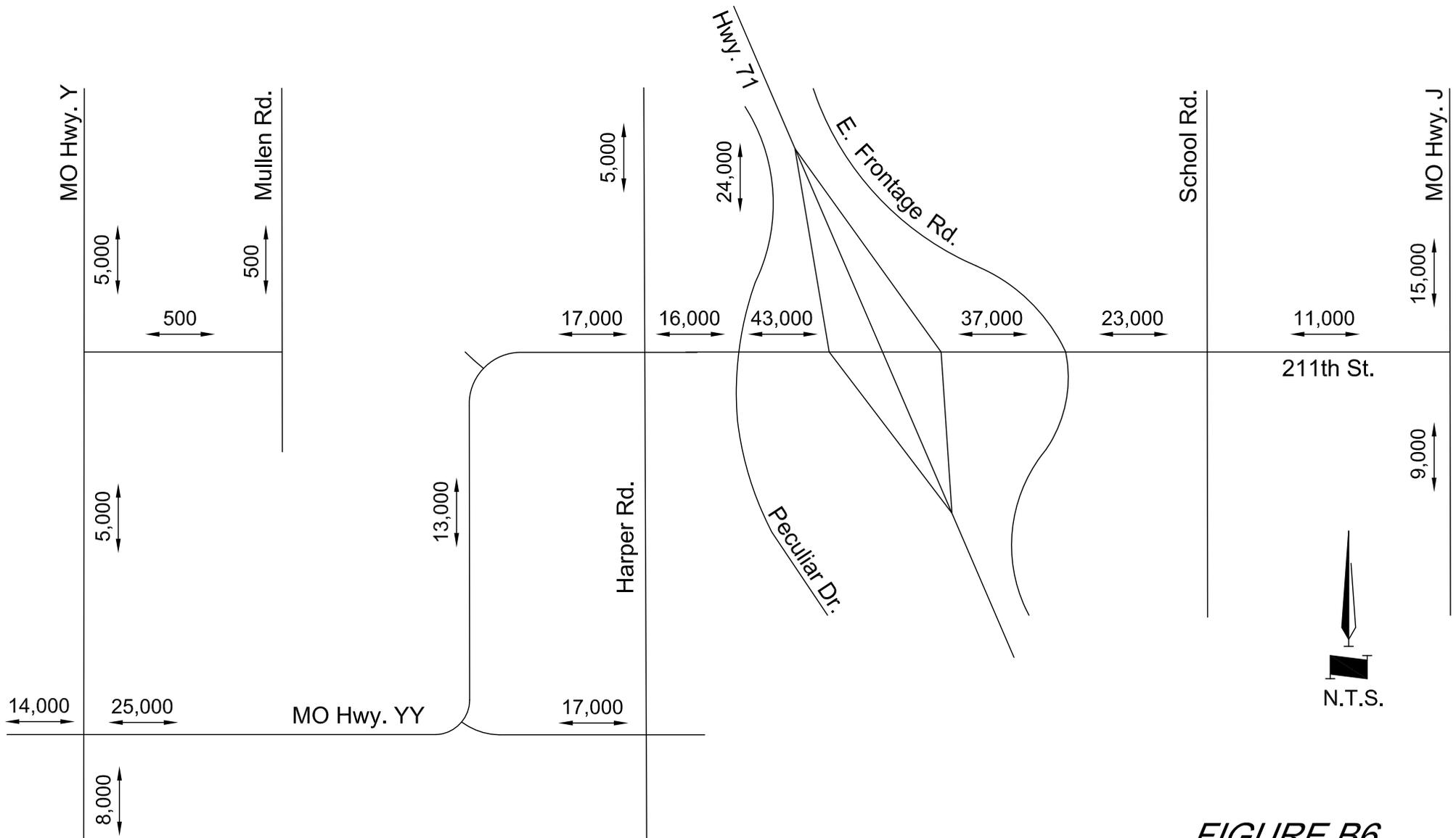
**LEGEND**

- A (50') — Required Storage Length
- Movement Level of Service
- Stop Sign Control
- (A) Signalized Intersection Level of Service
- A\* Capacity Per Demand

