Note to the Reader

This report was finalized before the Pattullo Bridge Replacement Project was transferred from TransLink (South Coast British Columbia Transportation Authority) to the BC Ministry of Transportation and Infrastructure (MoTI).

References to TransLink should be read as MoTI unless referring specifically to TransLink policies or other TransLink-related aspects.

PATTULLO BRIDGE REPLACEMENT PROJECT

ENVIRONMENTAL ASSESSMENT

TRAFFIC ANALYSIS REPORT

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Project No. 602525

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Appendix: Traffic Modelling Report

1.0 Introduction

The existing Pattullo Bridge, which spans the Fraser River between the City of Surrey and the City of New Westminster, was built in 1937 and is near the end of its useful life. It is vulnerable to seismic events and high winds, marine collisions and river scour. The bridge does not meet current roadway design guidelines, including lane widths and road curvatures. The Pattullo Bridge Replacement Project's (the Project) includes a new, four-lane bridge that meets current seismic and road design standards, and provides a safe and reliable crossing for vehicles, pedestrians and cyclists, network connections in Surrey and New Westminster and the removal of the existing bridge.

1.1 Purpose and Report Structure

The purpose of this document is to describe the traffic demand analysis that was conducted for the new Pattullo Bridge. The document presents historical traffic data and existing conditions, describes the methodology for the future traffic analysis, and analyzes forecast traffic metrics applied to the proposed bridge replacement. The detailed traffic modelling methodology, assumptions, as well as the detailed data output can be found in the ***Appendix***.

1.2 Assessment Context

The Pattullo Bridge Replacement Project involves changes to the Pattullo Bridge corridor and related road, cycling, and pedestrian networks that influence the movement of people and goods, as represented by changes in future traffic volumes, traffic flows, origins and destinations, and travel mode choice. The anticipated changes between the 'No-Build' scenario, a base case condition consisting of a three lane rehabilitated existing bridge and the 'Build' scenario, a new four lane Pattullo Bridge with improved community connections, in terms of traffic demand and operations, have the potential to affect air quality, noise, and existing land uses at the regional as well as local levels. As such, specialized analysis was conducted to assess traffic demand at both the regional level and within smaller study areas in the immediate vicinity of the project.

1.3 Assessment Scenarios

For the purposes of assessing the traffic changes for the new Pattullo Bridge, two scenarios were investigated, the No Build Scenario and the Build Scenario. A description of each scenario is provided below and a set of detailed connection assumptions are listed in ***Table 1.1***.

1.3.1 No Build Scenario

The No Build Scenario involves rehabilitating the existing Pattullo Bridge. In order to achieve modern width traffic lanes to improve user safety, the rehabilitated bridge is assumed to operate as a three lane crossing. The three lane configuration would be operated with a reversible center lane, which would provide an additional lane in the peak direction of travel during the peak periods. The existing sub-standard on-ramp from Columbia Street to the bridge would be permanently closed. No further changes to the road connections in Surrey or New Westminster are included.

1.3.2 Build Scenario

The Build Scenario involves a new four lane bridge. Expected to open in 2023, the new bridge would provide a safer crossing with standard lane widths and a center median, improved pedestrian and cyclist paths, and improved community connections.

Table 1.1: Scenario Assumptions

Connections	No Build Scenario	Build Scenario
McBride Blvd	• 1 lane southbound (AM) • 2 lanes northbound (AM) • 2 lanes southbound (PM) • 1 lane northbound (PM)	• 1 lane southbound • 2 lanes northbound
Royal Ave	• 1 lane merge southbound • 2 lanes diverge northbound	• 1 lane merge southbound • 2 lanes diverge northbound
Columbia St	• closed	• 1 lane southbound • 1 lane diverge northbound
Pattullo Bridge	• Existing Bridge Counter Flow: • 1 lane southbound (AM) • 2 lanes northbound (AM) • 2 lanes southbound (PM) • 1 lane northbound (PM)	• New Bridge Replacement: • 2 lanes southbound • 2 lanes northbound
King George Blvd	• 1 lane southbound (AM) • 1 lane northbound (AM) • 2 lanes southbound (PM) • 1 lane northbound (PM)	• 2 lanes southbound • 1 lane northbound
Scott Rd	• 1 lane diverge southbound (AM) • 1 lane northbound (AM) • 1 lane diverge southbound (PM) • 1 lane merge northbound (PM)	• New interchange: • 1 lane diverge southbound • 1 lane northbound

Highway 17 (east of Pattullo)	• none	• Access via 124 St (interchange):
		  ○ from westbound Highway 17 to Pattullo
		  ○ from Pattullo to eastbound Highway 17

Highway 17 (west of Pattullo)	• none	• Access via 124 St (interchange):
		  ○ from eastbound Highway 17 to Pattullo
		• Access via SB off-ramp to Highway 17:
		  ○ from Pattullo to westbound Highway 17

2.0 Existing Conditions

Traffic demands and patterns in the area surrounding the Pattullo Bridge have changed substantially since its opening in 1937, particularly within the relevant period between 2008 and 2017. Several events occurred during this period, which have had a significant impact on regional traffic demands and patterns. These events include the following:

- Significant population growth on both sides of the Fraser River;
- Construction along the Highway 1 corridor;
- Construction and provision of a new parallel river crossing (10 lane Port Mann Bridge) to replace the older five lane bridge;
- Introduction of tolled crossings within the regional network (Port Mann and Golden Ears Bridge);
- Construction and provision of a new highway corridor (Highway 17);
- Rehabilitation of the Pattullo Bridge;
- Expansion of the transit system; and
- Removal of tolls from the river crossings.

Due to the impact of these events, it is difficult to establish a true "baseline" of traffic demands and patterns on the Pattullo Bridge. This section therefore aims to provide an overview of recent traffic conditions on the bridge in terms of traffic volumes, patterns, and mode share. A preliminary analysis of the impacts related to the removal of tolls is also provided.

2.1 Historical and Existing Traffic Information

A profile of current users of the Pattullo Bridge, including trucks, transit, and cyclists is summarized in this section. In particular, this section describes the trends in Annual Average Daily Traffic (AADT), Monthly Average Daily Traffic (MADT), peak hour traffic volumes and daily traffic profiles, truck volumes, mode share, and key traffic patterns.

2.1.1 Annual Average Daily Traffic

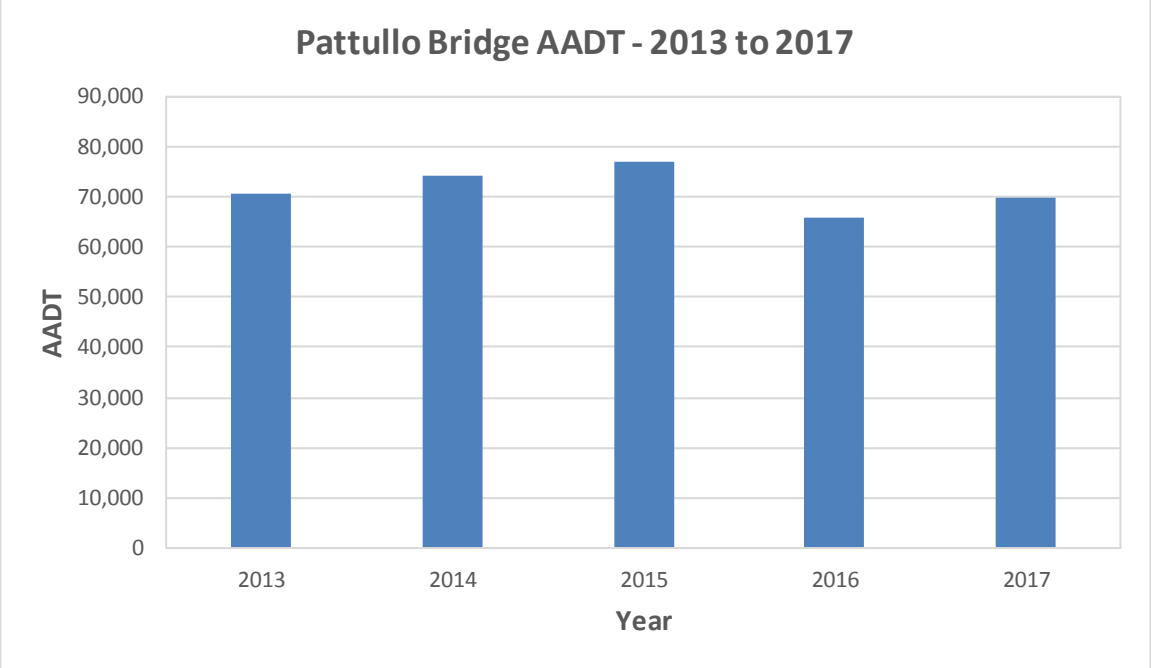
Annual Average Daily Traffic (AADT) is a measurement of two-way traffic on a road segment of interest. AADT is used to help understand the historical context of the facility and to gain a better overall understanding of traffic patterns over the entire year. AADT is defined as the summation of the total two-way traffic on a road segment for an entire year, divided by the number of days in the year. Ideally, AADT would be calculated with 365 or 366 days of data, though some data may be lost due to data collection equipment failures and other issues. The AADT can be calculated by omitting the missing

data, however this could lead to unintended discrepancies when comparing AADTs between different years. These discrepancies are particularly an issue if the missing data is concentrated within a single season. No significant issues were noted in the dataset used to estimate the AADT of the Pattullo Bridge.

It should be noted that AADT is a coarse measurement of traffic conditions. An AADT is used to quantify usage and general trends at a facility. However, an AADT does not provide sufficient detail to explain why the patterns are occurring. Also, an AADT does not provide finer details such as the traffic operations of a facility as that is better measured on weekdays at frequent intervals (typically by hour).

The AADT for the Pattullo Bridge for the past five years are shown in ***Figure 2.1***. An increase in AADT is observed between 2013 and 2015. In 2016, a significant decrease is observed, likely due to the rehabilitation of the Pattullo Bridge during the summer months. In 2017, AADT appears to return to 2013 levels. However, it should be noted that the 2017 AADT was calculated with nine months of data when the Port Mann Bridge was tolled, and three months of data after the tolls were removed.

Figure 2.1: Pattullo Bridge AADT



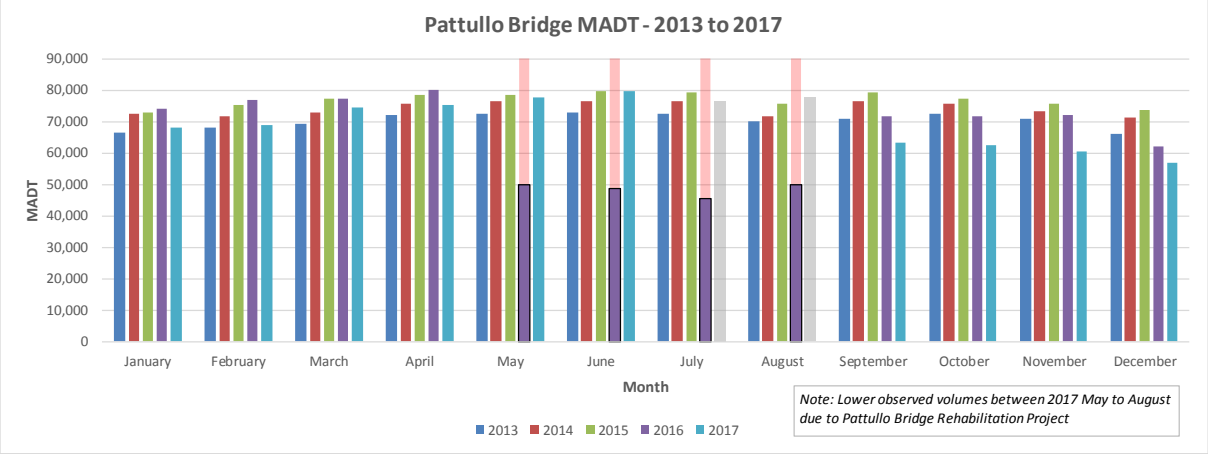
2.1.2 Monthly Average Daily Traffic (MADT)

Monthly Average Daily Traffic (MADT) is a measurement of the daily two-way traffic on a road segment of interest for a specific month. This parameter is defined as the summation of the total two-way traffic

on a road segment for an entire month, divided by the number of days in the month in order to obtain an average. It is a useful measure of traffic trends, particularly when short duration events cause temporary impacts on traffic patterns. Ideally, MADT would be calculated with 28 to 31 days of data, though some data may be lost due to data collection equipment failures and other issues. An audit of the available data should always be conducted prior to calculating an MADT to determine if sufficient data is available. Care must be taken to ensure a weekday is not under-represented or over-represented in the MADT calculation.

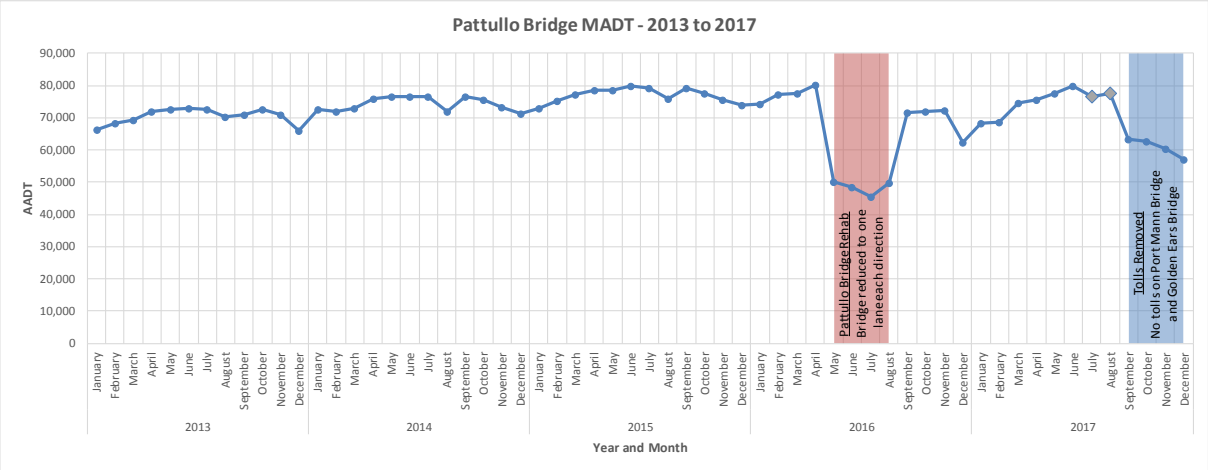
MADTs of the Pattullo Bridge for the past five years are shown in ***Figure 2.2A*** and ***Figure 2.2B***. In ***Figure 2.2A***, the annual variations in MADT are shown. The highest MADTs of each month appeared to have occurred in 2015, with the exception of the first four months of 2016. Significant reductions in MADT are observed between May 2016 and August 2016, which corresponds with the rehabilitation work on the Pattullo Bridge. A decrease in MADT is also observed on September 2017, corresponding with the removal of tolls on the Port Mann Bridge. The data collection equipment appeared to be experiencing some technical difficulties from July 2017 to August 2017. As such, these estimated MADTs should be treated with caution and are greyed-out in the figure below.

Figure 2.2A: Pattullo Bridge MADT – Variations by Year



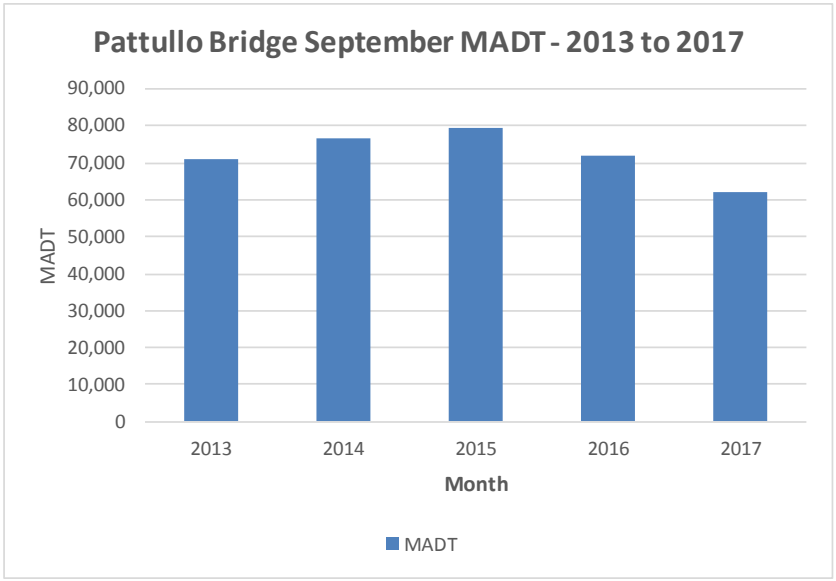
In ***Figure 2.2B,*** the overall trend in Pattullo Bridge MADT is shown. The MADT appears to show a gradual increase between 2013 and the first few months of 2016. A significant decrease is observed between May 2016 and August 2016, corresponding with the rehabilitation work at the Pattullo Bridge. However, a steady increase in MADT is observed between December 2016 and June 2017. A significant decrease in MADT is observed in September 2017 after the removal of tolls on the Port Mann Bridge.

Figure 2.2B: Pattullo Bridge MADT – Trend



Typically, fall season traffic is assumed to represent "baseline" traffic patterns. However, it is difficult to determine what the "baseline" of traffic patterns should be at the Pattullo Bridge due to significant changes in the regional transportation system as illustrated in ***Figure 2.3.*** At the time of writing this report, it is believed that traffic patterns are still normalizing from the removal of tolls in September 2017. The month of September has been selected for comparison purposes because it represents one of the months with the highest daily traffic as depicted in ***Figure 2.2***.

Figure 2.3: Pattullo Bridge MADT (September)



The daily traffic volumes shown in the ***Figure 2.3*** reflect the impact of various events on traffic patterns at the Pattullo Bridge. The following observations can be made:

- Increase in daily traffic volumes between 2013 and 2014
  - Due to tolls on the neighbouring Port Mann Bridge since the end of 2012
- Reduction in daily traffic volumes between 2015 and 2016
  - Bridge rehabilitation occurred in the summer of 2016
  - Traffic levels were not stabilized after the rehabilitation project
- Reduction in daily traffic volumes between 2016 and 2017, and a reduction of approximately 30% in MADT between the peak of observed traffic in 2015 and 2017
  - Likely due to the removal of tolls on the neighbouring Port Mann Bridge and Golden Ears Bridge on September 1, 2017

2.1.3 Peak Hour Volumes and Traffic Profiles

Peak hour traffic volumes and traffic profiles are shown in ***Figure 2.4A*** and ***Figure 2.4B***.

Figure 2.4A: 2017 Fall Weekday Pattullo Bridge Traffic Volume Profile - Northbound

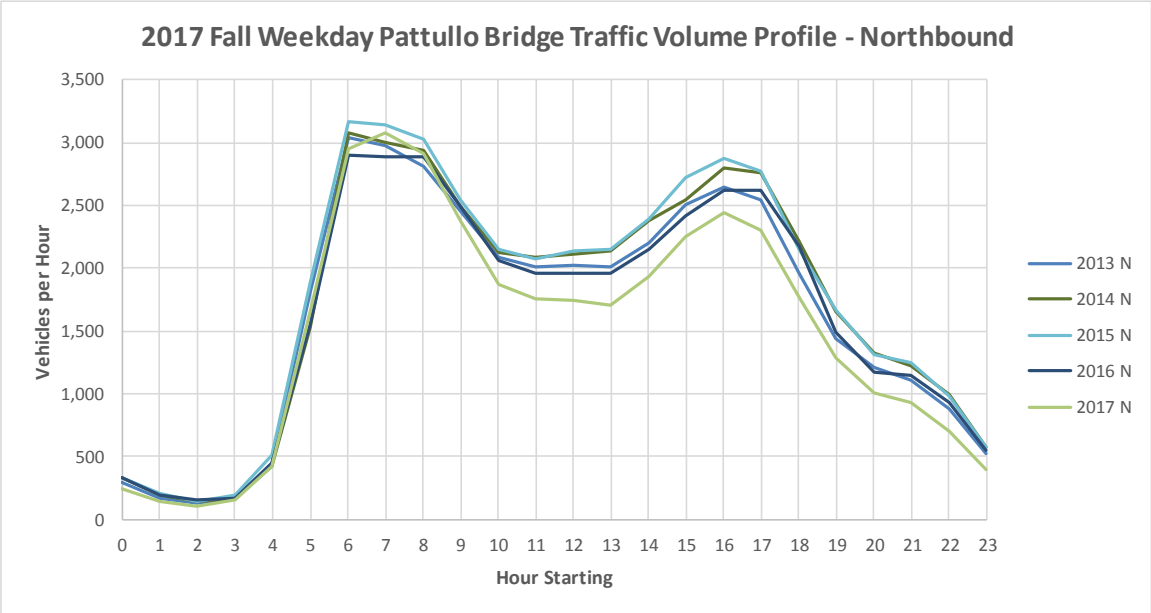
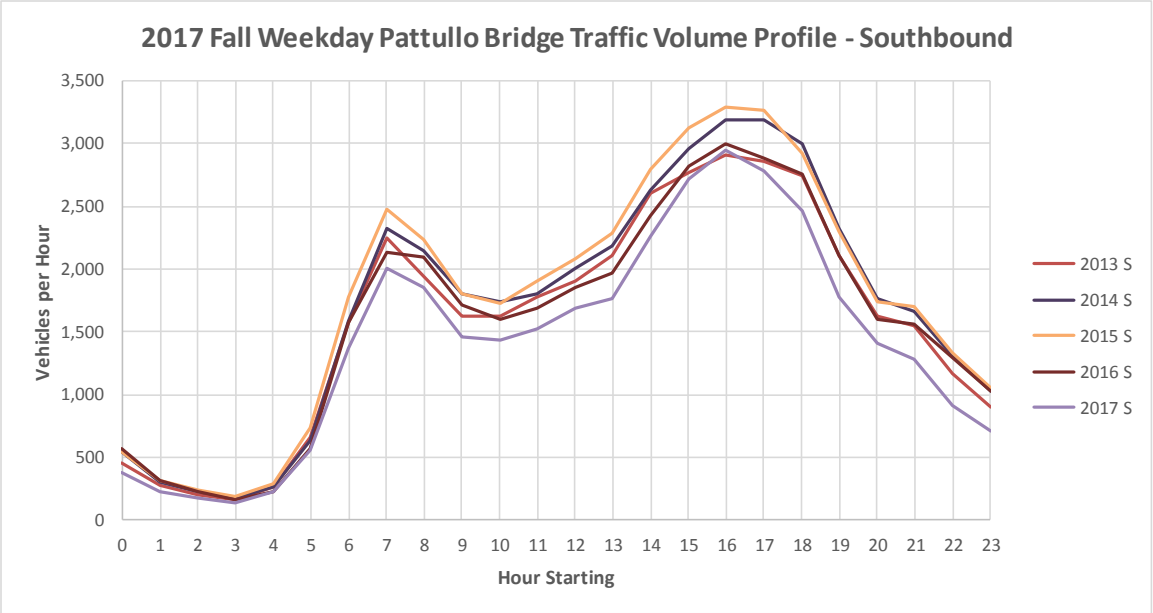


Figure 2.4B: 2017 Fall Weekday Pattullo Bridge Traffic Volume Profile - Southbound



Both ***Figure 2.4A*** and ***Figure 2.4B*** suggest hourly traffic volumes are lower in 2017 compared to previous years. In the northbound direction, peak hour traffic volume is approximately 3,000 vph in all recent years. In the southbound direction, peak hour traffic volume was approximately 3,200 vph during the highest years. Because demand exceeds capacity in the peak hours as evidenced by queue build up in the peak direction of travel, the capacity of the existing bridge is approximated at 3,000 vph in the northbound direction and 3,200 vph in the southbound direction. The southbound direction likely has less capacity than comparable four-lane bridges due to its sub-standard lane widths, mainline horizontal geometry, and ramp merge geometry.

2.1.4 Trucks

The Pattullo Bridge is a key component of the regional truck transportation network that supports local, provincial, and international trade. The truck traffic trends described in this section originate from two sources:

- A report produced by Acuere Consulting, *2014 Metro Vancouver Truck Classification and Dangerous Goods Survey*; and
- 2013 – 2017 Traffic Data from the Pattullo Bridge Permanent Count Station.

It should be noted that these two sources use different vehicle classification schemes. The data used in *2014 Metro Truck Classification and Dangerous Good Survey* was based on manual surveys. As such, the classification scheme is very detailed. In contrast, the permanent count station is only capable of classifying vehicles by length into five categories:

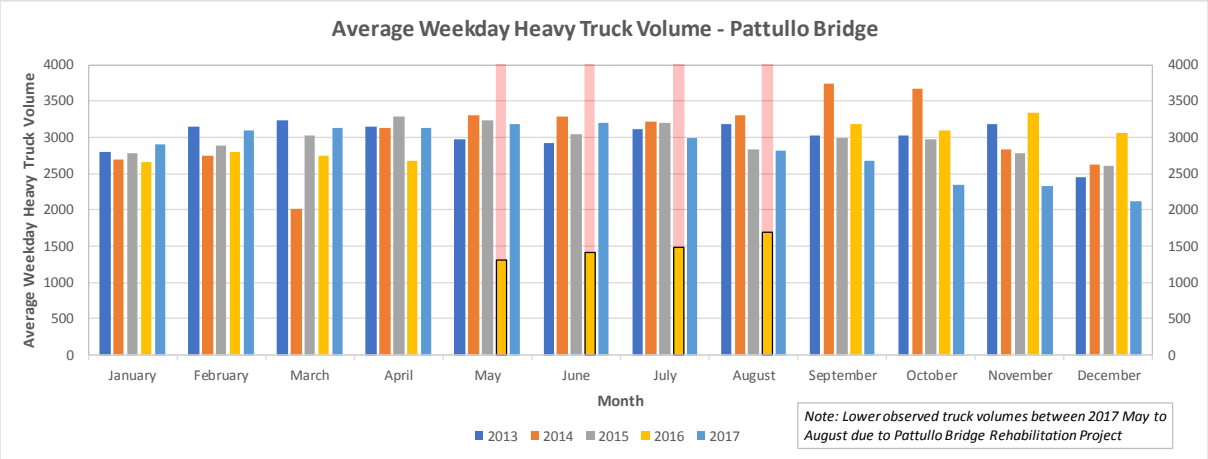
- Bin 1: 0.0 – 6.0 m;
- Bin 2: 6.0 – 12.5 m;
- Bin 3: 12.5 – 22.5 m;
- Bin 4: 22.5 m – 35.0 m; and
- Bin 5: > 35.0 m.

It was observed that the datasets were consistent when comparing the volumes of heavy trucks as defined in the Acuere report, with volumes in Bin 3, 4, and 5. However, significant discrepancies were observed when comparing the volumes of light trucks as defined in the Acuere report, and volumes in Bin 1 or Bin 2. It appears that not every vehicle in Bin 2 would be classified as a light truck.

According *to 2014 Metro Vancouver Truck Classification and Dangerous Goods Survey*, more than 4,000 light trucks and heavy trucks used the bridge on the weekdays in 2014. Truck traffic grew by over 9% at all major river crossings in the Lower Mainland from 2008 to 2014. For the same period, the number of trucks using the Pattullo Bridge increased by 15% (CTS 2008, Acuere 2014). However, the increase during this period was likely due to the presence of tolls on the neighbouring Port Mann Bridge between 2013 and 2017 and the diversion of trucks to avoid tolls. The removal of tolls since September 2017 is expected to reverse the 15% increase and cause truck traffic volumes to return to pre-2008 levels.

In ***Figure 2.5***, the average weekday heavy truck volume on the Pattullo Bridge is shown for each month. Approximately 3,000 heavy trucks use the Pattullo Bridge on an average weekday, although some exceptions are observed. Variations in heavy truck volumes are expected as many heavy truck trips are dependent on international trade. For example, container truck movements are dependent on activities at the marine container terminals such as the local Fraser Surrey Docks. A noticeable reduction in heavy truck volumes was observed in 2017 after the removal of the tolls on the Port Mann Bridge.

Figure 2.5: Average Weekday Heavy Truck Volume on Pattullo Bridge



2.1.5 Mode Share

No buses currently operate on the Pattullo Bridge during peak periods. SkyTrain Expo Line trains carry passengers across the adjacent SkyTrain bridge – the Skybridge. ***Table 2.1*** summarizes the mode share between motorists driving across the Pattullo Bridge and SkyTrain passengers across the Skybridge.

Table 2.1: Peak Hour Mode Share

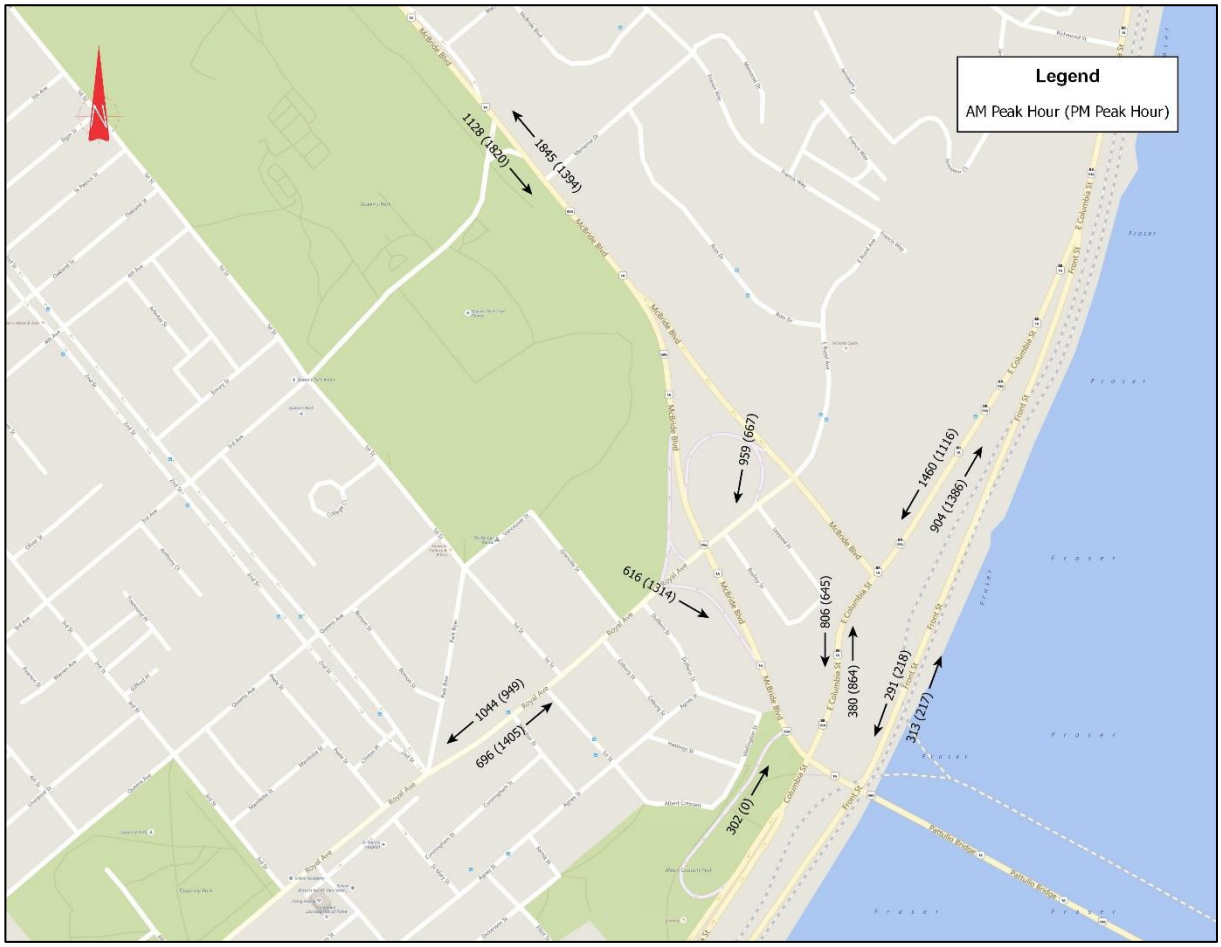
Mode	AM	MD	PM
Auto (Pattullo)	45%	60%	55%
Walking and Cycling (Pattullo)	0%	0%	0%
Transit (SkyTrain)	55%	40%	45%

These mode shares are calculated based on the *2011 Metro Vancouver Regional Screenline Survey (TransLink)*. With no substantial capacity changes along the corridor since 2011 and with no tolls on the neighbouring Port Mann Bridge, existing peak hour mode share should be quite comparable.

2.1.6 Peak Hour Volumes of Surrounding Areas

A traffic data collection program was conducted between late November and early December 2017. As part of this program, tube counts were conducted in the City of New Westminster to obtain hourly traffic data on several key road segments. These surveys are summarized in ***Figure 2.6***, which shows AM and PM peak hour traffic volumes.

Figure 2.6: Peak Hour Traffic Volumes in New Westminster



2.1.7 Key Traffic Patterns

An origin-destination survey was conducted as part of the Pattullo Bridge Replacement Project data collection program. Findings from the initial analyses are provided in this section with respect to traffic patterns using the Pattullo Bridge.

AM northbound traffic patterns crossing the Pattullo Bridge are shown in ***Figure 2.7***. The northbound traffic on the Pattullo Bridge appears to originate primarily from King George Boulevard, Scott Road and Bridgeview Drive. The majority of the traffic from Bridgeview Drive likely originates from Highway 17, east of the Pattullo Bridge. When combined with the demand from Highway 17 west of Pattullo Bridge, up to 30% of the northbound traffic appears to originate from Highway 17. Approximately 50% of the

northbound trips on the Pattullo Bridge are destined to McBride Boulevard, while the remaining 50% are split between Royal Avenue and Columbia Street.

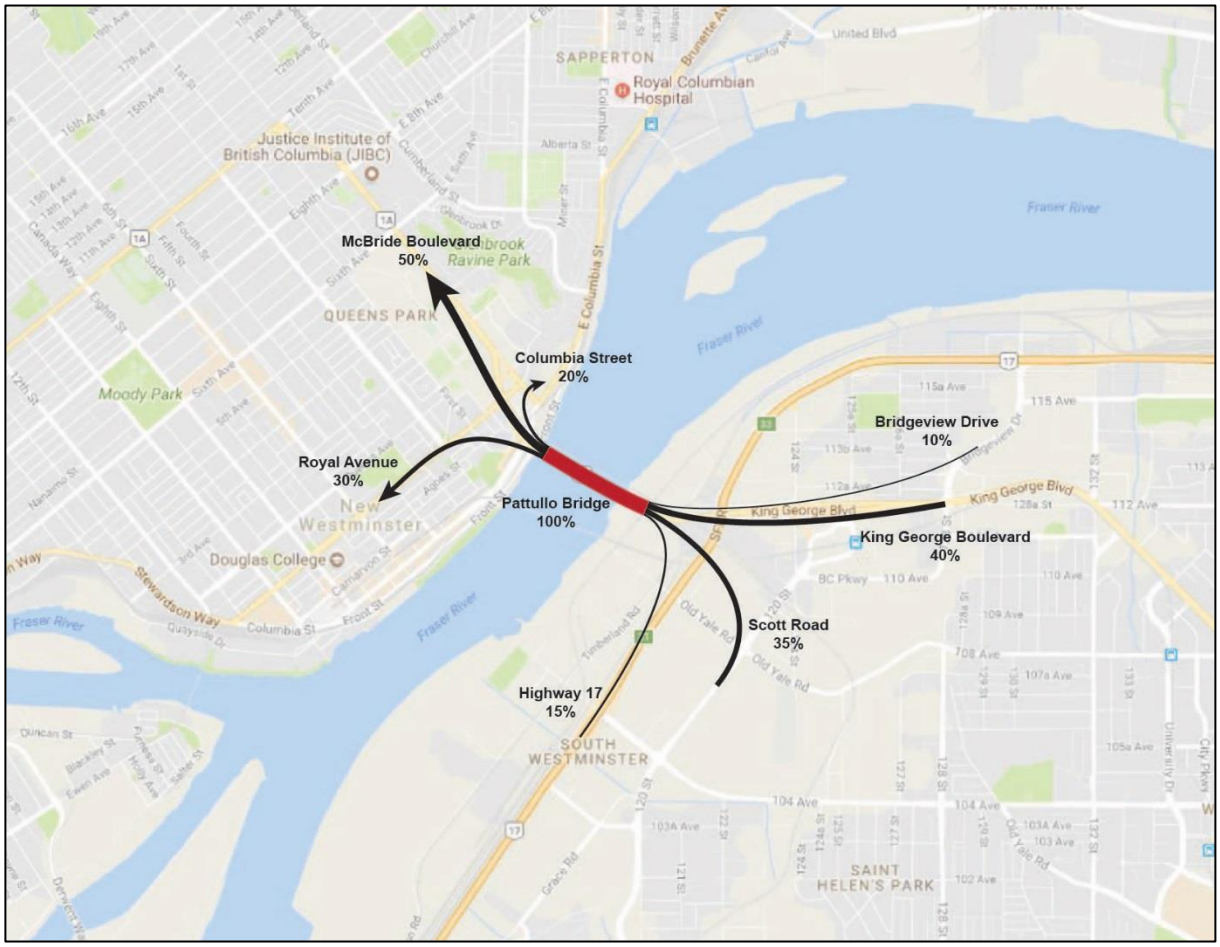
Figure 2.7: AM Northbound Traffic Patterns

AM southbound traffic patterns crossing the Pattullo Bridge are shown in ***Figure 2.8***. Approximately 50% of the southbound trips using the Pattullo Bridge originate from McBride Boulevard, while the remaining 50% are split between Royal Avenue and Columbia Street. Most of the southbound trips on the Pattullo Bridge are destined to King George Boulevard and Scott Road.

Figure 2.8: AM Southbound Traffic Patterns

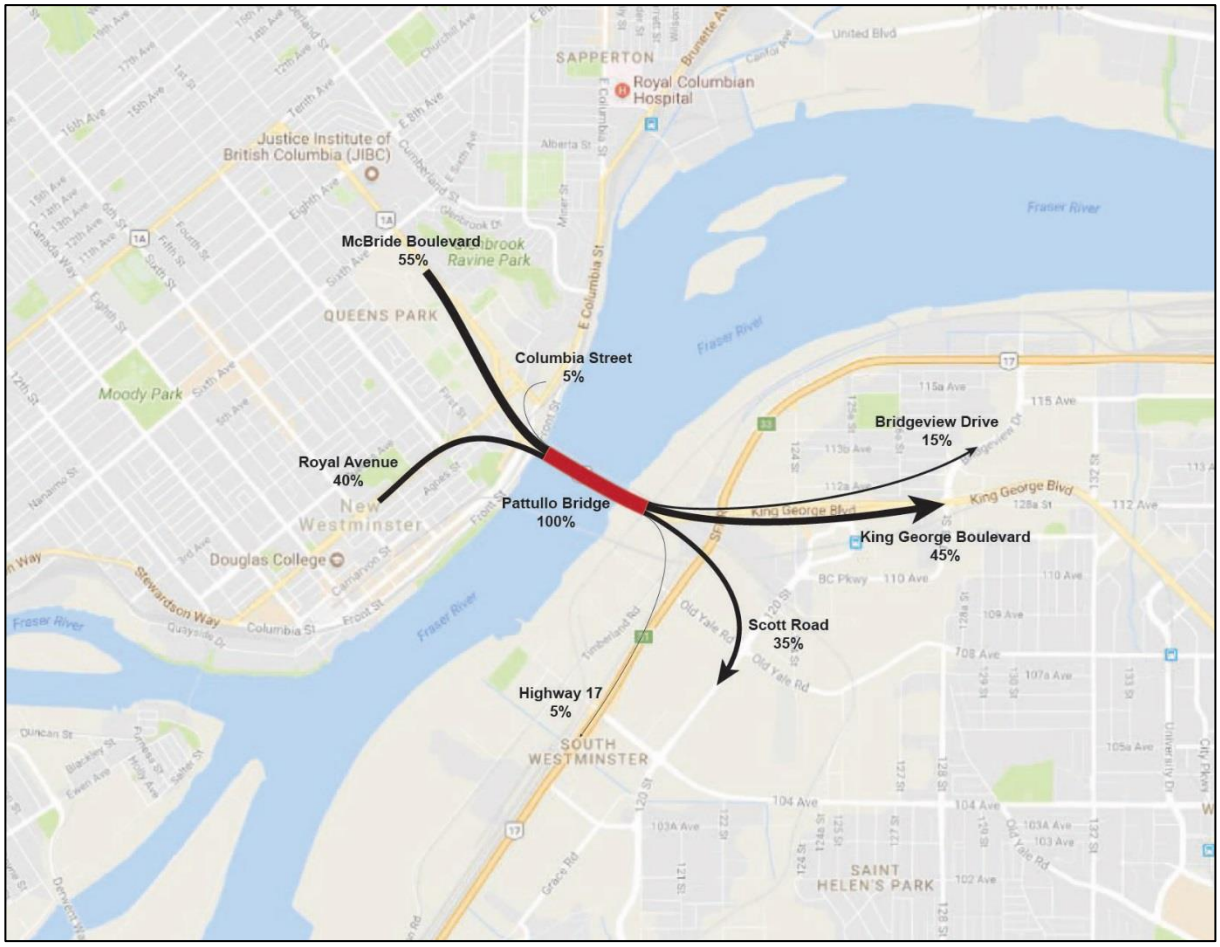
PM northbound traffic patterns crossing the Pattullo Bridge are shown in ***Figure 2.9***. The northbound traffic using the Pattullo Bridge appears to originate primarily from King George Boulevard and Scott Road. Approximately 50% of the northbound trips are destined to McBride Boulevard, while the remaining 50% are split between Royal Avenue and Columbia Street.

Figure 2.9: PM Northbound Traffic Patterns



PM southbound traffic patterns crossing the Pattullo Bridge are shown in ***Figure 2.10***. Slightly more than 50% of the southbound trips on the Pattullo Bridge originate from McBride Boulevard, while the remaining 50% are split between Royal Avenue and Columbia Street. The low percentage of vehicle trips originating from Columbia Street is due to the closure of the Columbia Street loop ramp during PM peak hours. The small percentage (5%) of vehicles that are still originating from Columbia Street are likely "short cutting" through the adjacent road network to access the Pattullo Bridge. Most of the southbound trips are destined to King George Boulevard and Scott Road.

Figure 2.10: PM Southbound Traffic Patterns



2.2 Impact of Toll Removal

Point-tolls were eliminated from the Port Mann Bridge and the Golden Ears Bridge beginning September 1, 2017. The removal of tolls on these two adjacent bridges have had a noticeable impact on the Pattullo Bridge, especially during off peak periods.

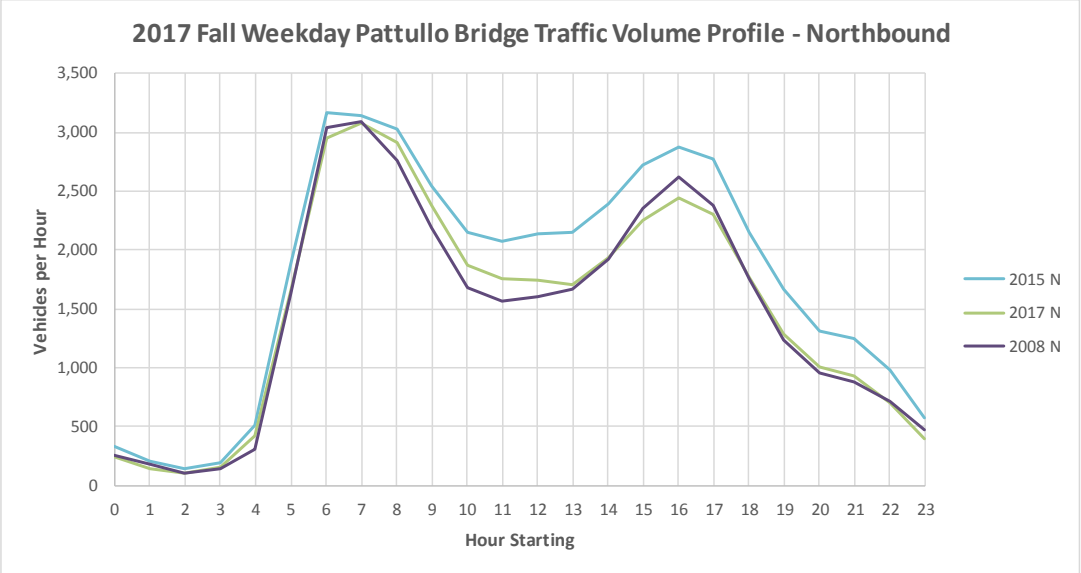
2.2.1 Pattullo Bridge Traffic Volumes

Figure 2.11A and ***Figure 2.11B*** show the traffic volume profile at the existing Pattullo Bridge in 2008, 2015, and 2017 in the northbound and southbound directions, respectively. The three years represent three key periods in regional network:

- 2008: prior to completion of the new tolled Port Mann Bridge;
- 2015: after the completion of the new tolled Port Mann Bridge;
- 2017: after the removal of tolls on the new Port Mann Bridge.

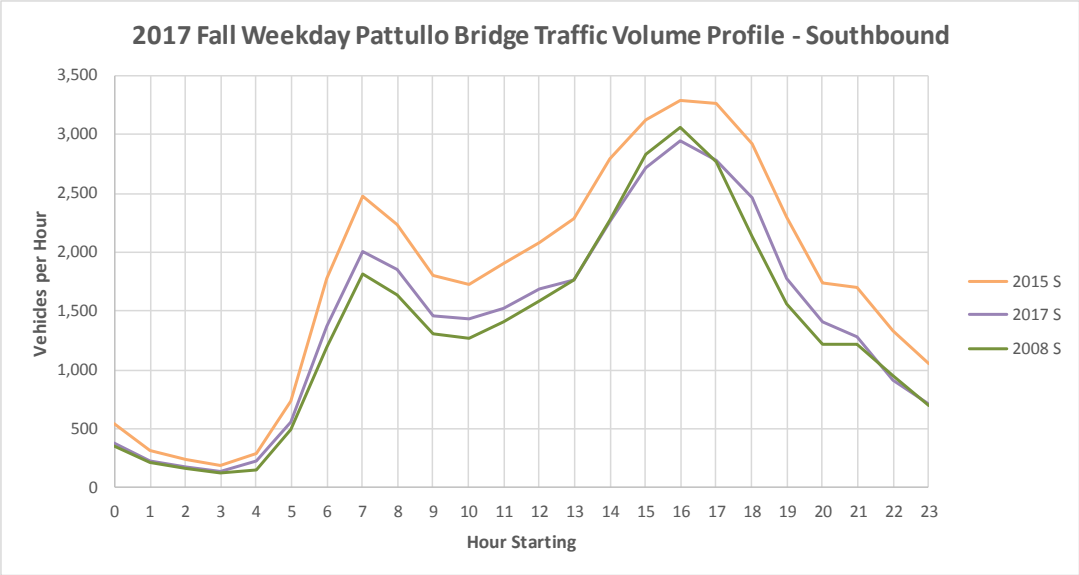
As shown in ***Figure 2.11A***, the AM peak hour traffic volumes in the northbound direction are similar in all three years. However, in 2017 after the removal of the tolls, traffic volumes through the rest of the day appear to be lower than the 2015 volumes, but similar to the 2008 volumes.

Figure 2.11A: 2017 Fall Weekday Pattullo Bridge Traffic Volume Profile - Northbound



As shown in ***Figure 2.11B***, in 2017 after the removal of the tolls, southbound traffic volumes throughout the day appear to be lower than the 2015 volumes, but similar to the 2008 volumes.

Figure 2.11B: 2017 Fall Weekday Pattullo Bridge Traffic Volume Profile - Southbound



2.2.2 Travel Times

Sample travel times between King George Boulevard at 108 Avenue in Surrey and McBride Boulevard at 6 Avenue in New Westminster were collected using Google Maps during the peak periods. The following observations were made before the removal of tolls:

- In the AM peak hour, travel times are approximately 14 minutes in the northbound direction and approximately 8 minutes in the southbound direction.
- In the PM peak hour, travel times are approximately 11 minutes in the northbound direction and approximately 11 minutes in the southbound direction.

The following observations were made after the removal of tolls:

- In the AM peak hour, travel times are approximately 13 minutes in the northbound direction and approximately 7 minutes in the southbound direction.
- In the PM peak hour, travel times are approximately 9 minutes in the northbound direction and approximately 10 minutes in the southbound direction.

These travel time changes are consistent with the changes in peak hour traffic volumes previously described. After the removal of tolls, peak travel times in the peak direction are similar to travel times associated with the pre-removal of tolls. Peak hour travel times in the non-peak direction seem to have similar or lower travel times as compared to travel times associated with the pre-removal of tolls.

3.0 Methodology

Based on the regional based travel demand forecasting model (RTM), a sub area model was developed to generate the traffic data to be used as part of the traffic analysis. The Pattullo Bridge sub area model includes auto, transit, and truck models which have been calibrated for the Pattullo Bridge study area for the AM, Midday, and PM peak hours.

The starting point of the sub area model was the then-existing TransLink Regional Transportation Model (RTM), Phase 2 Official Release 2015. Using EMME software, the travel demand forecasting model was calibrated using a combination of existing survey data and data collected specifically for this project (e.g. traffic counts, vehicle classification data, and travel time surveys).

More detailed descriptions of the following model components are referenced in Section 1.2 of the appended document *Pattullo Bridge Replacement Project – Environmental Assessment Input Traffic Modelling Report (Parsons 2017)*:

- Regional model version
- Model zone system and land use data
- Model road and transit network
- Four-stage transportation modeling procedure
- Model assumptions
- Model validation
- Traffic volume expansion
- Spatial Boundaries

Model traffic forecasts of the future 2023 and 2030 planning horizons were used as part of the traffic analysis. The 2023 planning horizon represents the “opening day” scenario for the new four lane Pattullo Bridge whereas the 2030 planning horizon represents a near ten year analysis period. The 2030 planning horizon was chosen as this time frame forms an important interim horizon for the Metro Vancouver Regional Growth Strategy, and therefore, official model inputs in terms of land use characteristics (population and employment demographics) and road and transit network assumptions have already been derived.