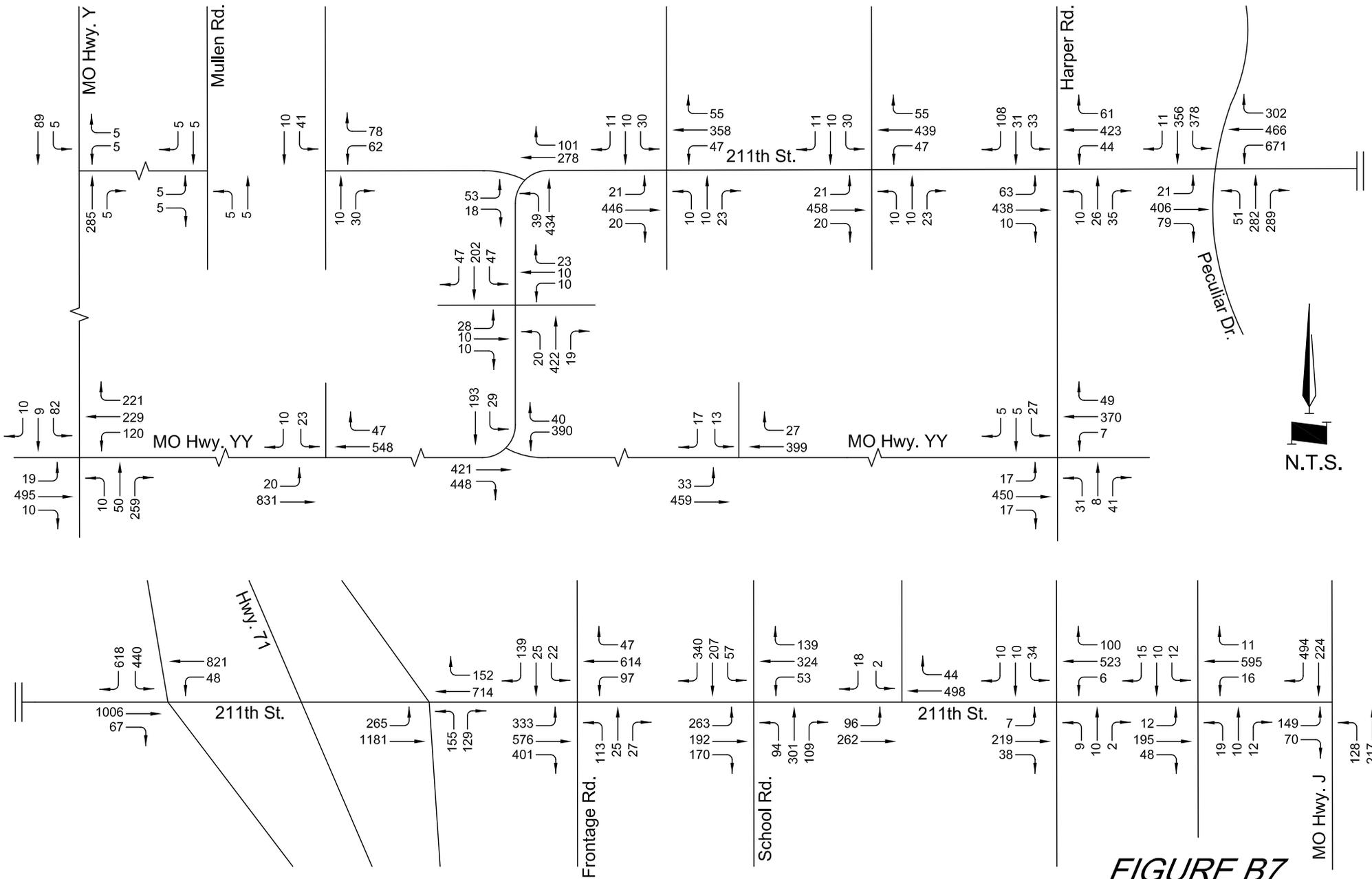
**FIGURE B5**  
**211th Street Alternate**  
**(Corridor A-B-C1)**  
**Levels of Service**  
**P.M. Peak Hour**