4.0 Future Conditions – 2023

This section includes an assessment of the No Build Scenario and the Build Scenario for 2023. The following traffic metrics are presented:

- Vehicle-kilometres Travelled (VKT) and Vehicle-hours Travelled (VHT)
- Traffic Demand[1] and Capacity
- Sample Origin-destination (OD) Travel Times

Four analysis hours are modelled and presented:

- AM1: 6:30 – 7:30 AM (project peak hour)
- AM2 7:30 – 8:30 AM (regional peak hour)
- MD: 12:00 – 1:00 PM
- PM: 4:30 – 5:30 PM (project and regional peak hour)

The traffic metrics are first presented as absolute values of the scenario, before they are compared.

4.1 No Build Scenario

As described in Section 1, the No Build Scenario entails replacing much of the entire existing bridge deck and reconfigures the new deck with three standard lanes because the width of the bridge between the arches does not permit reinstatement of four standard lanes.

VKT and VHT are two basic metrics from the sub area model. The spatial scope is the entire model extents stretching from Lions Bay in the west to Hope in the east, and hence the absolute values are not very insightful other than providing an appreciation of the order of magnitude of the differences. VKT measures vehicle trip distances and is a determinant of fuel consumption, vehicle emissions, and road maintenance. VHT measures vehicle trip durations and is a determinant of travel time and speed, congestion and delays. Model forecasts of 2023 regional VKT and VHT are shown in ***Table 4.1***.

[1] Traffic demand refers to the number of trips that desire to use a particular link to travel between an origin – destination pair. If the traffic demand is less than the capacity of the link, the traffic volume on that link would be equal to the traffic demand. If the traffic demand is equal to or exceeds the capacity, the traffic volume on that link would be approximately equal to the capacity of the link. The demand in excess of the capacity would be unserviced, and may manifest as queues on the network.

Table 4.1: 2023 Forecast Regional Hourly VKT and VHT (No Build Scenario)

Horizon Year	2023			
Time Period	AM1	AM2	MD	PM
VKT	3,180,000	4,450,000	3,010,000	4,780,000
VHT	67,100	108,900	59,600	117,800

The rest of the metrics pertain to the immediate Pattullo Bridge study area, and hence the absolute values are more meaningful. Model forecasts of 2023 hourly traffic demand presented at the bridge and the approaches are shown in ***Table 4.2***.

Table 4.2: 2023 Forecast Hourly Traffic Demand (No Build Scenario)

Horizon Year	2023							
Time Period	AM1		AM2		MD		PM	
Location	SB	NB	SB	NB	SB	NB	SB	NB
McBride Blvd	1,090	1,665	1,420	1,635	1,255	760	2,705	1,090
Royal Ave	740	1,520	1,000	1,590	880	685	1,620	1,040
Columbia St	780	885	870	1,095	505	890	1,160	1,205
Pattullo Bridge	1,650	3,705	2,155	3,680	1,775	1,600	3,880	1,955
King George Blvd	1,070	2,235	1,340	2,230	1,130	990	2,625	990
Scott Rd	630	1,555	935	1,610	865	845	1,465	1,175
Highway 17 (east of Pattullo)	305	705	490	825	405	375	1,115	375
Highway 17 (west of Pattullo)	705	305	825	490	375	405	375	1,115

** numbers in red indicate that traffic demand exceeds capacity of approximately 3,500 vph[2]*

** numbers in blue indicate that traffic demand exceeds capacity of single lane of approximately 1,600 vph*

Table 4.2 shows that peak direction traffic demand across the Pattullo Bridge in 2023 is in the range of 3,700-3,900 vehicles per hour (vph) in two lanes. Traffic demand in the non-peak direction is in the range of 1,900-2,200 vph in one lane. Traffic demand exceeds capacity in both directions during the AM and PM peak hours.

Sample travel times are shown in ***Table 4.3*** for seven representative origin-destination pairs that use the bridge.

[2] Based on complementary traffic operational analysis using a customized and calibrated micro-simulation model.

Table 4.3: 2023 Modelled Travel Times in Minutes (No Build Scenario)

Horizon Year				2023							
Time Period				AM1		AM2		MD		PM	
Origin		Destination		SB	NB	SB	NB	SB	NB	SB	NB
Surrey	Bridgeview	New West	Royal City Centre	8	12	11	13	7	10	16	17
Surrey	108 Avenue at 128 Street	Burnaby	Metrotown	20	26	24	27	20	21	31	29
Surrey	Central City	New West	Royal City Centre	13	17	16	17	12	14	21	21
Surrey	Newton	New West	Royal City Centre	20	25	24	26	20	22	31	29
Surrey	96 Avenue at Scott Road	Burnaby	N Fraser Way Industrials	21	28	22	28	20	21	28	26
Delta	Tilbury Industrials	New West	Royal City Centre	20	24	22	25	19	20	25	26
Surrey	Newton	Coquitlam	SilverCity Coquitlam	20	23	22	24	20	19	26	22

Table 4.3 shows that travel times in the peak direction are 3 to 11 minutes longer than those in the midday when traffic is less congested and close to free flow operations. Travel times in the non-peak direction come close to those in the peak direction due to the single lane operation in the non-peak direction.

The estimated AADT values are shown in ***Table 4.4***.

Table 4.4: 2023 Estimated AADT (No Build Scenario)

Horizon Year	2023		
Time Period	AADT		
Location	SB	NB	Total
McBride Blvd	24,750	16,200	40,950
Royal Ave	16,500	15,150	31,650
Columbia St	11,250	15,750	27,000
Pattullo Bridge	35,850	33,900	69,750
King George Blvd	23,150	20,150	43,300
Scott Rd	15,750	17,150	32,900
Highway 17 (east of Pattullo)	8,850	7,550	16,400
Highway 17 (west of Pattullo)	7,550	8,850	16,400

Table 4.4 shows that the estimated AADT on the Pattullo Bridge in 2023 is approximately 70,000, compared to existing MADT of 63,000 (after toll removal).

4.2 Build Scenario

As described in Section 1, the Build Scenario is a new four-lane bridge that replaces the existing bridge.

Model forecasts of 2023 regional VKT and VHT are shown in ***Table 4.5***.

Table 4.5: 2023 Forecast Regional Hourly VKT and VHT (Build Scenario)

Horizon Year	2023			
Time Period	AM1	AM2	MD	PM
VKT	3,190,000	4,450,000	3,010,000	4,780,000
VHT	67,200	109,200	59,600	117,900

Model forecasts of 2023 hourly traffic demand are shown in ***Table 4.6*** for the key routes providing access to and from the bridge.

Table 4.6: 2023 Forecast Hourly Traffic Demand (Build Scenario)

Horizon Year	2023							
Time Period	AM1		AM2		MD		PM	
Location	SB	NB	SB	NB	SB	NB	SB	NB
McBride Blvd	970	1,600	1,320	1,410	875	655	1,490	1,455
Royal Ave	780	1,410	1,070	1,275	900	795	1,335	1,220
Columbia St	1,310	1,255	1,720	1,285	1,105	1,235	2,225	1,535
Pattullo Bridge	2,315	**4,130**	3,155	3,435	2,130	2,095	**4,175**	3,345
King George Blvd	1,290	2,110	1,790	1,735	1,280	955	2,445	1,460
Scott Rd	500	1,290	965	1,130	665	750	1,395	1,275
Highway 17 (east of Pattullo)	265	1,090	585	1,085	350	610	1,015	720
Highway 17 (west of Pattullo)	1,090	560	1,015	815	615	615	720	1,345

** numbers in red indicate that traffic demand exceeds capacity of approximately 3,500 vph*

Table 4.6 shows that the peak direction traffic demand across the Pattullo Bridge in 2023 is in the range of 4,100-4,200 vph. Traffic demand in the non-peak direction is in the range of 3,100-3,400 vph. Traffic demand exceeds capacity in the peak direction, while it is slightly under capacity in the non-peak direction.

Sample travel times are shown in ***Table 4.7*** for seven representative origin-destination pairs that use the bridge.

Table 4.7: 2023 Modelled Travel Times in Minutes (Build Scenario)

Horizon Year				2023							
Time Period				AM1		AM2		MD		PM	
Origin		Destination		SB	NB	SB	NB	SB	NB	SB	NB
Surrey	Bridgeview	New West	Royal City Centre	8	12	10	16	8	8	20	9
Surrey	108 Avenue at 128 Street	Burnaby	Metrotown	20	27	22	30	20	20	31	23
Surrey	Central City	New West	Royal City Centre	12	17	15	20	12	12	26	14
Surrey	Newton	New West	Royal City Centre	20	25	23	29	20	20	34	23
Surrey	96 Avenue at Scott Road	Burnaby	N Fraser Way Industrials	21	27	22	31	21	21	28	23
Delta	Tilbury Industrials	New West	Royal City Centre	17	22	18	26	16	19	25	20
Surrey	Newton	Coquitlam	SilverCity Coquitlam	20	23	21	24	20	19	26	21

Table 4.7 shows that travel times in the peak direction are 8 to 14 minutes longer than those in the midday when traffic is less congested and close to free flow operations. Travel times in the non-peak direction are similar to the midday, suggesting that there is minimal congestion in the non-peak direction.

The estimated AADT values are shown in ***Table 4.8***. As can be seen in the table, the estimated AADT on the Pattullo Bridge in 2023 is approximately 85,000, compared to existing MADT of 63,000 (after toll removal).

Table 4.8: 2023 Estimated AADT (Build Scenario)

Horizon Year	2023		
Time Period	AADT		
Location	SB	NB	Total
McBride Blvd	17,250	15,500	32,750
Royal Ave	16,100	15,500	31,600
Columbia St	23,050	20,550	43,600
Pattullo Bridge	43,600	41,750	85,350
King George Blvd	25,600	19,450	45,050
Scott Rd	13,850	14,800	28,650
Highway 17 (east of Pattullo)	8,450	11,650	20,100
Highway 17 (west of Pattullo)	11,500	12,650	24,150

4.3 Comparison: No Build vs Build Scenarios

To improve the understanding of the potential differences between the two scenarios, all traffic metrics presented previously for the 2023 planning horizon have been compared, including VKT and VHT, traffic demand, travel times, and AADT.

VKT and VHT

As discussed, the spatial scope of the VKT and VHT is the entire model extents, and hence the absolute values are not very insightful other than providing an appreciation of the order of magnitude of the differences. The differences in VKT and VHT give better insights as to the overall changes in trip distances and durations due to the project. Changes in regional VKT and VHT are shown in ***Table 4.9.***

Table 4.9: 2023 Forecast Regional VKT and VHT (Build over No Build)

Horizon Year	2023			
Time Period	AM1	AM2	MD	PM
VKT	10,000	0	0	0
VHT	100	300	0	100

These changes in regional VKT and VHT, as shown in Table 4.9, could be caused by:

- Changes in trip distances and durations of bridge traffic in the No Build Scenario (usually a reduction).
- Trip distances and durations of new traffic crossing the bridge in the Build Scenario (must be an increase).

Increases in VKT and VHT are anticipated to primarily occur in the AM peak period. The complex interactions of trip making only imply that some of the increases are greater than the reductions overall, but they cannot be isolated to determine the benefit of the new bridge to an individual trip. Hence, the other metrics provide better insights such as the changes in hourly traffic demand, travel time, and AADT.

Travel Demand

The difference in travel demand between the two scenarios is shown in ***Table 4.10*** for the key routes providing access to and from the bridge (new or rehabilitated).

Table 4.10: 2023 Forecast Hourly Traffic Demand (Build over No Build)

Horizon Year	2023							
Time Period	AM1		AM2		MD		PM	
Direction	SB	NB	SB	NB	SB	NB	SB	NB
McBride Blvd	-120	-65	-100	-225	-380	-105	-1,215	365
Royal Ave	40	-110	70	-315	20	110	-285	180
Columbia St	530	370	850	190	600	345	1,065	330
Pattullo Bridge	665	425	1,000	-245	355	495	295	1,390
King George Blvd	220	-125	450	-495	150	-35	-180	470
Scott Rd	-130	-265	30	-480	-200	-95	-70	100
Highway 17 (east of Pattullo)	-40	385	95	260	-55	235	-100	345
Highway 17 (west of Pattullo)	385	255	190	325	240	210	345	230

At the Pattullo Bridge, the highest traffic demand increases were observed in the non-peak direction as more capacity is provided with the single lane operation in the No Build Scenario becoming two standard lanes in the Build Scenario. On the bridge approaches, traffic demand increases on Columbia Street and Highway 17 were observed due to the improved direct accesses to the bridge. This results in traffic demand reductions on McBride Boulevard and Scott Road, especially in the peak direction of travel.

Travel Time

Changes in sample travel times are shown in ***Table 4.11*** for seven representative origin-destination pairs that use the bridge (new or rehabilitated).

Table 4.11: 2023 Modelled Travel Times in Minutes (Build over No Build)

				Horizon Year	2023							
				Time Period	AM1		AM2		MD		PM	
Origin		Destination			SB	NB	SB	NB	SB	NB	SB	NB
Surrey	Bridgeview	New West	Royal City Centre		0	0	-1	3	0	-2	4	-7
Surrey	108 Avenue at 128 Street	Burnaby	Metrotown		0	1	-2	3	0	-1	0	-6
Surrey	Central City	New West	Royal City Centre		0	0	-1	3	0	-2	5	-7
Surrey	Newton	New West	Royal City Centre		0	0	-1	3	0	-2	3	-7
Surrey	96 Avenue at Scott Road	Burnaby	N Fraser Way Industrials		0	0	0	3	1	0	1	-3
Delta	Tilbury Industrials	New West	Royal City Centre		-3	-2	-4	2	-3	-2	1	-6
Surrey	Newton	Coquitlam	SilverCity Coquitlam		0	0	-1	0	0	0	0	-1

Travel time reductions throughout the day are observed on the OD pair between Delta Tilbury and New Westminster Royal City Center due to the proposed direct accesses for Highway 17 via the Scott Road Extension. Otherwise, for the rest of the OD pairs, travel times generally increase in the peak direction and decrease in the non-peak direction. Reductions in travel time in the non-peak direction are due to additional capacity as the single lane operation in the No Build Scenario becomes two standard lanes in the Build Scenario. Increases in travel time in the northbound direction during the AM peak period for those routes accessing the bridge via King George Boulevard are likely associated with the proposed laning configuration where traffic merges down to a single lane independently of Scott Road. Increases in travel time in the southbound direction during the PM peak period for those routes accessing the bridge via McBride Boulevard or Royal Avenue are likely associated with the proposed laning configuration where traffic also merges down to a single lane prior to accessing the bridge.

In summary, estimated travel times for the Build Scenario were generally less than the No Build Scenario for all time periods, with the exception for the AM northbound and PM southbound peak periods.

AADT

Changes in estimated AADT values for the 2023 planning horizon are shown in ***Table 4.12***.

Table 4.12: 2023 Estimated AADT (Build over No Build)

Horizon Year	2023	
Time Period	AADT	
Direction	SB	NB
McBride Blvd	-7,500	-700
Royal Ave	-400	350
Columbia St	11,800	4,800
Pattullo Bridge	7,750	7,850
King George Blvd	2,450	-700
Scott Rd	-1,900	-2,350
Highway 17 (east of Pattullo)	-400	4,100
Highway 17 (west of Pattullo)	3,950	3,800

Across the Pattullo Bridge, the increase in AADT is approximately 16,000 between the Build and No Build Scenarios. On the bridge approaches, traffic increases on Columbia Street and Highway 17 are also anticipated due to the improved direct accesses to the bridge. Conversely, these direct ramps to the bridge are anticipated to result in traffic reductions on McBride Boulevard and Scott Road.

5.0 Future Conditions – 2030

This section includes an assessment of the No Build Scenario and the Build Scenario for the 2030 planning horizon. The same traffic metrics as introduced previously are presented as follows:

- Vehicle-kilometres Travelled (VKT) and Vehicle-hours Travelled (VHT).
- Traffic Demand and Capacity.
- Sample Origin-destination (OD) Travel Times.

The section is organized in a similar manner as the previous section, in that traffic metrics are first presented as absolute values of the scenario, before they are compared.

5.1 No Build Scenario

As described in Section 1, the No Build Scenario entails replacing much of the entire existing bridge deck and reconfigures the new deck with three standard lanes because the width of the bridge between the arches does not permit reinstatement of four standard lanes.

Model forecasts of 2030 regional VKT and VHT are shown in ***Table 5.1***.

Table 5.1: 2030 Forecast Regional VKT and VHT (No Build Scenario)

Horizon Year	2030			
Time Period	AM1	AM2	MD	PM
VKT	3,370,000	4,740,000	3,160,000	5,090,000
VHT	72,700	122,600	63,200	133,000

Model forecasts of 2030 hourly traffic demand are shown in ***Table 5.2***.

Table 5.2: 2030 Forecast Hourly Traffic Demand (No Build Scenario)

Horizon Year	2030							
Time Period	AM1		AM2		MD		PM	
Location	SB	NB	SB	NB	SB	NB	SB	NB
McBride Blvd	1,100	1,705	1,465	1,650	1,315	765	2,840	1,105
Royal Ave	760	1,620	1,060	1,595	930	715	1,735	1,100
Columbia St	800	930	925	1,135	525	935	1,220	1,250
Pattullo Bridge	1,695	3,900	2,240	3,690	1,860	1,630	4,075	1,975
King George Blvd	1,115	2,320	1,385	2,240	1,195	1,015	2,765	975
Scott Rd	630	1,655	980	1,635	905	875	1,490	1,185
Highway 17 (east of Pattullo)	335	790	570	935	425	385	1,185	435
Highway 17 (west of Pattullo)	790	335	935	570	385	425	435	1,185

** numbers in red indicate that traffic demand exceeds capacity of around 3,500 vph*

** numbers in blue indicate that traffic demand exceeds capacity of a single lane of approximately 1,600 vph*

Table 5.2 shows that peak direction traffic demand across the Pattullo Bridge in 2030 is in the range of 3,900-4,100 vph in two lanes. Traffic demand in the non-peak direction is in the range of 1,900-2,300 vph in one lane. Traffic demand exceeds capacity in both directions during the AM and PM peak hours.

Sample travel times are shown in ***Table 5.3*** for seven representative origin-destination pairs that use the bridge.

Table 5.3: 2030 Modelled Travel Times in Minutes (No Build Scenario)

				Horizon Year	2030							
				Time Period	AM1		AM2		MD		PM	
Origin		Destination			SB	NB	SB	NB	SB	NB	SB	NB
Surrey	Bridgeview	New West	Royal City Centre		8	14	12	17	7	10	18	18
Surrey	108 Avenue at 128 Street	Burnaby	Metrotown		20	27	25	31	20	22	33	30
Surrey	Central City	New West	Royal City Centre		13	18	17	21	12	14	24	22
Surrey	Newton	New West	Royal City Centre		21	27	25	31	20	22	34	30
Surrey	96 Avenue at Scott Road	Burnaby	N Fraser Way Industrials		21	29	23	33	20	21	30	26
Delta	Tilbury Industrials	New West	Royal City Centre		20	25	23	29	19	20	27	27
Surrey	Newton	Coquitlam	SilverCity Coquitlam		20	24	23	25	20	20	27	22

Table 5.3 shows that travel times in the peak direction are 7 to 14 minutes longer than those in the midday when traffic is less congested and close to free flow operations. Travel times in the non-peak direction are close to those in the peak direction due to the single lane operation in the non-peak direction.

The estimated AADT values are shown in ***Table 5.4***.

Table 5.4: 2030 Estimated AADT (No Build Scenario)

Horizon Year	2030		
Time Period	AADT		
Location	SB	NB	Total
McBride Blvd	25,900	16,350	42,250
Royal Ave	17,550	15,600	33,150
Columbia St	11,850	16,400	28,250
Pattullo Bridge	37,550	34,250	71,800
King George Blvd	24,400	20,300	44,700
Scott Rd	16,350	17,500	33,850
Highway 17 (east of Pattullo)	9,550	8,200	17,750
Highway 17 (west of Pattullo)	8,200	9,550	17,750

Table 5.4 shows that the estimated AADT on the Pattullo Bridge in 2030 is approximately 72,000, compared to existing MADT of 63,000 (after toll removal).

5.2 Build Scenario

As described in Section 1, the Build Scenario is a new four-lane bridge that replaces the existing bridge.

Model forecasts of 2030 regional VKT and VHT are shown in ***Table 5.5***.

Table 5.5: 2030 Forecast Regional VKT and VHT (Build Scenario)

Horizon Year	2030			
Time Period	AM1	AM2	MD	PM
VKT	3,370,000	4,750,000	3,160,000	5,100,000
VHT	72,900	123,000	63,100	133,400

Model forecasts of 2030 hourly traffic demand are shown in ***Table 5.6***.

Table 5.6: 2030 Forecast Hourly Traffic Demand (Build Scenario)

Horizon Year	2030							
Time Period	AM1		AM2		MD		PM	
Location	SB	NB	SB	NB	SB	NB	SB	NB
McBride Blvd	1,000	1,655	1,375	1,440	920	670	1,525	1,495
Royal Ave	820	1,480	1,120	1,300	950	815	1,390	1,275
Columbia St	1,340	1,300	1,835	1,315	1,145	1,260	2,185	1,590
Pattullo Bridge	2,410	**4,360**	3,335	3,495	2,240	2,150	**4,160**	3,470
King George Blvd	1,345	2,250	1,875	1,780	1,370	995	2,510	1,515
Scott Rd	535	1,380	1,055	1,190	695	775	1,375	1,315
Highway 17 (east of Pattullo)	310	1,170	700	1,175	370	620	1,095	800
Highway 17 (west of Pattullo)	1,135	580	1,080	885	625	630	715	1,445

** numbers in red indicate that traffic demand exceeds capacity of approximately 3,500 vph*

Table 5.6 shows that the peak direction traffic demand across the Pattullo Bridge in 2030 is in the range of 4,100-4,400 vph. Traffic demand in the non-peak direction is in the range of 3,300-3,500 vph. Traffic demand exceeds capacity in the peak direction, while it is slightly under capacity in the non-peak direction.

Sample travel times are shown in ***Table 5.7*** for seven representative origin-destination pairs that use the bridge.

Table 5.7: 2030 Modelled Travel Times in Minutes (Build Scenario)

				Horizon Year	2030							
				Time Period	AM1		AM2		MD		PM	
Origin		Destination			SB	NB	SB	NB	SB	NB	SB	NB
Surrey	Bridgeview	New West	Royal City Centre		8	13	10	21	8	8	24	10
Surrey	108 Avenue at 128 Street	Burnaby	Metrotown		20	28	23	32	20	20	33	23
Surrey	Central City	New West	Royal City Centre		13	18	15	25	13	12	30	15
Surrey	Newton	New West	Royal City Centre		20	27	24	35	20	21	37	23
Surrey	96 Avenue at Scott Road	Burnaby	N Fraser Way Industrials		21	29	22	36	21	21	32	23
Delta	Tilbury Industrials	New West	Royal City Centre		17	23	19	31	16	19	28	20
Surrey	Newton	Coquitlam	SilverCity Coquitlam		20	24	22	26	20	20	27	22

Table 5.7 shows that travel times in the peak direction are 11 to 17 minutes longer than those in the midday when traffic is less congested and close to free flow operations. Travel times in the non-peak direction are similar to the midday with little congestion.

The estimated AADT values are shown in ***Table 5.8***.

Table 5.8: 2030 Estimated AADT (Build Scenario)

Horizon Year	2030		
Time Period	AADT		
Location	SB	NB	Total
McBride Blvd	17,950	15,900	33,850
Royal Ave	16,900	15,950	32,850
Columbia St	23,750	21,050	44,800
Pattullo Bridge	45,200	42,850	88,050
King George Blvd	26,950	20,100	47,050
Scott Rd	14,350	15,400	29,750
Highway 17 (east of Pattullo)	9,250	12,350	21,600
Highway 17 (west of Pattullo)	11,750	13,350	25,100

Table 5.8 shows the estimated AADT on the Pattullo Bridge in 2030 is approximately 88,000, compared to existing MADT of 63,000 (after toll removal).

5.3 Comparison: No Build vs Build Scenarios

To improve the understanding of the potential differences between the two scenarios, all traffic metrics presented previously for the 2030 planning horizon have been compared, including VKT and VHT, traffic demand, travel times, and AADT.

VKT and VHT

As discussed, the spatial scope of the VKT and VHT is the entire model extents, and hence the absolute values are not very insightful other than providing an appreciation of the order of magnitude of the differences. The differences in VKT and VHT give better insights as to the overall changes in trip distances and durations due to the project. Changes in regional VKT and VHT are shown in ***Table 5.9***.

Table 5.9: 2030 Forecast Regional VKT and VHT (Build over No Build)

Horizon Year	2030			
Time Period	AM1	AM2	MD	PM
VKT	0	10,000	0	10,000
VHT	200	400	-100	400

These changes in VKT and VHT, as shown in Table 5.9, could be caused by:

- Changes in trip distances and durations of bridge traffic in the No Build Scenario (usually a reduction).
- Trip distances and durations of new traffic crossing the bridge in the Build Scenario (must be an increase).

Increases in VKT and VHT are anticipated in the peak hours, however, not during the midday. The complex interactions of trip making only imply that some of the increases are greater than the reduction overall, but they cannot be isolated to determine the benefit of the new bridge to an individual trip. Hence, the rest of the metrics would provide better insights.

Travel Demand

Changes in hourly traffic demand are shown in ***Table 5.10*** for the key routes providing access to and from the bridge (new or rehabilitated).

Table 5.10: 2030 Forecast Hourly Traffic Demand (Build over No Build)

Horizon Year	2030							
Time Period	AM1		AM2		MD		PM	
Direction	SB	NB	SB	NB	SB	NB	SB	NB
McBride Blvd	-100	-50	-90	-210	-395	-95	-1,315	390
Royal Ave	60	-140	60	-295	20	100	-345	175
Columbia St	540	370	910	180	620	325	965	340
Pattullo Bridge	715	460	1,095	-195	380	520	85	1,495
King George Blvd	230	-70	490	-460	175	-20	-255	540
Scott Rd	-95	-275	75	-445	-210	-100	-115	130
Highway 17 (east of Pattullo)	-25	380	130	240	-55	235	-90	365
Highway 17 (west of Pattullo)	345	245	145	315	240	205	280	260

At the Pattullo Bridge, the highest traffic demand increases were observed in the non-peak direction as more capacity is provided with the single lane operation in the No Build Scenario becoming two standard lanes in the Build Scenario. On the bridge approaches, traffic demand increases on Columbia Street and Highway 17 were observed due to the improved direct accesses to the bridge. This results in traffic demand reductions on McBride Boulevard and Scott Road, especially in the peak direction of travel.

Travel Times

Changes in sample travel times are shown in ***Table 5.11*** for seven representative origin-destination pairs that use the bridge (new or rehabilitated).

Table 5.11: 2030 Modelled Travel Times in Minutes (Build over No Build)

				Horizon Year	2030							
				Time Period	AM1		AM2		MD		PM	
Origin		Destination			SB	NB	SB	NB	SB	NB	SB	NB
Surrey	Bridgeview	New West	Royal City Centre		0	0	-2	4	0	-2	6	-8
Surrey	108 Avenue at 128 Street	Burnaby	Metrotown		0	1	-2	1	1	-1	0	-7
Surrey	Central City	New West	Royal City Centre		0	0	-2	4	0	-2	6	-8
Surrey	Newton	New West	Royal City Centre		0	0	-2	4	0	-2	2	-7
Surrey	96 Avenue at Scott Road	Burnaby	N Fraser Way Industrials		0	0	-1	3	1	0	1	-3
Delta	Tilbury Industrials	New West	Royal City Centre		-3	-2	-4	2	-2	-2	2	-7
Surrey	Newton	Coquitlam	SilverCity Coquitlam		0	0	-1	0	0	0	0	-1

Travel time reductions throughout the day are observed on the OD pair between Delta Tilbury and New Westminster Royal City Center due to the proposed direct accesses for Highway 17 via the Scott Road Extension. Otherwise, for the rest of the OD pairs, travel times generally increase in the peak direction and decrease in the non-peak direction. Reductions in travel time the non-peak direction are due to additional capacity as the single lane operation in the No Build Scenario which becomes two standard lanes in the Build Scenario. Increases in travel time in the northbound direction during the AM peak period for those routes accessing the bridge via King George Boulevard are likely associated with the proposed laning configuration where traffic merges down to a single lane independently of Scott Road. Increases in travel time in the southbound direction during the PM peak period for those routes accessing the bridge via McBride Boulevard or Royal Avenue are likely associated with the proposed laning configuration where traffic also merges down to a single lane prior to accessing the bridge.

In summary, estimated travel times for the Build Scenario were generally less than the No Build Scenario for all time periods, with the exception for the AM northbound and PM southbound peak periods.

AADT

Changes in estimated AADT values for the 2030 planning horizon are shown in ***Table 5.12***.

Table 5.12: 2030 Estimated AADT (Build over No Build)

Horizon Year	2030	
Time Period	AADT	
Direction	SB	NB
McBride Blvd	-7,950	-450
Royal Ave	-650	350
Columbia St	11,900	4,650
Pattullo Bridge	7,650	8,600
King George Blvd	2,550	-200
Scott Rd	-2,000	-2,100
Highway 17 (east of Pattullo)	-300	4,150
Highway 17 (west of Pattullo)	3,550	3,800

Across the Pattullo Bridge, the increase in AADT is approximately 16,000 between the Build and No Build Scenarios. On the bridge approaches, traffic increases on Columbia Street and Highway 17 are also anticipated due to the improved direct accesses to the bridge. Conversely, these direct ramps to the bridge are anticipated to result in traffic reductions on McBride Boulevard and Scott Road.

6.0 Sensitivity Analysis

To complete the traffic analysis, a sensitivity analysis was undertaken on potential George Massey Tunnel Replacement capacity changes.

As the traffic analysis described in this document is being undertaken, the future scope of the George Massey Tunnel Replacement (GMTR) project remains uncertain. Since the GMTR crosses the Fraser River along with the Pattullo Bridge, and with potential to increase in traffic capacity, traffic demand across the Pattullo Bridge could be impacted. Although the traffic analysis previously described in this document was undertaken assuming a six-lane GMTR, the first sensitivity analysis explores traffic demand for all crossings of the Fraser River Middle and South Arm including the Pattullo Bridge with different capacity assumptions at the GMTR. The sensitivity analysis has a wider spatial scope and a longer-term horizon than undertaken for the analysis in the previous sections.

A high-level assessment was conducted, for the 2023 and 2045 planning horizons using TransLink's Regional Transportation Model (RTM), to determine the magnitude of the change in traffic demand at the Pattullo Bridge if different laning configurations were considered at the Highway 99 crossing of the Fraser River.

6.1 Network Assumptions

The sensitivity analysis assumes different capacities at the Highway 99 crossing and the removal of tolls from all bridges. For both horizon years, the assumed Pattullo Bridge Replacement is based on current the Stage 2 Reference Concept Full Connection Scope, while the Alex Fraser Bridge is reconfigured with seven (7) lanes including a reversible centre lane / counter-flow operation.

The three sensitivity scenarios also included the following primary assumptions:

- Six-lane crossing along Highway 99 with all lanes designated as general purpose lanes. Existing HOV lanes were retained and extended north and south of the river crossing, with terminations near the new six lane river crossing.
- Eight-lane crossing along Highway 99 with six lanes designated as general purpose lanes and two lanes (one in each direction) designated as HOV lanes. The continuous HOV lanes were extended south of the river to approximately Highway 91 and north of the river to approximately Westminster Highway.
- 10-lane crossing along Highway 99 with eight general purpose lanes and two HOV lanes (one in each direction). The continuous HOV lanes were extended south of the river to King George Boulevard and north of the river to Bridgeport Road.

6.2 Sensitivity Analysis Findings

Findings, in terms of AM and PM peak hour demands at all of the major river crossings, have been illustrated below for both the 2023 planning horizon and the 2045 planning horizon.

2023 Traffic Demand Comparison

Figures 6.1 and ***6.2*** illustrate a comparison of forecast traffic demand during the peak hours for the 2023 planning horizon between the three sensitivity scenarios, for each crossing that is part of the Fraser River Middle and South Arm screenline.

Figure 6.1: Screenline 2023 Weekday AM Traffic Demand Comparison

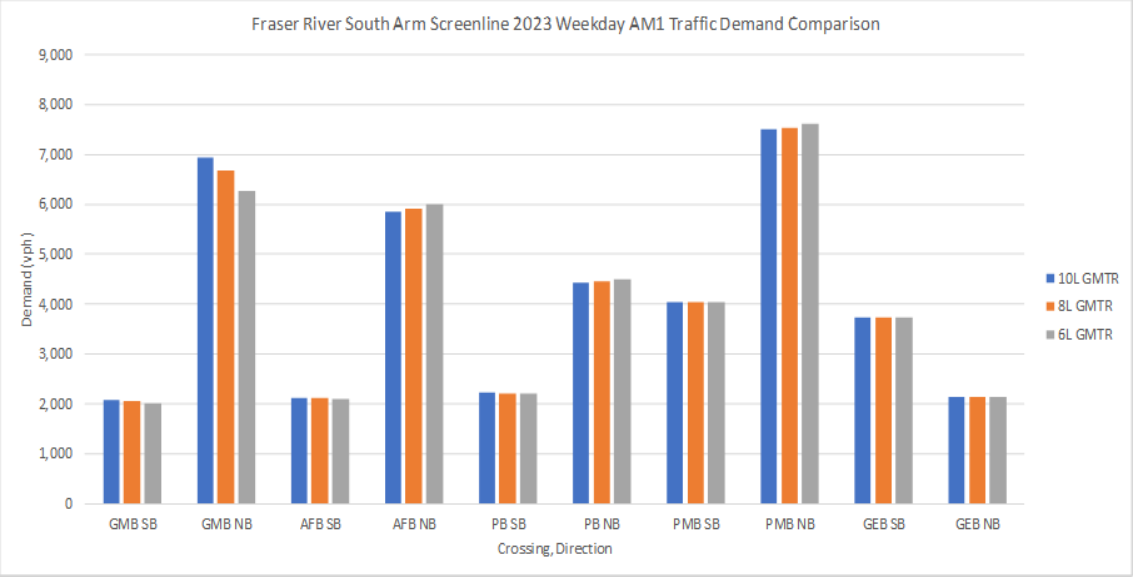
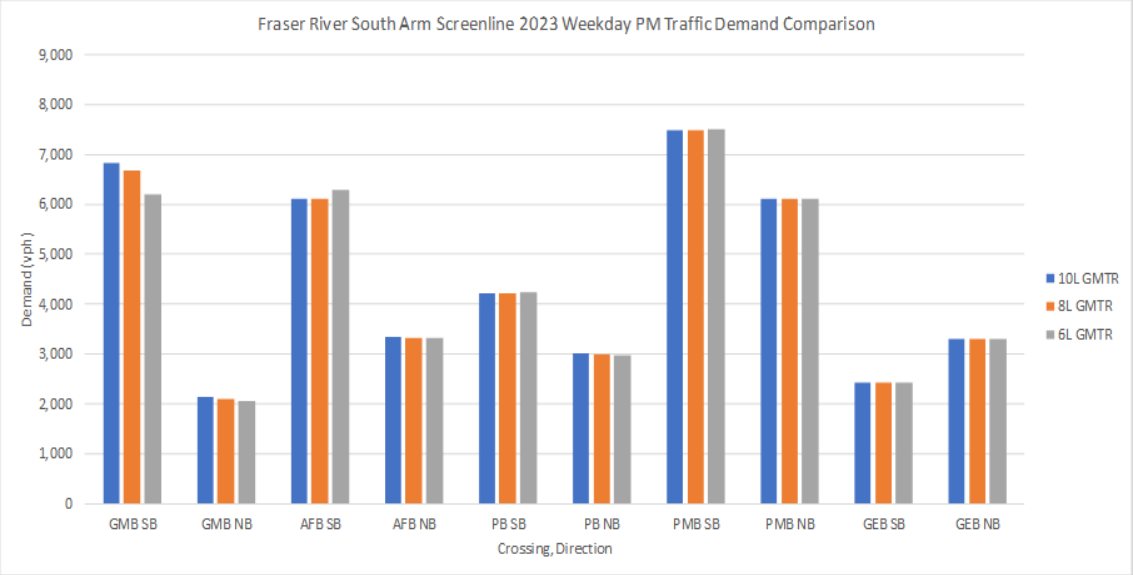


Figure 6.2: Screenline 2023 Weekday PM Traffic Demand Comparison



The results of the sensitivity analysis indicate that there would be negligible effects on the traffic demand at the new Pattullo Bridge between the three sensitivity scenarios. With peak period travel demand forecast to be approximately 4,500 vph in the northbound direction and 4,200 vph in the southbound direction, a difference of less than 100 vph was noted between all three scenarios for the AM peak period northbound movement across the Pattullo Bridge and a similar difference was noted in the PM peak period for the southbound movement.

At the Highway 99 corridor, the forecast peak hour traffic demand at the bridge crossing represents approximately 1400 vphpl, 1900 vphpl, and 2100 vphpl on the general-purpose lanes for the 10-lane, eight lane, and six lane crossing scenarios respectively. The charts show that the increase in peak hour traffic at the already congested Alex Fraser Bridge and Highway 91 corridor is also not significant. This small change at the Alex Fraser Bridge and new Pattullo Bridge suggests that some of the river crossing traffic is internalized when the capacity at the Highway 99 Fraser River crossing is reduced.

2045 Traffic Demand Comparison

Figures 6.3 and ***6.4*** illustrate a comparison of forecast traffic demand at the various crossings along the Fraser River North and South Arm screenline during the AM and PM peak hours for the 2045 planning horizon.

Figure 6.3: Screenline 2045 Weekday AM Traffic Demand Comparison

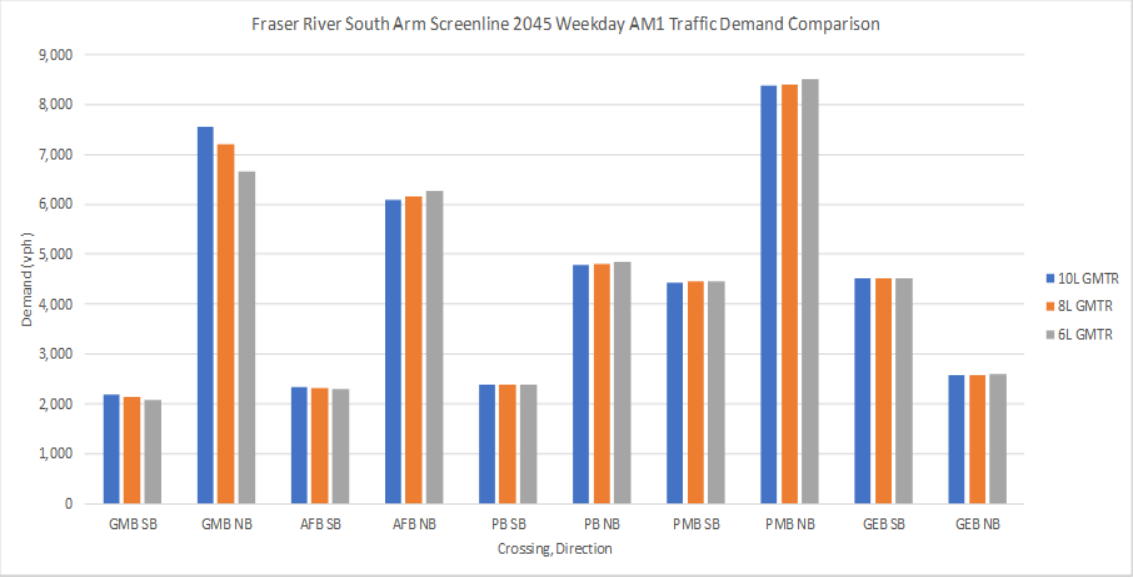
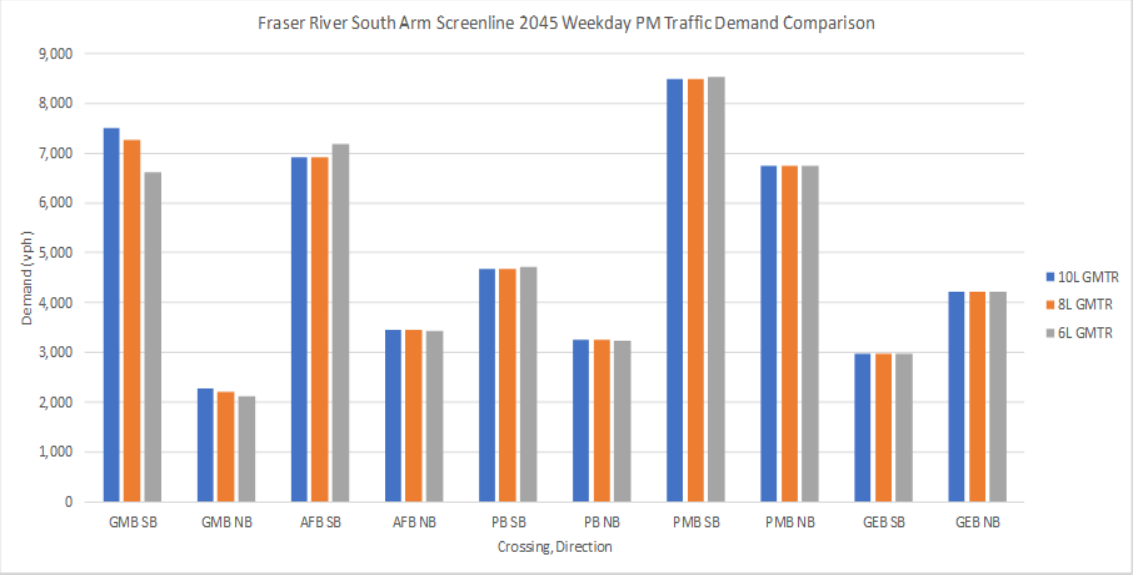


Figure 6.4: Screenline 2045 Weekday PM Traffic Demand Comparison



Again, the results of the sensitivity analysis indicate that there would be negligible effects on the traffic demand at the new Pattullo Bridge between the three sensitivity scenarios. With peak period travel demand forecast to be approximately 4,800 vph in the northbound direction and 4,700 vph in the southbound direction, a difference of less than 100 vph was noted between all three scenarios for the AM peak period northbound movement across the Pattullo Bridge and a similar difference was noted in the PM peak period for the southbound movement.

At the Highway 99 corridor, the forecast peak hour traffic demand at the river crossing represents approximately 1500 vphpl, 2000 vphpl, and 2200 vphpl on the general-purpose lanes for the 10-lane, eight lane, and six lane crossing scenarios. The charts show that the increase in peak hour traffic at the already congested Alex Fraser Bridge and Highway 91 corridor is also not significant. This small change at the Alex Fraser Bridge and new Pattullo Bridge suggests that some of the river crossing traffic is internalized when the capacity at the Highway 99 Fraser River crossing is reduced.

7.0 Summary

The purpose of this document was to describe the traffic demand analysis that was conducted for the new Pattullo Bridge. The document presents and analyzes forecast traffic metrics that have been applied to the proposed bridge replacement. For the purposes of assessing the traffic changes for the new Pattullo Bridge, two scenarios were considered, the No Build Scenario and the Build Scenario. While the Build Scenario represents a new four-lane bridge replacing the existing bridge, the No Build Scenario represents a three lane operation with a reversible center lane, which would provide an additional lane in the peak direction of travel during the peak periods.

Comparing traffic demand at the bridge in 2023 and 2030, the highest traffic increases can be expected from the non-peak direction during the peak hours as the single lane operation in the No Build Scenario becomes two standard lanes in the Build Scenario. On the bridge approaches, traffic volumes increase on Columbia Street and Highway 17 due to the proposed bridge direct accesses. This direct bridge access results in traffic reductions on McBride Boulevard and Scott Road, especially in the peak direction.

The sample travel times convey a common theme. Routes that could use the proposed direct accesses have the most travel time reductions, and the benefits stay true throughout the day. The remaining routes also benefit throughout the day except for the peak direction of travel during the peak hours. Peak direction traffic during the peak hours amounts to less than 20% of daily traffic. Although some routes gain and others lose, the result is an overall travel time reduction to the average trip.

The results of the sensitivity analysis between different capacity assumptions for the GMTR indicate that there would be negligible effects on the traffic demand at the new Pattullo Bridge.

APPENDIX

Traffic Modelling Report

PATTULLO BRIDGE REPLACEMENT PROJECT

ENVIRONMENTAL ASSESSMENT INPUT

TRAFFIC MODELLING REPORT

(Appendix to Traffic Analysis Report)

Submitted By:

PARSONS

January 2018

Project No. 602525

1.0 Introduction

The purpose of this document is to describe the traffic demand analysis that was conducted for the environmental assessment for the new Pattullo Bridge and more specifically, as input to the Air Quality, Noise Impact, and Socio Community Impact component studies. The document describes the methodology including tools, the spatial and temporal boundaries, and the typical traffic data output for each environmental assessment component study.

1.1 Assessment Context

The Pattullo Bridge Replacement Project involves changes to the Pattullo Bridge corridor and related road, cycling, and pedestrian networks that influence the movement of people and goods, as represented by changes in future traffic volumes, traffic flows, origins and destinations, and travel mode choice. The anticipated changes between the 'No-Build' scenario, a base case condition consisting of a three lane rehabilitated existing bridge and the 'Build' scenario, a new four lane Pattullo Bridge with improved community connections, in terms of traffic demand and operations, have the potential to affect air quality, noise, and existing land uses at the regional as well as local levels. As such, specialized analysis was conducted to assess traffic demand at both the regional level and within smaller study areas in the immediate vicinity of the project.

The two scenarios being investigated for the environmental assessment component studies are introduced below in terms of how they were derived along with the general scope of the proposed works. Both scenarios have assumed no tolls on any of the Fraser River crossings.

No Build Scenario – Rehabilitated Three Lane Pattullo Bridge

The No Build Scenario involves rehabilitating the existing Pattullo Bridge. In order to achieve modern width traffic lanes to improve user safety, the rehabilitated bridge is assumed to operate as a three lane crossing. The three lane configuration would be operated with a reversible center lane, which would provide an additional lane in the peak direction of travel during the peak periods. The existing sub-standard on-ramp from Columbia Street to the bridge would be permanently closed. No further changes to the road connections in Surrey or New Westminster are included.

Build Scenario – New Four Lane Pattullo Bridge

The Build scenario includes a new, four-lane bridge that meets current seismic and road design standards, and provides a safe and reliable crossing for vehicles, pedestrians and cyclists, network connections in Surrey and New Westminster and the removal of the existing bridge.

The Build scenario includes the following connections on each side of the river:

- In New Westminster, a new off-ramp to eastbound East Columbia Street will be provided along with other geometric and roadway realignments to connect to the new bridge. The existing westbound East Columbia Street loop on-ramp will also be replaced for improved geometry. In additional to the road connection changes, there will be improved pedestrian and cycling facilities along the project corridors.
- In Surrey, the new bridge will connect to King George Boulevard with a new interchange constructed to provide free flow traffic movements between the new Pattullo Bridge, Scott Road, King George Boulevard, and Highway 17 via the new Scott Road Extension. The Scott Road Extension provides a direct connection between Scott Road and Highway17 for the traffic movements to / from Highway 17 east and for Highway 17 eastbound to Scott Road / Pattullo Bridge. A direct southbound ramp from the bridge will be provided to connect to westbound Highway 17. The existing at-grade signalized intersection at Highway 17 / Old Yale Road will be replaced with a grade separated crossing. Cycling and pedestrian improvements are included beyond those on the new bridge.

1.2 Methodology

The traffic analysis methodology is described in terms of the traffic demand forecasting process followed by the various post modelling data processing activities to generate the required input to each of the environmental assessment component studies.

1.2.1 Traffic Demand Forecasting

A regional based travel demand forecasting model was applied to generate the traffic data to be used in several component studies as part of the Environmental Assessment of the Pattullo Bridge Replacement Project. For this project, a sub area model was developed to generate the traffic demand for the areas of specific interest for each environmental assessment component study. The Pattullo Bridge sub area model includes auto, transit, and truck models which have been calibrated for the Pattullo Bridge study area for the AM, Midday, and PM peak hours.

The travel demand forecasting models, using EMME software, were calibrated using a combination of existing survey data and data collected specifically for this project (e.g. traffic counts, vehicle classification data, and travel time surveys). The starting point of the sub area model was the then-existing TransLink Regional Transportation Model (RTM), Phase 2 Official Release 2015, which is briefly described below:

The RTM is comprised of three main components:

- A traffic zone system and associated land use data (in the form of population and employment demographic data);
- A base road and transit network (auto, truck and transit);
- A four-stage transportation modelling procedure.

The RTM divides the Lower Mainland area into a system of traffic zones. The traffic zone sizes vary according to population and employment densities and for the most part, adhere to the federal government census tracts and to municipal boundaries. Metro Vancouver developed detailed demographic information for each traffic zone for the current year and future years in accordance with the Regional Growth Strategy. Included in the zone system are 11 external zones located at entry points to the region (e.g. Hope via Highway 1 or Highway 7, Squamish, U.S. Border crossings, airport and ferries) to account for traffic entering, leaving, or passing through the region. For the sub area model, the RTM traffic zones were further disaggregated into finer zones within the Pattullo Bridge study area to provide addition accuracy with respect to traffic volume forecasts on lower class roadways. This additional accuracy within the sub area model, which is not provided with the parent RTM, provides a finer level of detail within the Pattullo Bridge study area road network with respect to traffic volume changes (between the base case and replacement option) that need to be considered through the various environmental assessment component studies.

The second component is a base road network (auto, truck and transit) that extends from Lions Bay to Hope. The road network is comprised of freeway, arterial, and collector facilities. Minimal representation is given to residential / local roads. Each road link contains information pertaining to the number of lanes, posted speed limit, capacity and turning restrictions at intersections. The transit network, which utilizes the road network (except for SkyTrain, Commuter Rail, and SeaBus), contains detailed information on every transit route in the region.