**GEORGE BUTLER ASSOCIATES, INC.**  
**Engineers • Architects**

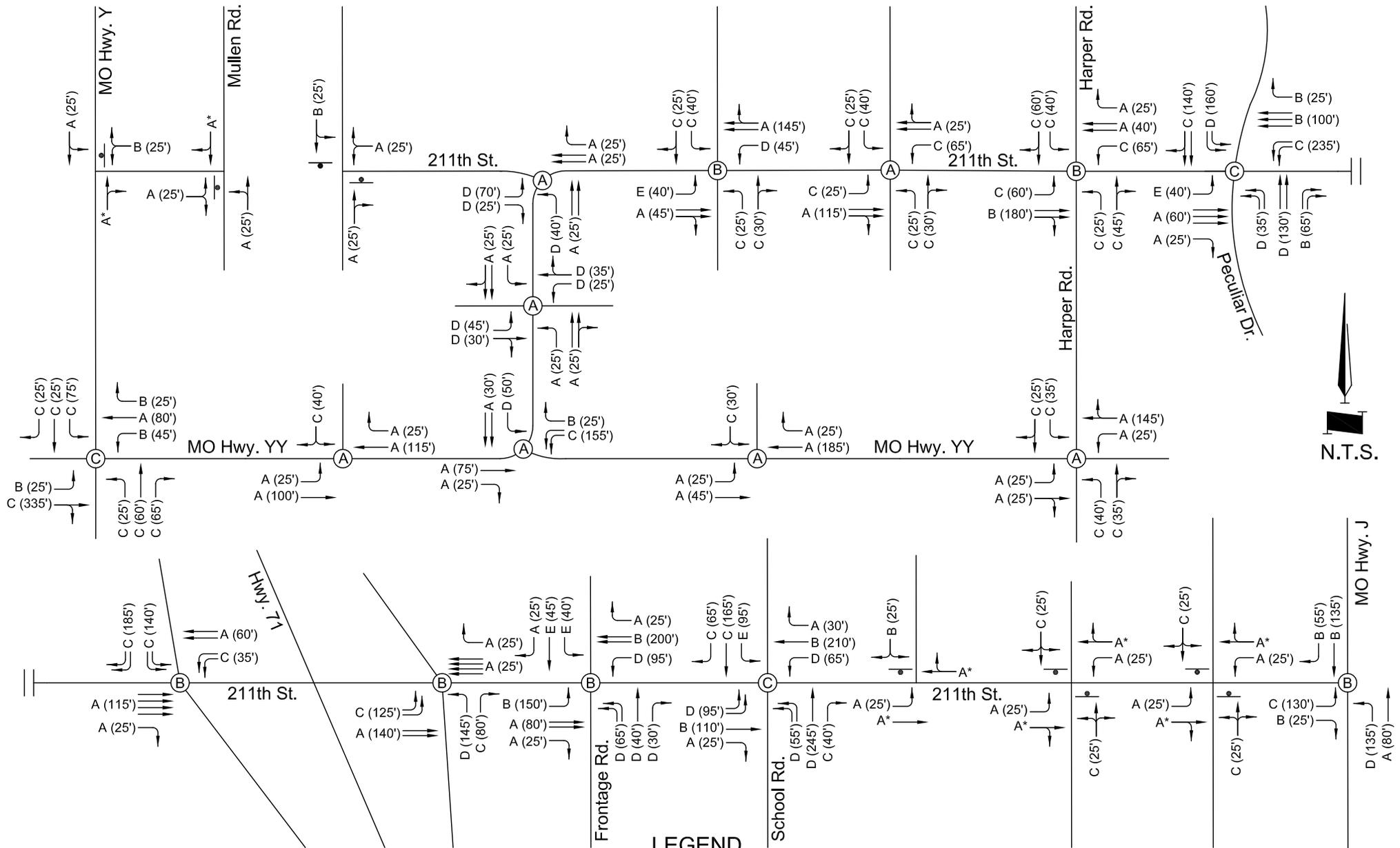


**FIGURE B6**  
*Hwy. YY Alternate*  
*(Corridor A-B-C2)*  
*Projected Daily*  
*Traffic Volumes*



**FIGURE B7**  
*Hwy. YY Alternate*  
*(Corridor A-B-C2)*  
*Projected Traffic Volumes*  
*A.M. Peak Hour*

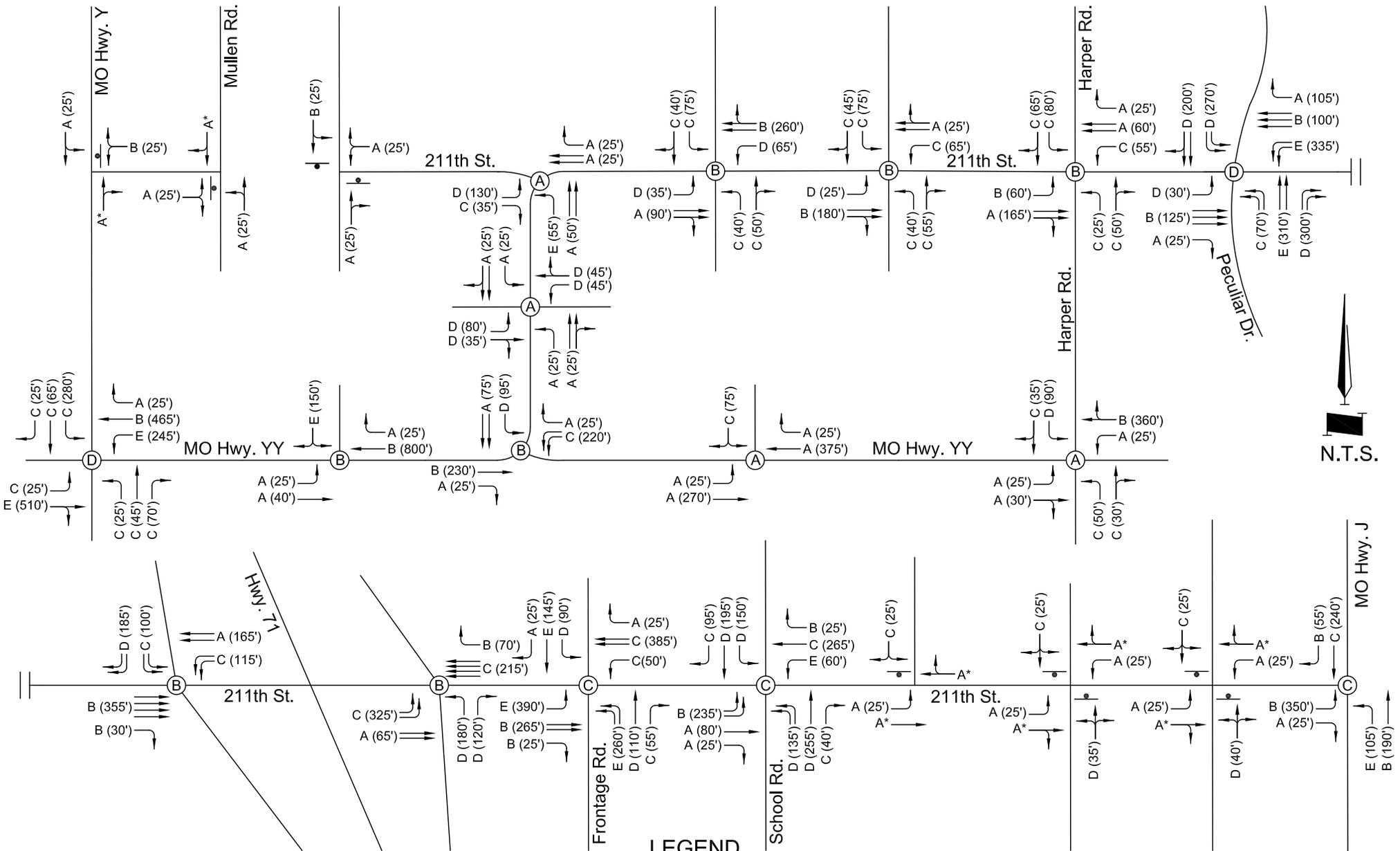




**LEGEND**

- A (50') → Required Storage Length
- Movement Level of Service
- Stop Sign Control
- ⊙ Signalized Intersection
- ⊙ Level of Service
- A\* Capacity Per Demand

**FIGURE B9**  
*Hwy. YY Alternate  
 (Corridor A-B-C2)  
 Levels of Service  
 A.M. Peak Hour*



**LEGEND**

- A (50') ← Required Storage Length
- ← Movement Level of Service
- ◻ Stop Sign Control
- ⊙ Signalized Intersection
- ⊙ Level of Service
- A\* Capacity Per Demand

**FIGURE B10**  
*Hwy. YY Alternate  
 (Corridor A-B-C2)  
 Levels of Service  
 P.M. Peak Hour*