The third component of the RTM is the four-stage transportation modelling procedure that predicts the number of auto, truck, transit, walk and bike trips during the peak hours. The modelling stages include:

- **Trip Generation** – estimates the number of trips that are produced and attracted to each traffic zone. Trips are generated by nine trip purposes (e.g. Home Based Work, Home Based University, Home Based School, etc.). The number of trips produced is a function of household socioeconomic characteristics such as size, number of workers, income, and auto ownership. The number of trips attracted is a function of land use characteristics, and school enrolment.
- **Trip Distribution** – distributes the produced and attracted trips between the traffic zones. The distribution is conducted as a function of impedance or generalized cost between a

given origin and destination. The impedance is usually a combination of auto and transit impedances, which ensures that the new transit or road infrastructure investments are reflected in future trip distributions. The products of the trip distribution stage are person trip matrices (for all modes) for each trip purpose.

- **Mode Choice** – divides the trip purpose matrices by mode. This division is conducted using a series of logit models, which estimate the probability of using a mode between a given origin and destination based on modal accessibilities and impedances. The products of this stage include person trip matrices by mode and purpose. These trip purpose matrices are combined by mode for the assignment stage.
- **Assignment** – selection of routes between origins and destinations within the respective networks. The vehicle (auto and truck) and transit passenger assignments are based on an iterative path finding process that cycles until network travel times are in equilibrium. The resulting outputs include vehicle and transit network volumes (by link), travel times, travel costs, etc.

Model assumptions applicable to the Pattullo Bridge sub area model are presented in ***Table 1.1***.

Table 1.1: Transportation Model Assumptions

Component	Assumptions
1. **Regional model and version**	TransLink's Regional Transportation Model (RTM), official phase 2
2. **Land use, population, employment**	Metro Vancouver Regional Growth Strategy land use / population / employment (2011, 2030, and 2045), 641 zones further disaggregated within the study area
3. **Road networks**	2011 network, 2014 network (2011 plus Gateway Program), 2023 network, 2030 network, and 2045 network, further refined within the study area Infrastructures assumed by 2023 include: 7-lane Alex Fraser Bridge, Brunette Interchange Improvements, 6-lane Massey Tunnel Replacement (Untolled) Pattullo Bridge Replacement based on Stage 2 Reference Concept four lane bridge Full Connection Scope with no tolls.
4. **Transit network**	2011 network, 2030 Mayors' Vision, and 2045 Mayors' Vision
5. **Origin-destination patterns**	Four-stage model that is the regression of regional travel patterns based on TransLink's 2011 Trip Diary Survey
6. **Time slices**	AM1 peak hour (6:30-7:30 AM), AM2 peak hour (7:30-8:30 AM), midday hour (12:00-1:00 PM), PM peak hour (4:30-5:30 PM)
7. **Base traffic volumes**	TransLink 2011 Screenline Survey, 2011 Pattullo Bridge study area traffic counts
8. **Value of time per hour**	In 2011 dollars – $5, $10 and $20 (autos); $30 (Light Truck); $42 (Heavy Truck)
9. **Special generators**	2014 Metro Vancouver Truck Model Update, Four freight market sectors
10. **Validation**	Observed volumes – 2011 regional screenline, recent study area counts Travel times - validation with Google Maps using 13 OD pairs

As required for the various traffic related environmental assessment component studies, model traffic forecasts of the 2023 and 2030 planning horizons were used as input to the environmental assessment studies. The 2023 planning horizon represents the "opening day" scenario for the new four lane Pattullo Bridge whereas the 2030 planning horizon represents a near ten year analysis period. The 2030 planning horizon was chosen as this time frame forms an important interim horizon for the Metro Vancouver Regional Growth Strategy, and therefore, official model inputs in terms of land use characteristics (population and employment demographics) and road and transit network assumptions have already been derived.

Initial data provided from the models were hourly traffic demand by vehicle class and link travel speeds. Additional supplementary data was provided to generate traffic forecasts that would be pertinent to the environmental assessment component studies. This process involved the expansion of model hourly traffic demands by vehicle class to annual average daily traffic (AADT), as well as specific day time and night time hours. Detailed assumptions, methodology, inputs and outputs of this process are documented in the following section.

1.2.2 Traffic Volume Expansion

As noted above, traffic demands were initially derived for the specific peak hours as typical model output. However, additional supplementary data was required for each environmental assessment component study including daily traffic volumes. An overview of the data provided, and the methodology used to generate the daily volume figures is described in the following sub sections.

It should be noted that this expansion process tries to relate traffic volumes over the course of the typical weekday on regional screen lines, and then applies them to every roadway within the study area. The spatial differences between the two scopes may result in slight discrepancies. As such, forecasts at the daily level may not be as accurate as those at the hourly level.

Data Requirements

The following data was required for the various environmental assessment components studies (air quality, noise, and socio-community):

- Total light vehicles during the day;
- Total light vehicles during the night;
- Total heavy vehicles during the day;
- Total heavy vehicles during the night.

A 'heavy vehicle' is defined as a vehicle with three or more axles. A 'light vehicle' is defined as all non-heavy vehicles. For the purposes of deriving the traffic data, 'day' is defined as the period between 07:00 to 22:00. Consequently, 'night' is defined as the period between 22:00 to 07:00.

It should be noted that the various environmental assessment component study teams were interested in very specific areas only (see Section 2.2). Given the significant amount of model data to be assessed, the analysis and post data processing was automated, thus allowing consistent daily traffic volume data to be estimated for all links in the study area for each environmental assessment component study.

Model Outputs

Traffic demands were generated using the Pattullo Bridge sub area model and data was extracted from the following scenarios:

- Base
- 2023 3 Lane Bridge
- 2023 4 Lane Bridge
- 2030 3 Lane Bridge
- 2030 4 Lane Bridge

For each scenario, data was extracted for four analysis hours representing the following peak hours:

- AM1: 6:30 – 7:30 AM (project peak hour)
- AM2: 7:30 – 8:30 AM (regional peak hour)
- MD: 12:00 – 1:00 PM
- PM: 4:30 – 5:30 PM

Link volumes for each vehicle mode were extracted from the model outputs.

Supplementary Data

In addition to the initial model data outputs, the following supplementary data was also extracted from available sources:

- Existing traffic profile at the Pattullo Bridge;
- Existing and historic AADT for the Pattullo Bridge; and
- Existing truck percentages on select links.

Expansion Factors

As part of a previous report prepared for TransLink (*Regional VKT Expansion Factors, 2014, Delcan*), factors to expand hourly model outputs to daily figures (e.g. kilometres travelled) were developed. These factors were developed by examining the relationship between peak hour volumes and daily volumes at screenline locations throughout the Lower Mainland.

Several different sets of expansion factors were developed. For example, a factor was developed to estimate the daily volume using the AM peak hour volume only, while another factor was developed to estimate the daily volume using the AM, MD and PM peak hour volumes.

Furthermore, the daily volumes could be estimated for each vehicle class or on a total vehicle volume level. It should be noted that generating daily volume estimates for each vehicle class requires significantly more effort, and should only be considered if there is sufficient data to validate the results (see **Notes** sub section below).

Hourly to Daily Expansion Process – Average Annual Daily Traffic

Average annual daily traffic (AADT) was calculated for each link of the study area. The process was conducted twice to calculate total traffic and heavy vehicle traffic. Light vehicle traffic demand was calculated as the difference between the total traffic and heavy vehicle traffic demands.

Total Traffic

The hourly traffic demands on each link were expanded to daily traffic demands using the expansion factors shown in the table below. The resultant figure is an estimate of the average weekday traffic.

Peak Hour	Expansion Factor (non-class specific)
AM2	3.68
MD	9.20
PM	3.11

To establish the traffic on an average day, the figure must first be multiplied by a weekday-to-annual factor and then divided by 365. The resultant figure is the estimated AADT.

Weekday to Annual (non-class specific)	Annual to Average Day
335	1/365

A comparison of the estimated AADT from the base scenario and measured AADT of the existing Pattullo Bridge showed that the estimate was approximately 7.5% lower than the measured AADT. As such, a correction factor of 1.075 was applied.

Correction Factor (non-class specific)
1.075

Heavy Vehicle Traffic

It was assumed that Heavy Vehicles are represented by heavy trucks in the RTM. The hourly truck demands on each link were expanded to daily demands using the following expansion factors. The resultant figure is an estimate of the average weekday truck traffic.

Peak Hour	Expansion Factor (Heavy Vehicles)
AM2	4.88
MD	5.43
PM	6.36

To establish the truck traffic on an average day, the figure must first be multiplied by a weekday-to-annual factor and then divided by 365. The resultant figure is the estimated truck AADT.

Weekday to Annual (Heavy Vehicles)	Annual to Average Day
276	1/365

A comparison of the estimated truck AADT from the base scenario and measured truck AADT of the existing Pattullo Bridge showed that the estimate was approximately 47% higher than the measured truck AADT. As such, a correction factor of 0.68 was applied.

Correction Factor (Heavy Vehicles)
0.68

Light Vehicle Traffic

The light vehicle traffic demand was calculated by the difference between total traffic and heavy vehicle traffic.

Hourly to Daily Expansion Process – Day / Night Split

Traffic profiles of the existing Pattullo Bridge were examined to determine the distribution of traffic during the 'day' and 'night' time intervals as defined by the environmental assessment component study teams. Based on this data, the following distribution patterns were determined.

Period	Heavy Vehicles	Light Vehicles
Day	87%	83%
Night	13%	17%

The estimated heavy vehicle AADT was multiplied by the corresponding distribution percentages to determine the number of heavy vehicles on each link during the day and night.

The estimated light vehicle AADT was multiplied by the corresponding distribution percentages to determine the number of light vehicles on each link during the day and night.

Notes

Additional notes and caveats are provided as follows:

Traffic Demand Expansion

As noted in the *Expansion Factors* section above, it is possible to estimate the daily volumes for each vehicle class and sum them to estimate the total daily traffic volumes. This approach was not used as there was insufficient data to verify the accuracy of the expansion factors. For example, although expansion factors for HOVs are available, existing counts of HOV vehicles in the study area were not available.

Accuracy of Expansion Factors

In the *Hourly to Daily Expansion* sections above, simple validation procedures identified the need for correction factors. It should be noted that the expansion factors were developed using screenline surveys conducted over a short time period, throughout the Lower Mainland. As such, the accuracy of the process to generate daily traffic volumes in the study area is somewhat limited noting that the expansion factors have been generated for the region as a whole. It should also be noted that the RTM provides hourly outputs that represent a typical fall weekday, while the AADT is an aggregate measure of traffic patterns throughout an entire year.

Engineering judgment must be exercised so as not to overstate the level of accuracy that can be provided.

The estimate of heavy vehicle daily traffic appears to be significantly higher than existing counts. It is worth noting that the hourly truck traffic demands appear to be reasonable. As such, the discrepancy in the daily volume is likely due to the expansion methodology. Again, the accuracy or limitations of the methodology must be recognized. The daily number of trucks measured on any given link is likely measured in the thousands. Daily fluctuations alone could cause variations in the order of +/- 500.

1.3 Spatial Boundaries

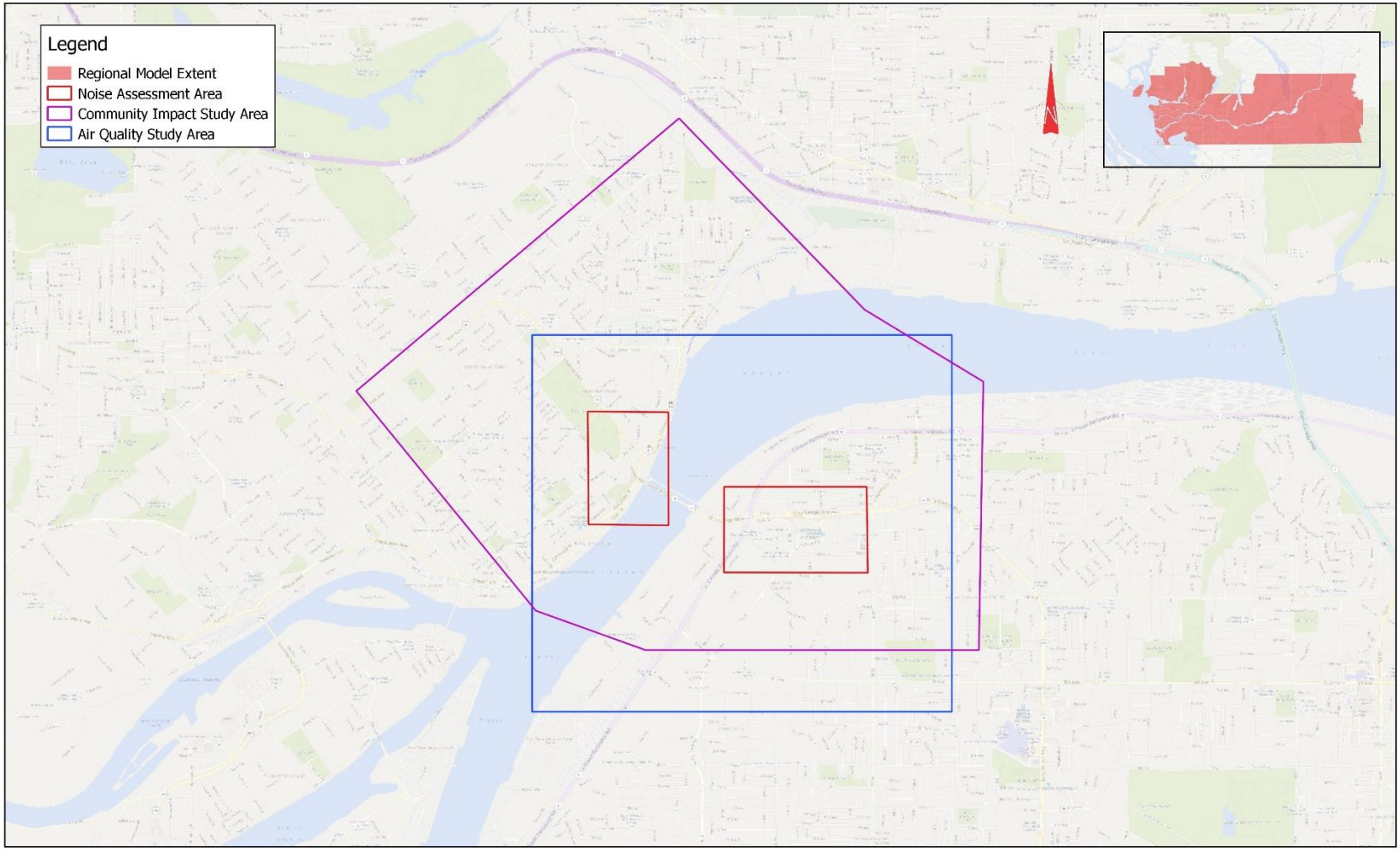
The project extends from King George Boulevard at 128 Street in Surrey to McBride Boulevard at Memorial Drive in New Westminster. The spatial scope of the traffic assessment is divided into several environmental assessment component study areas and a regional study area as shown in ***Figure 1.1*** and summarized on ***Table 1.2***. Although, the study area boundaries are slightly different for each of the environmental assessment component studies, their purpose and objectives are similar and therefore, they are described together in this document. The size of each environmental assessment component study area is not limited to the physical scope of the project itself, but is meant to be large enough to capture changes in the amount of traffic directly affected by the project as provided by the subject matter experts for each environmental assessment component study. In turn, these anticipated changes in the amount of traffic using the road network within the various component study areas would likely have an effect on the environment and the adjacent land use.

The regional study area is defined as the RTM extent which comprise of the entire Metro Vancouver and Fraser Valley Regional District.

Table 1.2: Spatial Boundaries for Traffic Assessment

Spatial Boundary	Description of Assessment Area
Environmental Assessment Component Study Areas	The size of the study areas is meant to be large enough to capture changes in the amount of traffic directly affected by the project with respect to each component study
Regional Study Area	The RTM extent which comprise of the entire Metro Vancouver and Fraser Valley Regional District.

Figure 1.1: Study Areas



The study areas for each environmental assessment component study and the regional study area incorporate Metro Vancouver's future land use plans, population and employment growth forecasts, goods movement forecasts, changes that may be made to the regional transportation infrastructure (roads and transit), and decisions that individuals and goods movers are likely to make regarding regional transportation travel and mode choices.

1.4 Scenarios

For the purposes of assessing the traffic changes for the new Pattullo Bridge, two scenarios were developed, a Build Scenario and a No Build or Base Case Scenario. These two scenarios were introduced in Section 1.1, but are described again along with a set of detailed connection assumptions which are listed in ***Table 1.3***.

1.4.1 No Build Scenario

The No Build or Base Case Scenario involves rehabilitating the existing Pattullo Bridge. Due to technical and safety considerations associated with the existing Pattullo Bridge, it would be costly and technically challenging to rehabilitate the existing bridge to accommodate four modern-width traffic lanes. The No Build scenario therefore involves the structural seismic retrofit and rehabilitation of the existing bridge while reducing the existing four lane configuration to three lanes with modern lane widths. The three lane configuration would be operated with a reversible center lane, which would provide an additional lane in the peak direction of travel during the peak periods. The existing sub-standard on-ramp from Columbia St to the bridge would be permanently closed as well.

1.4.2 Build Scenario

The Build Scenario involves a new four lane bridge. Expected to open in 2023, the new bridge would provide a safer crossing with standard lane widths and a center median, improved pedestrian and cyclist paths, and improved community connections.

Table 1.3: Scenario Assumptions

Connections	No Build Scenario	Build Scenario
McBride Blvd	• 1 lane southbound (AM) • 2 lanes northbound (AM) • 2 lanes southbound (PM) • 1 lane northbound (PM)	• 1 lane southbound • 2 lanes northbound
Royal Ave	• 1 lane merge southbound • 2 lanes diverge northbound	• 1 lane merge southbound • 2 lanes diverge northbound
Columbia St	• closed	• 1 lane southbound • 1 lane diverge northbound
Pattullo Bridge	• Existing Bridge Counter Flow: • 1 lane southbound (AM) • 2 lanes northbound (AM) • 2 lanes southbound (PM) • 1 lane northbound (PM)	• New Bridge Replacement: • 2 lanes southbound • 2 lanes northbound
King George Blvd	• 1 lane southbound (AM) • 1 lane northbound (AM) • 2 lanes southbound (PM) • 1 lane northbound (PM)	• 2 lanes southbound • 1 lane northbound
Scott Rd	• 1 lane diverge southbound (AM) • 1 lane northbound (AM) • 1 lane diverge southbound (PM) • 1 lane merge northbound (PM)	• New interchange: • 1 lane diverge southbound • 1 lane northbound

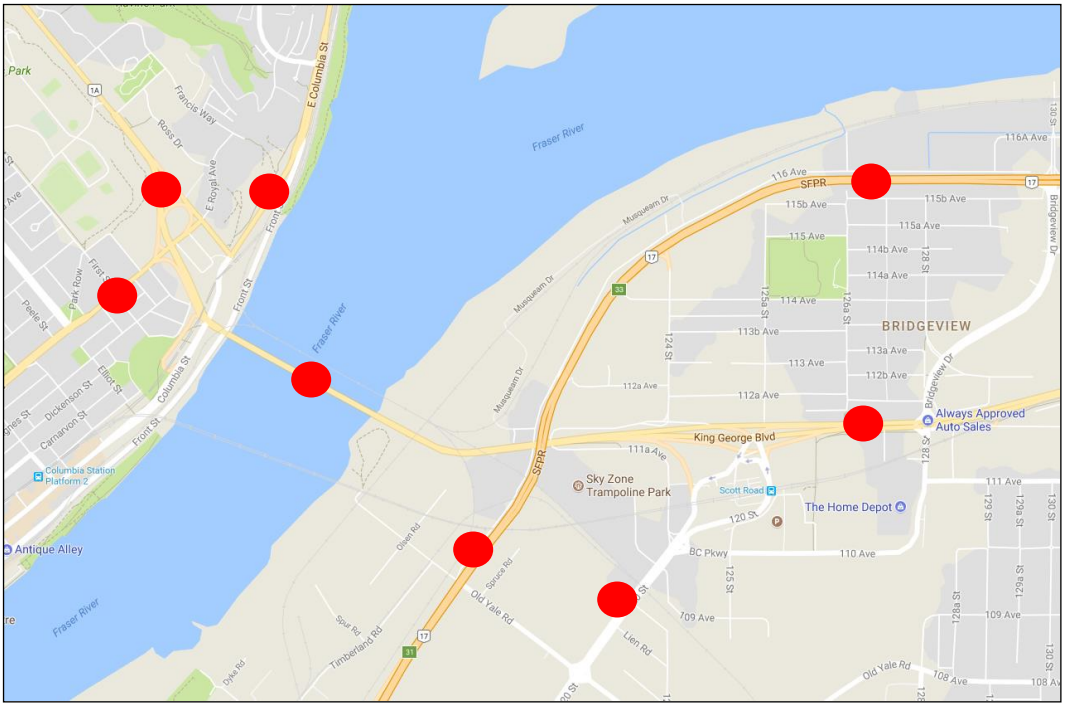
Highway 17 (east of Pattullo)	• none	• Access via 124 St (interchange):
		  ○ from westbound Highway 17 to Pattullo
		  ○ from Pattullo to eastbound Highway 17

Highway 17 (west of Pattullo)	• none	• Access via 124 St (interchange):
		  ○ from eastbound Highway 17 to Pattullo
		• Access via SB off-ramp to Highway 17:
		  ○ from Pattullo to westbound Highway 17

2.0 No Build Scenario Conditions

The traffic data provided to the environmental assessment component studies included all links within the applicable environmental assessment component study areas. However, to highlight traffic volumes on the Pattullo Bridge and the approaches, ***Figure 2.1*** shows a set of selected reference locations that are presented in a series of tables to follow.

Figure 2.1: Reference Locations



Model forecasts of 2023 and 2030 hourly traffic demand are shown in ***Table 2.1*** and ***Table 2.2*** respectively. Four analysis hours are modelled and presented:

- AM1: 6:30 – 7:30 AM (project peak hour)
- AM2 7:30 – 8:30 AM (regional peak hour)
- MD: 12:00 – 1:00 PM
- PM: 4:30 – 5:30 PM (project and regional peak hour)

Table 2.1: 2023 Forecast Hourly Traffic Demand (No Build Scenario)

Horizon Year	2023							
Time Period	AM1		AM2		MD		PM	
Direction	SB	NB	SB	NB	SB	NB	SB	NB
McBride Blvd	1,090	1,665	1,420	1,635	1,255	760	2,705	1,090
Royal Ave	740	1,520	1,000	1,590	880	685	1,620	1,040
Columbia St	780	885	870	1,095	505	890	1,160	1,205
Pattullo Bridge	1,650	3,705	2,155	3,680	1,775	1,600	3,880	1,955
King George Blvd	1,070	2,235	1,340	2,230	1,130	990	2,625	990
Scott Rd	630	1,555	935	1,610	865	845	1,465	1,175
Highway 17 (east of Pattullo)	305	705	490	825	405	375	1,115	375
Highway 17 (west of Pattullo)	705	305	825	490	375	405	375	1,115

** Shaded rows have no direct connection to the Pattullo Bridge under the No Build scenario.*

Table 2.2: 2030 Forecast Hourly Traffic Demand (No Build Scenario)

Horizon Year	2030							
Time Period	AM1		AM2		MD		PM	
Direction	SB	NB	SB	NB	SB	NB	SB	NB
McBride Blvd	1,100	1,705	1,465	1,650	1,315	765	2,840	1,105
Royal Ave	760	1,620	1,060	1,595	930	715	1,735	1,100
Columbia St	800	930	925	1,135	525	935	1,220	1,250
Pattullo Bridge	1,695	3,900	2,240	3,690	1,860	1,630	4,075	1,975
King George Blvd	1,115	2,320	1,385	2,240	1,195	1,015	2,765	975
Scott Rd	630	1,655	980	1,635	905	875	1,490	1,185
Highway 17 (east of Pattullo)	335	790	570	935	425	385	1,185	435
Highway 17 (west of Pattullo)	790	335	935	570	385	425	435	1,185

** Shaded rows have no direct connection to the Pattullo Bridge under the No Build scenario.*

Table 2.1 and ***Table 2.2*** show that peak direction traffic demand across the Pattullo Bridge in 2023 is in the range of 3,700-3,900 vehicles per hour (vph). Traffic demand in the non-peak direction is in the range of 1,900-2,200 vph. Traffic demand exceeds capacity (approximately 3500 vehicles per hour per direction) in both peak directions during the AM and PM peak hours.

The estimated AADT values, after post-processing (expanding) the hourly results as described earlier, are shown in ***Table 2.3***.

Table 2.3: 2023 and 2030 Estimated AADT (No Build Scenario)

Horizon Year	2023		2030	
Time Period	AADT		AADT	
Direction	SB	NB	SB	NB
McBride Blvd	24,750	16,200	25,900	16,350
Royal Ave	16,500	15,150	17,550	15,600
Columbia St	11,250	15,750	11,850	16,400
Pattullo Bridge	35,850	33,900	37,550	34,250
King George Blvd	23,150	20,150	24,400	20,300
Scott Rd	15,750	17,150	16,350	17,500
Highway 17 (east of Pattullo)	8,850	7,550	9,550	8,200
Highway 17 (west of Pattullo)	7,550	8,850	8,200	9,550

**Shaded rows have no direct connection to the Pattullo Bridge under the No Build scenario*

Table 2.3 shows that the estimated AADT on the Pattullo Bridge in 2023 is approximately 70,000, which is similar to existing AADT (pre toll removal at the Port Mann and Golden Ears Bridges).

The traffic data provided for the Air Quality component study, being presented in terms of hourly traffic demand and travel speeds as extracted from the model, are attached in ***Appendix A***.

The traffic data provided for the Noise Assessment component study, being presented in terms of AADT, day and night time truck traffic as extracted from the model and after post-processing, are attached in ***Appendix B***.

The traffic data provided for the Socio Community Impact component study, being presented in terms of AADT as extracted from the model and after post-processing, are attached in ***Appendix C***.

3.0 Build Scenario Conditions

Model forecasts of 2023 and 2030 hourly traffic demand are shown in ***Table 3.1*** and ***Table 3.2*** respectively.

Table 3.1: 2023 Forecast Hourly Traffic Demand (Build Scenario)

Horizon Year	2023							
Time Period	AM1		AM2		MD		PM	
Direction	SB	NB	SB	NB	SB	NB	SB	NB
McBride Blvd	970	1,600	1,320	1,410	875	655	1,490	1,455
Royal Ave	780	1,410	1,070	1,275	900	795	1,335	1,220
Columbia St	1,310	1,255	1,720	1,285	1,105	1,235	2,225	1,535
Pattullo Bridge	2,315	4,130	3,155	3,435	2,130	2,095	4,175	3,345
King George Blvd	1,290	2,110	1,790	1,735	1,280	955	2,445	1,460
Scott Rd	500	1,290	965	1,130	665	750	1,395	1,275
Highway 17 (east of Pattullo)	265	1,090	585	1,085	350	610	1,015	720
Highway 17 (west of Pattullo)	1,090	560	1,015	815	615	615	720	1,345

Table 3.2: 2030 Forecast Hourly Traffic Demand (Build Scenario)

Horizon Year	2030							
Time Period	AM1		AM2		MD		PM	
Direction	SB	NB	SB	NB	SB	NB	SB	NB
McBride Blvd	1,000	1,655	1,375	1,440	920	670	1,525	1,495
Royal Ave	820	1,480	1,120	1,300	950	815	1,390	1,275
Columbia St	1,340	1,300	1,835	1,315	1,145	1,260	2,185	1,590
Pattullo Bridge	2,410	4,360	3,335	3,495	2,240	2,150	4,160	3,470
King George Blvd	1,345	2,250	1,875	1,780	1,370	995	2,510	1,515
Scott Rd	535	1,380	1,055	1,190	695	775	1,375	1,315
Highway 17 (east of Pattullo)	310	1,170	700	1,175	370	620	1,095	800
Highway 17 (west of Pattullo)	1,135	580	1,080	885	625	630	715	1,445

Table 3.1 and ***Table 3.2*** show that the peak direction traffic demand across the Pattullo Bridge in 2023 is in the range of 4,100-4,200 vph. Traffic demand in the non-peak direction is in the range of 3,100-3,400 vph. Traffic demand exceeds capacity in the peak direction, while it is slightly under capacity in the non-peak directions. The estimated AADT values, after post-processing the hourly results, are shown in ***Table 3.3***.

Table 3.3: 2023 and 2030 Estimated AADT (Build Scenario)

Horizon Year	2023		2030	
Time Period	AADT		AADT	
Direction	SB	NB	SB	NB
McBride Blvd	17,250	15,500	17,950	15,900
Royal Ave	16,100	15,500	16,900	15,950
Columbia St	23,050	20,550	23,750	21,050
Pattullo Bridge	43,600	41,750	45,200	42,850
King George Blvd	25,600	19,450	26,950	20,100
Scott Rd	13,850	14,800	14,350	15,400
Highway 17 (east of Pattullo)	8,450	11,650	9,250	12,350
Highway 17 (west of Pattullo)	11,500	12,650	11,750	13,350

Table 3.3 shows the estimated AADT on the Pattullo Bridge in 2023 is approximately 85,000. This new AADT is approximately 25% higher than existing AADT (pre toll removal from the Port Mann and Golden Ears Bridges).

The traffic data provided for the Air Quality component study, being presented in terms of hourly traffic demand as extracted from the model, are attached in ***Attachment 1***.

The traffic data provided for the Noise Assessment component study, being presented in terms of AADT, day and night time truck traffic as extracted from the model and after post-processing, are attached in ***Attachment 2***.

The traffic data provided for the Socio Community Impact component study, being presented in terms of AADT as extracted from the model and after post-processing, are attached in ***Attachment 3***.

ATTACHMENT 1

Traffic Data for Air Quality

Base Case

(Road) _ Segment Between (Cross Street 1) _ (Cross Street 2)	Direction	ID	2023												2030											
			AM1			AM2			MD			PM			AM1			AM2			MD			PM		
			Volume	2 Way Vol	Travel Speed	Volume	2 Way Vol	Travel Speed	Volume	2 Way Vol	Travel Speed	Volume	2 Way Vol	Travel Speed	Volume	2 Way Vol	Travel Speed	Volume	2 Way Vol	Travel Speed	Volume	2 Way Vol	Travel Speed	Volume	2 Way Vol	Travel Speed
103A Avenue_120 Street_121 Street	EB	71006-614205	110	145	33	190	250	33	85	150	33	45	330	33	125	160	33	215	280	33	95	165	33	50	365	33
	WB	614205-71006	35	145	22	60	250	22	65	150	22	285	330	21	35	160	22	65	280	22	70	165	22	315	365	20
103A Avenue_121 Street_122 Street	EB	614205-71005	10	70	33	25	135	33	35	85	33	115	220	33	10	80	33	25	150	33	40	95	33	135	250	33
	WB	71005-614205	60	70	33	110	135	33	50	85	33	105	220	33	70	80	33	125	150	33	55	95	33	115	250	33
103A Avenue_Grace Road_120 Street	EB	71018-71006	175	330	23	240	480	22	155	270	24	320	645	23	195	370	22	265	540	22	165	295	24	350	710	23
	WB	71006-71018	155	330	24	240	480	24	115	270	24	325	645	13	175	370	24	275	540	24	130	295	24	360	710	10
103A Avenue_Highway 17 Off Ramp_Grace Road	NB	71018-71017	35	85	42	65	155	42	30	105	42	75	230	42	40	95	42	90	185	42	35	115	42	85	250	42
	SB	71017-71018	50	85	31	90	155	31	75	105	31	155	230	31	55	95	31	95	185	31	80	115	31	165	250	31
104 Avenue_120 Street_122 Street	EB	71102-71101	160	560	50	270	635	50	195	325	50	580	910	50	170	625	50	290	710	50	210	350	50	650	1005	50
	WB	71101-71102	400	560	36	365	635	36	130	325	36	330	910	36	455	625	35	420	710	35	140	350	36	355	1005	36
104 Avenue_122 Street_125A Street	EB	71101-71007	190	630	36	340	790	36	235	410	36	665	1110	36	205	715	36	365	880	36	255	445	36	755	1235	35
	WB	71007-71101	440	630	50	450	790	50	175	410	50	445	1110	50	510	715	50	515	880	50	190	445	50	480	1235	50
104 Avenue_125A Street_127 Street	EB	71007-71008	190	680	50	335	855	50	300	510	50	775	1175	49	205	770	50	355	950	50	320	555	50	840	1265	49
	WB	71008-71007	490	680	50	520	855	50	210	510	50	400	1175	50	565	770	50	595	950	50	235	555	50	425	1265	50
104 Avenue_127 Street_128 Street	EB	71008-71904	330	790	29	550	1060	24	410	675	29	715	1305	16	350	885	29	585	1170	22	430	715	28	775	1400	13
	WB	71904-71008	460	790	50	510	1060	50	265	675	50	590	1305	50	535	885	50	585	1170	50	285	715	50	625	1400	50
104 Avenue_128 Street_Old Yale Road	EB	71904-71501	400	885	50	630	1135	50	500	825	50	880	1465	49	420	940	50	655	1200	50	535	885	50	955	1565	48
	WB	71501-71904	485	885	30	505	1135	30	325	825	32	585	1465	28	520	940	30	545	1200	29	350	885	31	610	1565	27
104 Avenue_Old Yale Road_132 Street	EB	71501-71502	150	340	25	260	455	25	180	295	25	265	650	25	160	370	25	285	515	25	195	320	25	295	695	25
	WB	71502-71501	190	340	30	195	455	30	115	295	30	385	650	30	210	370	30	230	515	30	125	320	30	400	695	30
106 Avenue_128 Street_Old Yale Road	EB	71402-71504	0	20	17	5	40	17	0	15	17	40	90	17	0	25	17	10	60	17	0	20	17	50	100	17
	WB	71504-71402	20	20	17	35	40	17	15	15	17	50	90	17	25	25	17	50	60	17	20	20	17	50	100	17
108 Avenue_128 Street_130A Street	EB	71403-71516	140	545	36	295	815	36	235	480	36	515	970	36	150	630	36	330	905	36	260	520	36	545	1035	36
		71516-71515	140	545	50	295	815	50	235	480	50	515	970	50	150	630	50	330	905	50	260	520	50	545	1035	50
	WB	71515-71516	405	545	50	520	815	50	245	480	50	455	970	50	480	630	50	575	905	50	260	520	50	490	1035	50
		71516-71403	405	545	33	520	815	30	245	480	34	455	970	31	480	630	31	575	905	27	260	520	34	490	1035	29
108 Avenue_130A Street_132 Street	EB	71515-71804	170	545	33	350	870	32	280	560	33	520	1065	28	175	625	33	380	960	32	305	605	32	555	1135	26
	WB	71804-71515	375	545	50	520	870	50	280	560	50	545	1065	50	450	625	50	580	960	50	300	605	50	580	1135	50
110 Avenue_120 Street_126A Street	EB	71110-71111	130	455	50	190	535	50	110	205	50	70	255	50	135	530	50	215	575	50	120	230	50	55	260	50
		71111-71121	95	390	50	155	470	50	90	170	50	35	185	50	105	470	50	180	510	50	100	190	50	25	195	50
	WB	71111-71110	325	455	26	345	535	25	95	205	27	185	255	20	395	530	25	360	575	24	110	230	27	205	260	17
		71121-71111	295	390	50	315	470	50	80	170	50	150	185	50	365	470	50	330	510	50	90	190	50	170	195	50
110 Avenue_BC Parkway_128 Street	EB	71121-71112	15	590	34	40	660	34	80	170	34	415	430	13	20	695	34	55	725	34	90	195	34	440	460	11
	WB	71112-71121	575	590	50	620	660	50	90	170	50	15	430	50	675	695	50	670	725	50	105	195	50	20	460	50
111 Avenue_128 Street_128A Street	EB	71115-611005	10	95	42	25	200	42	30	75	42	305	330	42	10	95	42	25	205	42	30	75	42	400	420	42
	WB	611005-71115	85	95	16	175	200	16	45	75	16	25	330	16	85	95	16	180	205	15	45	75	16	20	420	16
111 Avenue_128A Street_132 Street	EB	611005-71511	10	95	42	25	200	42	30	75	42	305	330	42	10	95	42	25	205	42	30	75	42	400	420	42
		71511-611007	10	95	25	25	200	25	30	75	25	305	330	25	10	95	25	25	205	25	30	75	25	400	420	25
	WB	71511-611005	85	95	42	175	200	42	45	75	42	25	330	42	85	95	42	180	205	42	45	75	42	20	420	42
111 Avenue_130A Street_132 Street	WB	611007-71511	85	95	25	175	200	25	45	75	25	25	330	25	85	95	25	180	205	25	45	75	25	20	420	25
111A Avenue Underpass_112 Avenue_111A Avenue	NB	71122-71222	5	50	19	5	65	19	5	25	19	40	45	19	5	45	19	5	75	19	5	30	19	55	60	19
	SB	71222-71122	45	50	42	60	65	42	20	25	42	5	45	42	40	45	42	70	75	42	25	30	42	5	60	42
111A Avenue_111A Avenue Underpass_124 Street	EB	71122-71118	15	95	42	15	135	42	40	90	42	175	190	42	15	115	42	15	145	42	45	100	42	180	195	42
	WB	71118-71122	80	95	42	120	135	42	50	90	42	15	190	42	100	115	42	130	145	42	55	100	42	15	195	42
112 Avenue_111A Avenue_124 Street	EB	71222-71204	5	50	42	5	65	42	5	25	42	40	45	42	5	45	42	5	75	42	5	30	42	55	60	42
	WB	71204-71222	45	50	42	60	65	42	20	25	42	5	45	42	40	45	42	70	75	42	25	30	42	5	60	42
112 Avenue_124 Street_126A Street	WB	71119-71204	35	35	42	45	45	42	20	20	42	0	0	42	30	30	42	55	55	42	20	20	42	0	0	42
112 Avenue_128A Street Connector_132 Street	EB	611004-611012	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25
	WB	611012-611004	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25
112 Avenue_128A Street_128A Street Connector	EB	611011-611004	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25
	WB	611004-611011	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25
112A Avenue_123 Street_124 Street	EB	71234-71235	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25
	WB	71235-71234	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25
114 Avenue_124 Street_128 Street	EB	71219-71209	5	10	27	10	15	27	10	10	27	75	80	27	5	10	27	10	15	27	10	10	27	80	85	27
		71223-71228	5	10	42	10	15	42	10	10	42	75	80	42	5	10	42	10	15	42	10	10	42	80	85	42
		71228-71219	5	10	42	10	15	42	10	10	42	75	80	42	5	10	42	10	15	42	10	10	42	80	85	42
	WB	71209-71219	5	10	27	5	15	27	0	10	27	5	80	27	5	10	27	5	15	27	0	10	27	5	85	27
		71219-71228	5	10	42	5	15	42	0	10	42	5	80	42	5	10	42	5	15	42	0	10	42	5	85	42
		71228-71223	5	10	29	5	15	29	0	10	29	5	80	29	5	10	29	5	15	29	0	10	29	5	85	29
115 Avenue_Bridgeview Drive_132 Street	EB	71241-71210	120	270	42	190	400	42	90	170	42	330	605	42	145	320	42	260	505	42	105	195	42	410	750	42
	WB	71210-71241	150	270	31	210	400	30	80	170	32	275	605	27	175	320	31	245	505	29	90	195	32	340	750	22
116 Avenue_Musqueam Drive North_129 Street	EB	71213-71248	0	0	42	0	0	42	0	0	42	30	30	42	0	5	42	0	5	42	0	0	42	85	85	42
		71224-71213	0	0	42	0	0	42	0	0	42	30	30	42	0	5	42	0	5	42	0	0	42	85	85	42
		71248-71249	0	0	42	0	0	42	0	0	42	30	30	42	0	5	42	0	5	42	0	0	42	85	85	42
	WB	71213-71224	0	0	42	0	0	42	0	0	42	0	30	42	5	5	42	5	5	42	0	0	42	0	85	42
		71248-71213	0	0	42	0	0	42	0	0	42	0	30	42	5	5	42	5	5	42	0	0	42	0	85	42
		71249-71248	0	0	42	0	0	42	0	0	42	0	30	42	5	5	42	5	5	42	0	0	42	0	85	42
116 Avenue_Musqueam Drive South_Musqueam Drive North	EB	71212-71224	0	0	42	0	0	42	0	0	42	30	30	42	0	5	42	0	5	42	0	0	42	85	85	42
	NB	71201-71229	0	0	42	0	0	42	0	0	42	30	30	42	0	5	42	0	5	42	0	0	42	85	85	42
		71208-71212	0	0	42	0	0	42	0	0	42	30	30	42	0	5	42	0	5	42	0	0	42	85	85	42
		71229-71208	0	0	42	0	0	42	0	0	42	30	30	42	0	5	42	0	5	42	0	0	42	85	85	42
	SB	71208-71229	0	0	42	0	0	42	0	0	42	0	30	42	5	5	42	5	5	42	0	0	42	0	85	42
		71212-71208	0	0	42	0	0	42	0	0	42	0	30	42	5	5	42	5	5	42	0	0	42	0	85	42
		71229-71201	0	0	21	0	0	21	0	0	21	0	30	21	5	5	21	5	5	21	0	0	21	0	85	21
	WB	71224-71212	0	0	42	0	0	42	0	0	42	0	30	42	5	5	42	5	5	42	0	0	42	0	85	42
116A Avenue_129 Street_130 Street	EB	71240-71239	0	0	23	0	0	23	0	0	23	30	30	23	0	5	23	0	5	23	0	0	23	85	85	23
	WB	71239-71240	0	0	42	0	0	42	0	0	42	0	30	42	5	5	42	5	5	42	0	0	42	0	85	42
120 Street KGB EB Off Ramp North_Pattullo Bridge_120 Street	EB	71202-71130	0	0	35	0	0	35	0	0	35	0	0	35	0	0	35	0	0	35	0	0	35	0	0	35
120 Street KGB EB Off Ramp South_Pattullo Bridge_120 Street	EB	71202-71124	615	615	60	885	885	60	740	740	60	1395	1395	60	620	620	60	930	930	60	775	775	60	1435	1435	60
120 Street KGB EB On Ramp_120 Street_King George Boulevard	EB	71127-71128	35	35	50	70	70	50	95	95	50	140	140	50	35	35	50	75	75	50	105	105	50	130	130	50
120 Street KGB WB Off Ramp_King George Boulevard_120 Street	WB	71119-71129	15	15	33	50	50	33	125	125	33	75	75	33	10	10	33	50	50	33	135	135	33	55	55	33
120 Street KGB WB On Ramp_120 Street_King George Boulevard	WB	71129-71123	1520	1520	36	1540	1540	35	755	755	35	1040	1040	17	1620	1620	32	1560	1560	35	770	770	34	1055	1055	16
120 Street_103A Avenue_102 Avenue	NB	71097-71006	1320	1620	19	1400	1945	17	670	1310	34	650	2270	34	1415	1720	16	1490	2060	14	700	1370	34	650	2365	34
	SB	71006-71097	300	1620	60	545	1945	60	640	1310	60	1620	2270	59	305	1720	60	570	2060	60	670	1370	60	1715	2365	59
120 Street_110 Avenue_Old Yale Road	NB	71106-71110	1455	2115	37	1565	2505	36	835	1665	42	1095	2755	41	1520	2185	36	1600	2580	35	855	1715	42	1105	2825	41
	SB	71110-71106	660	2115	42	940	2505	41	830	1665	42	1660	2755	34	665	2185	42	980	2580	41	860	1715	42	1720	2825	33
120 Street_120 Street KGB EB Off Ramp North_120 Street KGB EB Off Ramp South	SB	71130-71124	10	10	50	50	50	50	125	125	50	75	75	50	10	10	50	50	50	50	130	130	50	55	55	50
120 Street_120 Street KGB EB Off Ramp North_120 Street KGB EB On Ramp	EB	71130-71127	0	0	21	0	0	21	0	0	21	0	0	21	0	0	21	0	0	21	0	0	21	0	0	21
120 Street_120 Street KGB EB On Ramp_120 Street KGB WB On Ramp	WB	71127-71129	1520	1520	5	1540	1540	5	755	755	16	1040	1040	13	1620	1620	4	1560	1560	5	770	770	16	1055	1055	13
120 Street_120 Street KGB WB Off Ramp_120 Street KGB EB Off Ramp North	SB	71129-71130	15	15	50	50	50	50	125	125	50	75	75	50	10	10	50	50	50	50	135	135	50	55	55	50
120 Street_120 Street Off Ramp_120 Street Split	SB	71124-71125	630	630	60	935	935	60	865	865	60	1465	1465	60	630	630	60	980	980	60	905	905	60	1490	1490	60
120 Street_120 Street Split_110 Avenue	NB	71110-71125	1555	2185	59	1610	2545	59	845	1710	60	1175	2640	60	1655	2285	59	1635	2615	59	875	1780	60	1185	2675	60
	SB	71125-71110	630	2185	22	935	2545	21	865	1710	22	1465	2640	20	630	2285	22	980	2615	21	905	1780	22	1490	2675	20
120 Street_120 Street Split_Scott Road Station	NB	71125-71126	1555	1555	49	1610	1610	49	845	845	50	1175	1175	50	1655	1655	49	1635	1635	49	875	875	50	1185	1185	50
		71126-71127	1555	1555	15	1610	1610	14	845	845	24	1175	1175	21	1655	1655	13	1635	1635	13	875	875	23	1185	1185	21
120 Street_Old Yale Road_Tannery Road	NB	71102-71106	1315	1955	45	1425	2300	44	700	1430	47	930	2620	47	1385	2035	44	1480	2415	43	715	1480	47	930	2690	47
	SB	71106-71102	640	1955	47	875	2300	47	730	1430	47	1690	2620	40	650	2035	47	935	2415	47	765	1480	47	1760	2690	39
120 Street_Tannery Road_103A Avenue	NB	71004-71102	1345	1720	19	1410	2090	17	685	1325	26	820	2370	25	1435	1830	17	1485	2210	16	715	1390	25	835	2470	25
		71006-71004	1345	1720	60	1410	2090	60	685	1325	60	820	2370	60	1435	1830	59	1485	2210	59	715	1390	60	835	2470	60
	SB	71004-71006	375	1720	34	680	2090	33	640	1325	33	1550	2370	12	395	1830	34	725	2210	32	675	1390	33	1635	2470	10
		71102-71004	375	1720	60	680	2090	60	640	1325	60	1550	2370	59	395	1830	60	725	2210	60	675	1390	60	1635	2470	59
122 Street_103A Avenue_102 Avenue	NB	71096-71005	45	45	24	80	85	24	25	40	24	10	60	24	50	50	24	85	90	24	20	30	24	10	60	24
	SB	71005-71096	0	45	33	5	85	33	15	40	33	50	60	33	0	50	33	5	90	33	10	30	33	50	60	33
122 Street_104 Avenue_103A Avenue	NB	71005-71101	55	120	18	100	215	18	60	120	18	130	290	18	60	135	18	110	235	18	65	130	18	145	315	18
	SB	71101-71005	65	120	18	115	215	18	60	120	18	160	290	18	75	135	18	125	235	18	65	130	18	170	315	18
124 Stree_112A Avenue_112 Avenue	SB	71235-71204	10	15	42	15	20	42	0	5	42	5	45	42	10	15	42	15	20	42	0	5	42	5	60	42
124 Stree_114 Avenue_112A Avenue	NB	71235-71223	5	15	42	5	20	42	5	5	42	40	45	42	5	15	42	5	20	42	5	5	42	55	60	42
	SB	71223-71235	10	15	42	15	20	42	0	5	42	5	45	42	10	15	42	15	20	42	0	5	42	5	60	42
124 Stree_Highway 17_114 Avenue	NB	71223-71225	0	10	58	0	15	58	5	15	58	35	105	58	0	10	58	0	15	58	5	15	58	50	125	58
	SB	71225-71223	10	10	42	15	15	42	10	15	42	70	105	42	10	10	42	15	15	42	10	15	42	75	125	42
124 Street_111A Avenue_120 Street	NB	71110-71118	80	95	42	120	135	42	50	90	42	15	190	42	100	115	42	130	145	42	55	100	42	15	195	42
	SB	71118-71110	15	95	28	15	135	28	40	90	28	175	190	27	15	115	28	15	145	28	45	100	28	180	195	27
124 Street_112A Avenue_112 Avenue	NB	71204-71235	5	15	42	5	20	42	5	5	42	40	45	42	5	15	42	5	20	42	5	5	42	55	60	42
125A Street_106A Avenue_104 Avenue	NB	71007-71496	75	100	42	120	165	42	50	125	42	55	265	42	90	115	42	140	190	42	60	140	42	65	270	42
		71496-613007	75	100	23	120	165	23	50	125	23	55	265	23	90	115	23	140	190	22	60	140	23	65	270	23
	SB	613007-71496	25	100	42	45	165	42	75	125	42	210	265	42	25	115	42	50	190	42	80	140	42	205	270	42
		71496-71007	25	100	30	45	165	30	75	125	30	210	265	29	25	115	30	50	190	30	80	140	30	205	270	29
125A Street_Old Yale Road_106A Avenue	NB	613007-71103	30	110	17	60	220	17	50	150	17	165	295	17	35	125	17	65	245	17	60	170	17	190	295	16
	SB	71103-613007	80	110	17	160	220	17	100	150	17	130	295	17	90	125	17	180	245	16	110	170	17	105	295	17
128 Street_104 Avenue_102 Avenue	NB	71411-71904	525	705	34	610	920	32	300	590	35	385	1060	35	580	760	32	685	1015	29	325	635	35	405	1130	35
	SB	71904-71411	180	705	36	310	920	35	290	590	35	675	1060	22	180	760	36	330	1015	35	310	635	35	725	1130	19
128 Street_105A Avenue_104 Avenue	NB	71904-613102	615	925	50	675	1130	50	375	775	50	380	1215	50	640	960	50	720	1200	50	400	830	50	395	1305	50
	SB	613102-71904	310	925	33	455	1130	32	400	775	33	835	1215	31	320	960	33	480	1200	32	430	830	32	910	1305	31
128 Street_106 Avenue_105A Avenue	NB	613102-71402	645	910	50	715	1105	50	370	740	50	305	1180	50	675	945	50	765	1175	50	395	790	50	315	1265	50
	SB	71402-613102	265	910	50	390	1105	50	370	740	50	875	1180	50	270	945	50	410	1175	50	395	790	50	950	1265	50
128 Street_108 Avenue_106 Avenue	NB	71402-71495	660	925	50	750	1145	50	385	755	50	355	1270	50	695	965	50	815	1235	50	415	810	50	365	1370	50
		71495-71403	660	925	20	750	1145	19	385	755	20	355	1270	20	695	965	20	815	1235	19	415	810	20	365	1370	20
	SB	71403-71495	265	925	36	395	1145	36	370	755	36	915	1270	36	270	965	36	420	1235	36	395	810	36	1005	1370	36
		71495-71402	265	925	50	395	1145	50	370	755	50	915	1270	50	270	965	50	420	1235	50	395	810	50	1005	1370	50
128 Street_110 Avenue_108 Avenue	NB	71403-71112	750	1020	49	795	1180	49	350	685	50	340	1145	50	840	1120	49	855	1255	49	370	720	50	355	1195	50
	SB	71112-71403	270	1020	28	385	1180	27	335	685	27	805	1145	14	280	1120	28	400	1255	27	350	720	27	840	1195	12
128 Street_111 Avenue_110 Avenue	NB	71112-71115	300	675	50	345	855	50	290	575	50	500	1065	50	310	715	50	380	920	50	295	585	50	515	1095	50
	SB	71115-71112	375	675	50	510	855	50	285	575	50	565	1065	50	405	715	50	540	920	50	290	585	50	580	1095	50
128 Street_King George Boulevard_111 Avenue	NB	71115-71506	355	710	13	455	930	11	305	590	17	490	1325	21	360	740	14	495	1000	10	305	595	18	505	1450	21
	SB	71506-71115	355	710	50	475	930	50	285	590	50	835	1325	49	380	740	50	505	1000	50	290	595	50	945	1450	48
128A Street Connector_King George Boulevard_112 Avenue	SB	71508-611004	0	0	10	0	0	10	0	0	10	0	0	10	0	0	10	0	0	10	0	0	10	0	0	10
128A Street_112 Avenue_111 Avenue	NB	611005-611011	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42
	SB	611011-611005	0	0	23	0	0	23	0	0	23	0	0	23	0	0	23	0	0	23	0	0	23	0	0	23
129 Street_116A Avenue_116 Avenue	NB	71249-71240	0	0	42	0	0	42	0	0	42	30	30	42	0	5	42	0	5	42	0	0	42	85	85	42
	SB	71240-71249	0	0	42	0	0	42	0	0	42	0	30	42	5	5	42	5	5	42	0	0	42	0	85	42
130 Street_116A Avenue_Highway 17	NB	71238-71239	0	0	26	0	0	26	0	0	26	0	30	26	5	5	26	5	5	26	0	0	26	0	85	26
	SB	71239-71238	0	0	26	0	0	26	0	0	26	30	30	26	0	5	26	0	5	26	0	0	26	85	85	25
Agnes Street_Elliot Street_First Street	EB	48004-292618	180	315	23	255	435	20	220	390	22	330	580	14	195	350	22	275	470	19	245	430	21	345	625	13
	WB	292618-48004	135	315	42	180	435	42	170	390	42	250	580	42	155	350	42	195	470	42	185	430	42	280	625	42
Agnes Street_Fourth Street_Elliot Street	EB	47705-48004	115	240	42	145	280	42	150	275	42	355	430	42	120	245	42	150	295	42	175	305	42	385	470	42
	WB	48004-47705	125	240	30	135	280	29	125	275	30	75	430	30	125	245	30	145	295	29	130	305	30	85	470	30
Agnes Street_Sixth Street_Fourth Street	EB	47703-47705	100	150	26	170	250	26	140	190	26	290	355	20	115	205	26	185	320	26	165	230	26	305	385	19
	WB	47705-47703	50	150	26	80	250	26	50	190	26	65	355	26	90	205	26	135	320	26	65	230	26	80	385	26
Bridge Road_Old Yale Road_Musqueam Drive	NB	71175-71201	180	205	33	255	285	31	105	180	33	25	310	33	215	240	32	300	330	28	120	205	33	25	310	33
	SB	71201-71175	25	205	33	30	285	33	75	180	33	285	310	29	25	240	33	30	330	33	85	205	33	285	310	29
Bridgeview Drive_115 Avenue_128 Street	NB	71242-71241	400	1020	50	385	935	50	235	410	50	330	535	50	435	1070	50	410	925	50	250	435	50	380	595	50
		71243-71242	400	1020	50	385	935	50	235	410	50	330	535	50	435	1070	50	410	925	50	250	435	50	380	595	50
	SB	71241-71242	620	1020	50	550	935	50	175	410	50	205	535	50	635	1070	50	515	925	50	185	435	50	215	595	50
		71242-71243	620	1020	50	550	935	50	175	410	50	205	535	50	635	1070	50	515	925	50	185	435	50	215	595	50
Bridgeview Drive_128 Street_King George Boulevard	NB	71506-71243	380	1145	50	395	1255	50	320	630	50	660	945	50	415	1205	50	420	1265	50	345	675	50	730	1025	50
	SB	71243-71506	765	1145	24	860	1255	23	310	630	24	285	945	25	790	1205	24	845	1265	23	330	675	24	295	1025	25
Bridgeview Drive_Highway 17_115 Avenue	NB	71232-71238	490	1170	22	485	1115	24	260	475	25	480	895	24	545	1265	21	530	1180	23	285	520	25	600	1100	22
		71241-71232	490	1170	50	485	1115	50	260	475	50	480	895	50	545	1265	50	530	1180	50	285	520	50	600	1100	50
	SB	71232-71241	680	1170	50	630	1115	50	215	475	50	415	895	50	720	1265	50	650	1180	50	235	520	50	500	1100	50
		71238-71232	680	1170	50	630	1115	50	215	475	50	415	895	50	720	1265	50	650	1180	50	235	520	50	500	1100	50
Carnarvon Street_Eighth Street_Sixth Street	EB	293104-293202	145	560	24	220	635	23	265	555	23	445	760	17	155	605	24	245	710	23	285	595	23	465	810	16
		47406-293104	145	560	42	220	635	42	265	555	42	445	760	42	155	605	42	245	710	42	285	595	42	465	810	42
	WB	293104-47406	415	560	21	415	635	21	290	555	22	315	760	22	450	605	20	465	710	20	310	595	22	345	810	22
		293202-293104	415	560	42	415	635	42	290	555	42	315	760	42	450	605	42	465	710	42	310	595	42	345	810	42
Carnarvon Street_Fourth Street_Elliot Street	EB	48001-292617	5	85	30	5	110	30	25	85	30	80	105	30	5	105	30	10	135	30	25	105	30	85	115	30
	WB	292617-48001	80	85	30	105	110	30	60	85	30	25	105	30	100	105	30	125	135	29	80	105	30	30	115	30
Carnarvon Street_Sixth Street_Fourth Street	EB	293202-48001	60	490	26	55	490	26	95	400	26	200	560	25	50	500	26	60	510	26	100	430	26	215	610	25
	WB	48001-293202	430	490	20	435	490	20	305	400	25	360	560	23	450	500	19	450	510	19	330	430	24	395	610	22
Columbia Street East_Debeck Street_Cumberland Street	NB	48206-48401	1185	2620	21	1515	3050	15	1240	2120	20	1710	3435	12	1250	2725	20	1575	3200	14	1300	2205	19	1770	3550	11
	SB	48401-48206	1435	2620	50	1535	3050	49	880	2120	50	1725	3435	49	1475	2725	50	1625	3200	49	905	2205	50	1780	3550	49
Columbia Street East_Front Street_Richmond Street	NB	48203-48212	1165	2255	31	1475	2710	26	1205	1850	30	1765	3155	19	1230	2360	30	1535	2850	24	1265	1935	29	1825	3305	18
	SB	48212-48203	1090	2255	42	1235	2710	37	645	1850	49	1390	3155	48	1130	2360	41	1315	2850	35	670	1935	49	1480	3305	47
Columbia Street East_McBride Boulevard_Front Street	NB	48201-48203	885	1665	32	1095	1965	29	890	1395	32	1205	2365	26	930	1730	32	1135	2060	28	935	1460	32	1250	2470	25
	SB	48203-48201	780	1665	33	870	1965	32	505	1395	34	1160	2365	27	800	1730	33	925	2060	32	525	1460	34	1220	2470	26
Columbia Street East_Richmond Street_Cumberland Street	NB	48212-48206	1185	2290	50	1515	2730	49	1240	1850	50	1710	3100	49	1250	2395	50	1575	2870	49	1300	1930	50	1770	3210	49
	SB	48206-48212	1105	2290	33	1215	2730	32	610	1850	35	1390	3100	30	1145	2395	33	1295	2870	31	630	1930	35	1440	3210	29
Columbia Street Pattullo On Ramp_Colubmia Street_Royal Avenue Pattullo On Ramp	WB	48074-48076	0	0	26	0	0	26	0	0	26	0	0	26	0	0	26	0	0	26	0	0	26	0	0	26
Columbia Street_Columbia Street On Ramp_McBride Boulevard	EB	48074-48077	165	885	42	330	1080	42	350	725	42	770	1430	41	170	910	42	350	1140	42	370	760	42	800	1470	41
		48077-48201	165	885	24	330	1080	24	350	725	24	770	1430	20	170	910	24	350	1140	24	370	760	24	800	1470	20
	WB	48077-48074	720	885	42	750	1080	42	375	725	42	660	1430	42	740	910	42	790	1140	42	390	760	42	670	1470	42
		48201-48077	720	885	42	750	1080	42	375	725	42	660	1430	42	740	910	42	790	1140	42	390	760	42	670	1470	42
Columbia Street_Eighth Street_Sixth Street	EB	47405-47708	265	695	25	375	840	23	320	520	24	545	870	18	270	690	25	370	840	23	345	550	24	570	885	16
		47708-47701	265	695	25	375	840	23	320	520	24	545	870	18	270	690	25	370	840	24	345	550	24	570	885	17

	WB	47701-47708	430	695	22	465	840	21	200	520	25	325	870	24	420	690	23	470	840	21	205	550	25	315	885	24
		47708-47405	430	695	22	465	840	21	200	520	25	325	870	24	420	690	22	470	840	21	205	550	25	315	885	24
Columbia Street_Elliot Street_Columbia Street On Ramp	EB	48003-48074	165	885	42	330	1080	42	350	725	42	770	1430	41	170	910	42	350	1140	42	370	760	42	800	1470	41
	WB	48074-48003	720	885	42	750	1080	42	375	725	42	660	1430	42	740	910	42	790	1140	42	390	760	42	670	1470	42
Columbia Street_Fourth Street_Elliot Street	EB	47702-48003	165	885	25	330	1080	25	350	725	25	770	1430	25	170	910	25	350	1140	25	370	760	25	800	1470	25
	WB	48003-47702	720	885	15	750	1080	14	375	725	24	660	1430	18	740	910	15	790	1140	13	390	760	24	670	1470	17
Columbia Street_Front Street_Eighth Street	EB	47403-47405	265	710	25	395	875	22	320	535	24	475	840	19	270	705	24	410	895	22	345	560	24	485	850	19
	WB	47405-47403	445	710	16	480	875	15	215	535	19	365	840	18	435	705	16	485	895	15	215	560	19	365	850	18
Columbia Street_Sixth Street_Fourth Street	EB	293203-47702	115	540	25	260	720	25	280	475	25	635	950	12	120	530	25	260	725	25	300	495	24	665	970	10
		47701-293203	115	540	25	260	720	25	280	475	25	635	950	25	120	530	25	260	725	25	300	495	25	665	970	25
	WB	293203-47701	425	540	22	460	720	21	195	475	25	315	950	24	410	530	22	465	725	21	195	495	25	305	970	24
		47702-293203	425	540	25	460	720	25	195	475	25	315	950	25	410	530	25	465	725	25	195	495	25	305	970	25
Cumberland Street_Eighth Avenue East_Sixth Avenue East	NB	48207-48102	295	505	24	345	575	23	25	195	25	220	425	24	305	515	24	355	590	23	25	210	25	235	450	23
	SB	48102-48207	210	505	30	230	575	29	170	195	31	205	425	30	210	515	30	235	590	29	185	210	30	215	450	29
Cumberland Street_Glenbrook Drive_Richmond Street	EB	48228-48205	225	625	14	250	705	13	195	500	16	275	730	11	225	635	14	270	745	12	210	520	15	290	770	10
	WB	48205-48228	400	625	42	455	705	42	305	500	42	455	730	42	410	635	42	475	745	42	310	520	42	480	770	42
Cumberland Street_Miner Street_Columbia Street East	EB	48373-48206	0	325	25	0	315	25	0	270	25	0	335	25	0	330	25	0	330	25	0	275	25	0	340	25
	WB	48206-48373	325	325	31	315	315	31	270	270	31	335	335	31	330	330	31	330	330	31	275	275	31	340	340	31
Cumberland Street_Richmond Street_Miner Street	EB	48205-48373	0	325	42	0	315	42	0	270	42	0	335	42	0	330	42	0	330	42	0	275	42	0	340	42
	WB	48373-48205	325	325	14	315	315	15	270	270	18	335	335	14	330	330	14	330	330	14	275	275	18	340	340	13
Cumberland Street_Sixth Avenue East_Glenbrook Drive	EB	48204-48228	120	350	42	30	275	42	170	405	42	90	340	42	115	350	42	30	280	42	190	425	42	95	350	42
		48207-48204	120	350	42	30	275	42	170	405	42	90	340	42	115	350	42	30	280	42	190	425	42	95	350	42
	WB	48204-48207	230	350	22	245	275	21	235	405	22	250	340	21	235	350	21	250	280	20	235	425	22	255	350	20
		48228-48204	230	350	42	245	275	42	235	405	42	250	340	42	235	350	42	250	280	42	235	425	42	255	350	42
Eighth Street_Carnarvon Street_Columbia Street	NB	47405-47406	10	35	20	30	55	20	15	40	20	20	130	20	10	35	20	50	75	20	15	40	20	20	165	20
	SB	47406-47405	25	35	20	25	55	20	25	40	20	110	130	20	25	35	20	25	75	20	25	40	20	145	165	20
Eighth Street_Columbia Street_Front Street	NB	47706-47405	0	0	14	0	0	14	0	0	14	5	5	14	0	0	14	0	0	14	0	0	14	5	5	14
	SB	47405-47706	0	0	14	0	0	14	0	0	14	0	5	14	0	0	14	0	0	14	0	0	14	0	5	14
Elliot Street_Agnes Street_Dickenson Street	NB	292609-48004	150	245	9	250	435	7	195	370	8	215	630	8	170	295	8	295	515	5	230	450	7	255	745	7
	SB	48004-292609	95	245	42	185	435	42	175	370	42	415	630	42	125	295	42	220	515	42	220	450	42	490	745	42
Elliot Street_Dickenson Street_Carnarvon Street	NB	292617-292609	5	85	31	5	110	31	25	85	31	80	105	31	5	105	31	10	135	31	25	105	31	85	115	31
	SB	292609-292617	80	85	42	105	110	42	60	85	42	25	105	42	100	105	42	125	135	42	80	105	42	30	115	42
Faulkner Road_Pine Road_Tannery Road	NB	71157-71158	0	0	23	0	0	23	0	0	23	0	0	23	0	0	23	0	0	23	0	0	23	0	0	23
	SB	71158-71157	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42
First Street_Emory Street_Third Avenue	EB	292006-47918	35	40	11	65	80	11	55	80	11	60	150	11	35	45	11	75	95	11	65	95	11	90	195	11
	WB	47918-292006	5	40	25	15	80	25	25	80	25	90	150	25	10	45	25	20	95	25	30	95	25	105	195	25
First Street_Fourth Avenue_Emory Street	NB	292006-47917	75	85	25	95	120	25	55	90	25	25	185	25	80	90	25	100	130	25	60	100	25	30	220	25
	SB	47917-292006	10	85	25	25	120	25	35	90	25	160	185	25	10	90	25	30	130	25	40	100	25	190	220	25
First Street_Royal Avenue_Agnes Street	NB	292618-47913	180	315	16	255	435	15	220	390	16	330	580	14	195	350	16	275	470	15	245	430	16	345	625	14
	SB	47913-292618	135	315	18	180	435	18	170	390	18	250	580	15	155	350	18	195	470	17	185	430	17	280	625	13
First Street_Sixth Avenue_Fourth Avenue	NB	47917-47914	10	35	21	25	80	21	15	40	21	10	155	21	10	40	21	25	85	21	20	45	21	10	190	21
	SB	47914-47917	25	35	25	55	80	25	25	40	25	145	155	25	30	40	25	60	85	25	25	45	25	180	190	25
First Street_Third Avenue_Royal Avenue	NB	47913-47918	5	35	16	10	70	16	10	50	16	40	105	16	5	40	16	15	80	16	15	55	16	40	145	16
	SB	47918-47913	30	35	21	60	70	21	40	50	21	65	105	21	35	40	21	65	80	21	40	55	21	105	145	20
Fourth Avenue_Second Street_First Street	EB	47915-47917	5	85	24	10	120	24	20	65	24	75	150	24	5	95	24	10	130	24	20	70	24	75	155	24
	WB	47917-47915	80	85	24	110	120	24	45	65	24	75	150	24	90	95	24	120	130	24	50	70	24	80	155	24
Fourth Avenue_Third Street_Second Street	EB	291907-47915	5	45	25	60	100	25	20	25	25	80	85	25	5	55	25	70	110	25	20	25	25	90	95	25
	WB	47915-291907	40	45	25	40	100	25	5	25	25	5	85	25	50	55	25	40	110	25	5	25	25	5	95	25
Fourth Street_Agnes Street_Carnarvon Street	NB	48001-47705	45	160	16	65	215	16	55	170	16	240	415	13	85	205	16	110	260	16	60	175	16	245	435	13
	SB	47705-48001	115	160	42	150	215	42	115	170	42	175	415	42	120	205	42	150	260	42	115	175	42	190	435	42
Fourth Street_Carnarvon Street_Columbia Street	NB	47702-48001	310	380	31	310	395	31	190	265	31	360	510	31	345	415	31	345	450	31	205	285	31	385	540	31
	SB	48001-47702	70	380	19	85	395	18	75	265	18	150	510	10	70	415	19	105	450	16	80	285	18	155	540	9
Fourth Street_Fourth Avenue_Third Avenue	NB	47615-47614	0	15	26	0	30	26	0	35	26	0	10	26	0	15	26	0	25	26	0	40	26	0	10	26
	SB	47614-47615	15	15	42	30	30	42	35	35	42	10	10	42	15	15	42	25	25	42	40	40	42	10	10	42
Fourth Street_Royal Avenue_Agnes Street	NB	47705-48002	10	25	16	20	45	16	20	35	16	115	220	16	15	30	16	35	60	16	20	40	16	105	230	16
	SB	48002-47705	15	25	19	25	45	19	15	35	19	105	220	19	15	30	19	25	60	19	20	40	19	125	230	19
Fourth Street_Third Avenue_Queens Avenue	NB	47616-47615	210	210	42	255	255	42	60	60	42	135	135	42	255	255	42	305	305	42	65	65	42	140	140	42
	SB	47615-47616	0	210	26	0	255	26	0	60	26	0	135	26	0	255	26	0	305	26	0	65	26	0	140	26
Front Street_Begbie Street_Sixth Street	EB	293109-47707	105	415	16	170	540	16	160	305	16	490	720	15	105	435	16	175	570	16	160	305	16	510	770	15
	WB	47707-293109	310	415	30	370	540	30	145	305	30	230	720	30	330	435	30	395	570	30	145	305	30	260	770	30
Front Street_Columbia Street_Eighth Street	EB	47403-47706	105	410	15	175	535	15	160	305	15	490	720	13	110	435	15	180	565	15	160	305	15	505	770	13
	WB	47706-47403	305	410	22	360	535	22	145	305	23	230	720	23	325	435	22	385	565	22	145	305	23	265	770	23
Front Street_Eighth Street_Begbie Street	EB	47706-293109	110	415	30	175	535	30	160	305	30	490	730	30	110	435	30	180	565	30	160	305	30	505	780	30
	WB	293109-47706	305	415	10	360	535	10	145	305	10	240	730	10	325	435	10	385	565	10	145	305	10	275	780	10
Front Street_Sixth Street_Columbia Street East	EB	47707-48009	280	590	22	380	745	22	310	455	22	560	790	20	300	630	22	400	790	22	330	475	22	580	840	20
		48008-48203	280	590	49	380	745	44	310	455	48	560	790	25	300	630	48	400	790	42	330	475	47	580	840	23
		48009-48008	280	590	50	380	745	50	310	455	50	560	790	50	300	630	50	400	790	50	330	475	50	580	840	50
	WB	48008-48009	310	590	30	365	745	30	145	455	30	230	790	30	330	630	30	390	790	30	145	475	30	260	840	30
		48009-47707	310	590	22	365	745	22	145	455	22	230	790	22	330	630	22	390	790	22	145	475	22	260	840	22
		48203-48008	310	590	50	365	745	50	145	455	50	230	790	50	330	630	50	390	790	50	145	475	50	260	840	50
Glenbrook Drive_Sixth Avenue East_Cumberland Street	EB	48225-48226	105	275	42	220	430	42	25	95	42	185	390	42	110	285	42	235	465	42	20	95	42	195	420	42
		48226-48227	105	275	42	220	430	42	25	95	42	185	390	42	110	285	42	235	465	42	20	95	42	195	420	42
		48227-48228	105	275	18	220	430	16	25	95	18	185	390	17	110	285	18	235	465	15	20	95	18	195	420	17
		48229-48225	105	275	42	220	430	42	25	95	42	185	390	42	110	285	42	235	465	42	20	95	42	195	420	42
	WB	48225-48229	170	275	18	210	430	17	70	95	18	205	390	17	175	285	18	230	465	16	75	95	18	225	420	16
		48226-48225	170	275	42	210	430	42	70	95	42	205	390	42	175	285	42	230	465	42	75	95	42	225	420	42
		48227-48226	170	275	42	210	430	42	70	95	42	205	390	42	175	285	42	230	465	42	75	95	42	225	420	42
		48228-48227	170	275	42	210	430	42	70	95	42	205	390	42	175	285	42	230	465	42	75	95	42	225	420	42
Grace Road_River Road_103A Avenue	NB	71057-71018	155	185	28	215	280	27	55	110	28	45	350	28	180	210	28	260	330	27	60	120	28	45	390	28
		71079-71057	155	185	33	215	280	33	55	110	33	45	350	33	180	210	33	260	330	33	60	120	33	45	390	33
	SB	71018-71057	30	185	28	65	280	28	55	110	28	305	350	27	30	210	28	70	330	28	60	120	28	345	390	27
		71057-71079	30	185	42	65	280	42	55	110	42	305	350	38	30	210	42	70	330	42	60	120	42	345	390	37
Highway 17_124 Street_Bridgeview Drive	EB	71200-71214	300	1005	88	475	1300	88	400	775	88	1075	1450	88	330	1120	88	555	1490	88	425	810	88	1160	1595	88
		71214-71238	300	1005	80	475	1300	80	400	775	80	1075	1450	71	330	1120	80	555	1490	80	425	810	80	1160	1595	67
		71225-71200	300	1005	88	475	1300	88	400	775	88	1075	1450	88	330	1120	88	555	1490	88	425	810	88	1160	1595	88
	WB	71200-71225	705	1005	88	825	1300	88	375	775	88	375	1450	88	790	1120	88	935	1490	88	385	810	88	435	1595	88
		71214-71200	705	1005	88	825	1300	88	375	775	88	375	1450	88	790	1120	88	935	1490	88	385	810	88	435	1595	88
		71238-71214	705	1005	88	825	1300	88	375	775	88	375	1450	88	790	1120	88	935	1490	88	385	810	88	435	1595	88
Highway 17_Highway 91 Connector_Tannery Hwy 17 EB Off Ramp	EB	71051-71050	810	2120	88	1320	2515	88	930	1645	88	1730	2865	87	855	2225	88	1425	2710	88	970	1695	88	1825	3060	87
	WB	71050-71051	1310	2120	88	1195	2515	88	715	1645	88	1135	2865	88	1370	2225	88	1285	2710	88	725	1695	88	1235	3060	88
Highway 17_Old Yale Road_124 Street	EB	71117-71135	305	1010	88	490	1315	88	405	780	88	1115	1490	88	335	1125	88	570	1505	88	425	810	88	1185	1620	88
		71120-71134	305	1010	88	490	1315	88	405	780	88	1115	1490	88	335	1125	88	570	1505	88	425	810	88	1185	1620	88
		71134-71117	305	1010	88	490	1315	88	405	780	88	1115	1490	88	335	1125	88	570	1505	88	425	810	88	1185	1620	88
		71135-71227	305	1010	88	490	1315	88	405	780	88	1115	1490	88	335	1125	88	570	1505	88	425	810	88	1185	1620	88
		71226-71225	305	1010	88	490	1315	88	405	780	88	1115	1490	88	335	1125	88	570	1505	88	425	810	88	1185	1620	88
		71227-71226	305	1010	88	490	1315	88	405	780	88	1115	1490	88	335	1125	88	570	1505	88	425	810	88	1185	1620	88
	WB	71117-71134	705	1010	88	825	1315	88	375	780	88	375	1490	88	790	1125	88	935	1505	88	385	810	88	435	1620	88
		71134-71120	705	1010	58	825	1315	55	375	780	60	375	1490	60	790	1125	56	935	1505	52	385	810	60	435	1620	60
		71135-71117	705	1010	88	825	1315	88	375	780	88	375	1490	88	790	1125	88	935	1505	88	385	810	88	435	1620	88
		71225-71226	705	1010	88	825	1315	88	375	780	88	375	1490	88	790	1125	88	935	1505	88	385	810	88	435	1620	88
		71226-71227	705	1010	88	825	1315	88	375	780	88	375	1490	88	790	1125	88	935	1505	88	385	810	88	435	1620	88
		71227-71135	705	1010	88	825	1315	88	375	780	88	375	1490	88	790	1125	88	935	1505	88	385	810	88	435	1620	88
Highway 17_Tannery Hwy 17 EB Off Ramp_Tannery Hwy 17 WB On Ramp	EB	71050-71150	490	1800	88	745	1940	88	580	1295	88	1040	2175	88	515	1885	88	820	2105	88	605	1330	88	1075	2310	88
		71150-71155	490	1800	88	745	1940	88	580	1295	88	1040	2175	88	515	1885	88	820	2105	88	605	1330	88	1075	2310	88
	WB	71150-71050	1310	1800	88	1195	1940	88	715	1295	88	1135	2175	88	1370	1885	88	1285	2105	88	725	1330	88	1235	2310	88
		71155-71150	1310	1800	88	1195	1940	88	715	1295	88	1135	2175	88	1370	1885	88	1285	2105	88	725	1330	88	1235	2310	88
Highway 17_Tannery Hwy 17 EB On Ramp_Old Yale Road	EB	71153-71120	655	1440	58	975	1820	50	675	1185	58	1220	1905	39	715	1565	57	1100	2025	44	715	1230	58	1300	2055	35
	WB	71120-71153	785	1440	88	845	1820	88	510	1185	88	685	1905	88	850	1565	88	925	2025	88	515	1230	88	755	2055	88
Highway 17_Tannery Hwy 17 WB On Ramp_Tannery Hwy 17 EB On Ramp	EB	71155-71153	490	1230	80	745	1535	80	580	1065	80	1040	1610	78	515	1305	80	820	1670	79	605	1095	80	1075	1710	77
	WB	71153-71155	740	1230	80	790	1535	79	485	1065	80	570	1610	80	790	1305	79	850	1670	79	490	1095	80	635	1710	80
King George Boulevard_120 Street east ramps_Bridgeview Drive	EB	71119-71506	1070	3305	30	1340	3570	31	1130	2120	32	2625	3615	17	1115	3435	29	1385	3625	31	1195	2210	32	2765	3740	15
	WB	71506-71119	2235	3305	18	2230	3570	18	990	2120	58	990	3615	58	2320	3435	16	2240	3625	18	1015	2210	57	975	3740	58
King George Boulevard_120 Street KGB EB On Ramp_126A Street	EB	71128-71119	1070	1070	60	1340	1340	60	1130	1130	60	2625	2625	52	1115	1115	60	1385	1385	60	1195	1195	60	2765	2765	50
King George Boulevard_120 Street KGB WB On Ramp_120 Street KGB WB Off Ramp	WB	71119-71123	2185	2185	18	2135	2135	19	850	850	18	915	915	14	2280	2280	15	2135	2135	19	860	860	17	920	920	14
King George Boulevard_120 Street KGB WB On Ramp_Pattullo Bridge	WB	71123-71202	3705	3705	32	3680	3680	32	1600	1600	40	1955	1955	25	3900	3900	28	3690	3690	32	1630	1630	39	1975	1975	24
King George Boulevard_128A Street Connector_132 Street Diversion	EB	71205-71203	605	1990	60	920	2285	60	740	1340	60	1670	2425	59	630	2115	60	975	2385	60	805	1430	60	1715	2510	59
		71508-71205	605	1990	60	920	2285	60	740	1340	60	1670	2425	59	630	2115	60	975	2385	60	805	1430	60	1715	2510	59
	WB	71203-71205	1385	1990	60	1365	2285	60	600	1340	60	755	2425	60	1485	2115	59	1410	2385	60	625	1430	60	795	2510	60
		71205-71508	1385	1990	60	1365	2285	60	600	1340	60	755	2425	60	1485	2115	60	1410	2385	60	625	1430	60	795	2510	60
King George Boulevard_Bridgeview Drive_128A Street Connector	EB	71506-71508	605	1990	60	920	2285	60	740	1340	60	1670	2425	59	630	2115	60	975	2385	60	805	1430	60	1715	2510	59
	WB	71508-71506	1385	1990	27	1365	2285	27	600	1340	30	755	2425	30	1485	2115	26	1410	2385	26	625	1430	30	795	2510	30
King George Boulevard_Pattullo Bridge_120 Street KGB EB On Ramp	EB	71202-71128	1035	1035	60	1275	1275	60	1035	1035	60	2490	2490	53	1075	1075	60	1310	1310	60	1090	1090	60	2635	2635	52
McBride Boulevard Diversion_McBride Boulevard_Pattullo Bridge North Approach	NB	48270-48202	1665	2755	49	1635	3055	49	760	2015	50	1090	3795	50	1705	2805	49	1650	3115	49	765	2080	50	1105	3945	50
	SB	48202-48270	1090	2755	46	1420	3055	39	1255	2015	50	2705	3795	42	1100	2805	46	1465	3115	37	1315	2080	50	2840	3945	40
McBride Boulevard Royal Ave Ramp_McBride_Royal Avenue	SB	48270-48071	70	70	50	110	110	50	130	130	50	65	65	50	65	65	50	120	120	50	140	140	50	55	55	50
McBride Boulevard Royal Ave Ramp_McBride_Royal Avenue EB	SB	48071-48072	30	30	7	35	35	7	45	45	7	10	10	7	20	20	7	40	40	7	50	50	7	0	0	7
McBride Boulevard Royal Ave Ramp_McBride_Royal Avenue WB	SB	48071-48070	45	45	50	75	75	50	85	85	50	50	50	50	40	40	50	80	80	50	90	90	50	55	55	50
McBride Boulevard_Eighth Avenue_Sixth Avenue	NB	48101-47804	1415	2325	22	1450	2570	21	1025	2060	35	1135	2775	31	1450	2355	21	1465	2615	21	1050	2130	34	1130	2825	32
	SB	47804-48101	910	2325	37	1120	2570	32	1035	2060	35	1640	2775	15	905	2355	37	1150	2615	31	1080	2130	33	1695	2825	14
McBride Boulevard_Memorial Drive_McBride Boulevard Diversion	NB	48202-292003	1710	2800	15	1705	3125	15	855	2110	29	1420	4125	21	1750	2850	14	1725	3190	15	870	2185	29	1480	4320	20
	SB	292003-48202	1090	2800	60	1420	3125	60	1255	2110	60	2705	4125	51	1100	2850	60	1465	3190	59	1315	2185	60	2840	4320	48
McBride Boulevard_Royal Avenue_Columbia Street	NB	47970-47902	65	785	13	120	885	13	125	670	13	505	940	8	65	825	13	135	925	13	135	700	13	545	990	8
		48201-47970	65	785	36	120	885	36	125	670	36	505	940	36	65	825	36	135	925	36	135	700	36	545	990	36
	SB	47902-47970	720	785	50	765	885	50	545	670	50	435	940	50	760	825	50	790	925	50	565	700	50	445	990	50
		47970-48201	720	785	6	765	885	5	545	670	10	435	940	12	760	825	5	790	925	5	565	700	9	445	990	12
McBride Boulevard_Royal Avenue_McBride Boulevard Diversion	NB	47902-48202	40	40	30	70	70	30	95	95	30	330	330	17	45	45	30	75	75	30	100	100	30	370	370	12
McBride Boulevard_Sixth Avenue_Memorial Drive	NB	292003-48101	1715	2765	31	1800	3120	28	930	2170	45	1155	3710	43	1760	2815	30	1830	3190	28	945	2240	45	1175	3845	43
	SB	48101-292003	1050	2765	44	1320	3120	40	1240	2170	42	2555	3710	10	1055	2815	44	1360	3190	40	1295	2240	41	2670	3845	9
Musqueam Drive__116 Avenue	NB	71224-71297	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42
	SB	71297-71224	0	0	19	0	0	19	0	0	19	0	0	19	0	0	19	0	0	19	0	0	19	0	0	19
Musqueam Drive__Bridge Road	EB	71221-71201	25	205	16	30	285	16	80	185	16	310	335	9	25	240	16	30	335	16	85	205	16	370	395	6
	WB	71201-71221	180	205	42	255	285	42	105	185	42	25	335	42	215	240	42	305	335	42	120	205	42	25	395	42
Old Yale Road_103 Avenue_132 Street	EB	71903-71902	345	585	36	545	835	32	405	665	36	600	1045	29	365	620	36	565	870	31	430	710	35	645	1115	27
	WB	71902-71903	240	585	50	290	835	50	260	665	50	445	1045	50	255	620	50	305	870	50	280	710	50	470	1115	50
Old Yale Road_104 Avenue_103 Avenue	NB	71903-71501	315	565	16	355	735	13	225	550	20	310	1020	16	340	600	14	375	765	12	245	590	20	315	1080	16
	SB	71501-71903	250	565	30	380	735	30	325	550	30	710	1020	30	260	600	30	390	765	30	345	590	30	765	1080	30
Old Yale Road_106 Avenue_104 Avenue	NB	71501-71503	20	20	25	35	40	25	15	15	25	50	90	25	25	25	25	50	60	25	20	20	25	50	100	25
		71503-71504	20	20	42	35	40	42	15	15	42	50	90	42	25	25	42	50	60	42	20	20	42	50	100	42
	SB	71503-71501	0	20	20	5	40	20	0	15	20	40	90	20	0	25	20	10	60	20	0	20	20	50	100	20
		71504-71503	0	20	42	5	40	42	0	15	42	40	90	42	0	25	42	10	60	42	0	20	42	50	100	42
Old Yale Road_120 Street_125A Avenue	EB	71105-71103	120	375	50	220	505	50	200	360	50	385	650	50	125	395	50	245	555	50	220	390	50	405	680	50
		71106-71105	120	375	29	220	505	27	200	360	28	385	650	12	125	395	29	245	555	26	220	390	27	405	680	10
	WB	71103-71105	255	375	29	285	505	27	160	360	33	265	650	29	270	395	28	310	555	24	170	390	33	275	680	28
		71105-71106	255	375	29	285	505	29	160	360	29	265	650	29	270	395	29	310	555	29	170	390	29	275	680	29
Old Yale Road_125A Avenue_128 Street	EB	71103-71107	85	360	36	165	500	36	130	270	36	395	635	36	95	385	36	185	555	36	145	290	36	465	720	36
		71107-71403	85	360	18	165	500	18	130	270	18	395	635	17	95	385	18	185	555	18	145	290	18	465	720	16
	WB	71107-71103	275	360	50	335	500	50	140	270	50	240	635	50	290	385	50	370	555	50	145	290	50	255	720	50
		71403-71107	275	360	50	335	500	50	140	270	50	240	635	50	290	385	50	370	555	50	145	290	50	255	720	50
Old Yale Road_Bridge Road_Highway 17	EB	71175-71120	40	295	12	50	435	12	110	265	12	425	470	8	40	340	12	50	500	12	120	295	12	445	490	7
	WB	71120-71175	255	295	42	385	435	42	155	265	42	45	470	42	300	340	42	450	500	42	175	295	42	45	490	42
Old Yale Road_Highway 17_Spruce Road	EB	71120-612101	320	595	50	445	765	50	335	580	50	430	680	50	340	625	50	475	810	50	360	610	50	455	715	50
	WB	612101-71120	275	595	11	320	765	14	245	580	13	250	680	10	285	625	11	335	810	14	250	610	14	260	715	9
Old Yale Road_Olsen Road_Timberland Road	EB	71199-71109	0	0	18	0	0	18	0	0	18	0	0	18	0	0	18	0	0	18	0	0	18	0	0	18
	WB	71109-71199	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42
Old Yale Road_Spruce Road_120 Street	EB	612101-71106	300	620	14	415	820	14	340	605	15	525	735	16	320	660	14	440	870	15	365	640	16	555	770	16
	WB	71106-612101	320	620	50	405	820	50	265	605	50	210	735	50	340	660	50	430	870	50	275	640	50	215	770	50
Old Yale Road_Timberland Road_Bridge Road	EB	71109-71175	15	90	42	20	150	42	35	85	42	140	160	42	15	100	42	20	170	42	35	85	42	160	180	42
	WB	71175-71109	75	90	16	130	150	16	50	85	16	20	160	16	85	100	16	150	170	16	50	85	16	20	180	16
Pattullo Bridge North Approach_Royal Avenue Pattullo Loop Ramp_Pattullo Bridge	NB	47901-48270	3705	4725	26	3680	4990	27	1600	2725	49	1955	4595	48	3900	4940	23	3690	5040	27	1630	2805	49	1975	4760	48
		48007-48073	3705	4725	26	3680	4990	27	1600	2725	33	1955	4595	21	3900	4940	23	3690	5040	27	1630	2805	32	1975	4760	20
		48073-47901	3705	4725	26	3680	4990	27	1600	2725	33	1955	4595	21	3900	4940	23	3690	5040	27	1630	2805	32	1975	4760	20
	SB	47901-48073	1020	4725	47	1310	4990	42	1125	2725	50	2640	4595	43	1040	4940	47	1350	5040	41	1175	2805	50	2785	4760	41
		48073-48007	1020	4725	13	1310	4990	5	1125	2725	44	2640	4595	4	1040	4940	12	1350	5040	4	1175	2805	42	2785	4760	3
		48270-47901	1020	4725	47	1310	4990	42	1125	2725	50	2640	4595	43	1040	4940	47	1350	5040	41	1175	2805	50	2785	4760	41
Pattullo Bridge_Royal Avenue On Ramp_120 Street West Ramps	NB	48006-48010	3705	5355	32	3680	5835	32	1600	3375	40	1955	5835	3	3900	5595	28	3690	5930	3	1630	3490	39	1975	6050	2
		48010-48081	3705	5355	32	3680	5835	32	1600	3375	40	1955	5835	25	3900	5595	28	3690	5930	32	1630	3490	39	1975	6050	24
		48081-48007	3705	5355	32	3680	5835	32	1600	3375	40	1955	5835	25	3900	5595	28	3690	5930	32	1630	3490	39	1975	6050	24
		71116-48006	3705	5355	32	3680	5835	32	1600	3375	40	1955	5835	25	3900	5595	28	3690	5930	32	1630	3490	39	1975	6050	24
		71133-71116	3705	5355	32	3680	5835	32	1600	3375	40	1955	5835	25	3900	5595	28	3690	5930	32	1630	3490	39	1975	6050	24
		71202-71133	3705	5355	32	3680	5835	32	1600	3375	40	1955	5835	25	3900	5595	28	3690	5930	32	1630	3490	39	1975	6050	24
	SB	48006-71116	1650	5355	38	2155	5835	18	1775	3375	59	3880	5835	28	1695	5595	36	2240	5930	16	1860	3490	58	4075	6050	25
		48007-48081	1650	5355	38	2155	5835	18	1775	3375	59	3880	5835	28	1695	5595	36	2240	5930	16	1860	3490	58	4075	6050	25
		48010-48006	1650	5355	38	2155	5835	18	1775	3375	59	3880	5835	28	1695	5595	36	2240	5930	16	1860	3490	58	4075	6050	25
		48081-48010	1650	5355	38	2155	5835	18	1775	3375	59	3880	5835	28	1695	5595	36	2240	5930	16	1860	3490	58	4075	6050	25
		71116-71133	1650	5355	38	2155	5835	18	1775	3375	59	3880	5835	28	1695	5595	36	2240	5930	16	1860	3490	58	4075	6050	25
		71133-71202	1650	5355	38	2155	5835	18	1775	3375	59	3880	5835	28	1695	5595	36	2240	5930	16	1860	3490	58	4075	6050	25
Pine Road_Faulkner Road_Timberland Road	EB	71157-71156	0	0	21	0	0	21	0	0	21	0	0	21	0	0	21	0	0	21	0	0	21	0	0	21
	WB	71156-71157	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42
Queens Avenue_Fourth Street_Third Street	EB	47616-292505	120	425	25	145	450	25	90	235	25	185	425	25	115	425	25	150	465	25	100	250	25	200	435	25
	WB	292505-47616	305	425	25	305	450	25	145	235	25	240	425	25	310	425	25	315	465	25	150	250	25	235	435	25

Queens Avenue_Sixth Street_Fourth Street	**EB**	47601-47616	120	215	25	145	195	25	90	175	25	185	290	25	115	170	25	150	160	25	100	185	25	200	295	25
	WB	47616-47601	95	215	19	50	195	19	85	175	19	105	290	19	55	170	19	10	160	19	85	185	19	95	295	19
Queens Avenue_Third Street_Second Street	**EB**	292505-292014	0	0	18	0	0	18	0	0	18	0	0	18	0	0	18	0	0	18	0	0	18	0	0	18
	WB	292014-292505	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25
Richmond Street_Alberta Street_Cumberland Street	**NB**	48205-48371	245	265	42	275	360	42	200	245	42	215	365	42	250	270	42	300	395	42	215	260	42	220	430	42
	SB	48371-48205	20	265	30	85	360	30	45	245	30	150	365	30	20	270	30	95	395	30	45	260	30	210	430	28
Richmond Street_Cumberland Street_Miner Street	**EB**	48205-48211	35	150	42	80	230	42	120	235	42	230	365	42	40	160	42	85	250	42	130	250	42	285	430	42
	WB	48211-48205	115	150	21	150	230	20	115	235	21	135	365	21	120	160	21	165	250	20	120	250	21	145	430	20
Richmond Street_Miner Street_Columbia Street East	**NB**	48212-48211	60	125	31	70	190	31	30	135	31	160	275	31	65	130	31	75	205	31	35	145	31	170	330	31
	SB	48211-48212	65	125	30	120	190	28	105	135	29	115	275	30	65	130	29	130	205	27	110	145	29	160	330	30
Royal Avenue Pattullo Off Ramp__McBride SB	**NB**	47908-47902	605	605	10	615	615	9	335	335	10	190	190	11	655	655	9	620	620	9	340	340	10	170	170	11
Royal Avenue Pattullo Off Ramp__Royal Avenue WB	**NB**	47908-47907	1435	1435	39	1425	1425	39	505	505	50	670	670	50	1540	1540	35	1420	1420	39	520	520	50	700	700	50
Royal Avenue Pattullo Off Ramp_Pattullo Bridge_Royal Avenue	**NB**	47909-47908	2040	2040	48	2040	2040	48	840	840	50	860	860	50	2195	2195	47	2040	2040	48	860	860	50	870	870	50
		48270-47909	2040	2040	48	2040	2040	48	840	840	50	860	860	50	2195	2195	47	2040	2040	48	860	860	50	870	870	50
Royal Avenue Pattullo On Ramp_Columbia Street On Ramp_Pattullo Bridge	**SB**	48076-48007	630	630	13	850	850	4	655	655	11	1240	1240	1	660	660	11	890	890	3	685	685	9	1290	1290	0
Royal Avenue Pattullo On Ramp_Royal Avenue_Columbia Street On Ramp	**EB**	48070-48076	630	630	50	850	850	49	655	655	50	1240	1240	44	660	660	50	890	890	49	685	685	50	1290	1290	43
Royal Avenue_Dufferin Street_McBride Off Ramp	**EB**	48070-48072	105	1580	50	150	1665	50	225	830	50	375	1365	50	105	1680	50	165	1680	50	245	870	50	445	1490	50
	WB	48072-48070	1475	1580	50	1515	1665	49	605	830	50	990	1365	50	1575	1680	49	1515	1680	49	625	870	50	1045	1490	50
Royal Avenue_Eighth Street_Sixth Street	**EB**	47501-47704	250	1195	25	350	1275	25	430	760	25	1025	1265	23	265	1230	25	365	1260	25	455	790	25	1075	1320	22
	WB	47704-47501	945	1195	23	925	1275	23	330	760	25	240	1265	25	965	1230	23	895	1260	23	335	790	25	245	1320	25
Royal Avenue_First Street_Dufferin Street	**EB**	47913-48070	740	2260	50	1000	2590	50	880	1565	50	1620	2660	49	760	2380	50	1060	2655	50	930	1645	50	1735	2835	49
	WB	48070-47913	1520	2260	7	1590	2590	6	685	1565	14	1040	2660	12	1620	2380	6	1595	2655	6	715	1645	14	1100	2835	11
Royal Avenue_Fourth Street_Third Street	**EB**	48002-292608	370	1375	50	465	1465	50	500	845	50	1045	1495	50	380	1435	50	490	1475	50	515	865	50	1100	1590	50
	WB	292608-48002	1005	1375	13	1000	1465	13	345	845	15	450	1495	15	1055	1435	12	985	1475	13	350	865	15	490	1590	15
Royal Avenue_Leopold Place_McBride Boulevard	**EB**	47907-47902	135	175	12	185	270	12	270	365	12	390	710	9	125	160	12	205	300	12	295	400	12	450	795	6
	WB	47902-47907	40	175	50	85	270	50	95	365	50	320	710	50	35	160	50	95	300	50	105	400	50	345	795	50
Royal Avenue_McBride Off Ramp_Leopold Place	**EB**	48072-47907	135	1610	50	185	1700	50	270	875	50	390	1380	50	125	1700	50	205	1720	50	295	920	50	450	1495	50
	WB	47907-48072	1475	1610	50	1515	1700	49	605	875	50	990	1380	50	1575	1700	49	1515	1720	49	625	920	50	1045	1495	50
Royal Avenue_Second Street_First Street	**EB**	48005-47913	535	1920	18	700	2115	18	630	1145	18	1245	2020	13	535	2000	18	740	2145	18	655	1180	18	1310	2115	12
	WB	47913-48005	1385	1920	50	1415	2115	50	515	1145	50	775	2020	50	1465	2000	50	1405	2145	50	525	1180	50	805	2115	50
Royal Avenue_Sixth Street_Fourth Street	**EB**	47704-48002	355	1345	21	445	1420	21	485	815	21	930	1275	20	365	1400	21	455	1415	21	500	835	21	995	1360	19
	WB	48002-47704	990	1345	19	975	1420	19	330	815	21	345	1275	21	1035	1400	19	960	1415	20	335	835	21	365	1360	21
Royal Avenue_Third Street_Second Street	**EB**	292608-48005	535	1845	50	655	1950	50	630	1145	50	1250	1935	50	540	1905	50	690	1980	50	655	1180	50	1315	2025	50
	WB	48005-292608	1310	1845	50	1295	1950	50	515	1145	50	685	1935	50	1365	1905	50	1290	1980	50	525	1180	50	710	2025	50
Second Street_Fourth Avenue_Third Avenue	**NB**	47916-47915	5	20	25	10	95	25	5	20	25	5	80	25	5	20	25	10	105	25	5	20	25	5	95	25
	SB	47915-47916	15	20	42	85	95	42	15	20	42	75	80	42	15	20	42	95	105	42	15	20	42	90	95	42
Second Street_Queens Avenue_Royal Avenue	**NB**	48005-292014	80	85	21	130	185	21	5	10	21	105	115	21	105	110	21	130	195	21	5	10	21	110	120	21
	SB	292014-48005	5	85	25	55	185	25	5	10	25	10	115	25	5	110	25	65	195	25	5	10	25	10	120	25
Second Street_Sixth Avenue_Fourth Avenue	**NB**	47915-47903	30	35	31	55	60	31	35	40	31	15	25	31	35	40	31	60	65	31	40	45	31	20	35	31
	SB	47903-47915	5	35	31	5	60	31	5	40	31	10	25	31	5	40	31	5	65	31	5	45	31	15	35	31
Second Street_Third Avenue_Queens Avenue	**NB**	292014-47916	80	85	31	130	185	31	5	10	31	105	115	31	105	110	31	130	195	31	5	10	31	110	120	31
	SB	47916-292014	5	85	26	55	185	26	5	10	26	10	115	26	5	110	26	65	195	26	5	10	26	10	120	26
Sixth Avenue East_Cumberland Street_Alberta Street	**EB**	48207-48141	40	175	20	190	450	19	165	280	20	245	495	18	50	200	20	200	465	19	165	285	20	260	530	18
	WB	48141-48207	135	175	20	260	450	18	115	280	20	250	495	18	150	200	20	265	465	18	120	285	20	270	530	18
Sixth Avenue East_Ginger Drive_Glenbrook Drive	**EB**	291201-48229	390	965	42	540	1240	42	250	695	42	455	1080	42	405	1005	42	565	1290	42	255	715	42	470	1120	42
	WB	48229-291201	575	965	42	700	1240	41	445	695	42	625	1080	41	600	1005	42	725	1290	41	460	715	42	650	1120	41
Sixth Avenue East_Glenbrook Drive_Cumberland Street	**EB**	48229-48207	285	690	13	320	810	10	230	610	17	270	690	14	295	715	12	330	825	10	230	620	16	275	705	14
	WB	48207-48229	405	690	42	490	810	42	380	610	42	420	690	42	420	715	42	495	825	42	390	620	42	430	705	42
Sixth Avenue East_McBride Boulevard_Ginger Drive	**EB**	48101-291201	485	985	42	705	1300	41	285	725	42	330	1170	42	510	1030	42	740	1355	41	290	745	42	335	1205	42
	WB	291201-48101	500	985	15	595	1300	9	440	725	12	840	1170	3	520	1030	14	615	1355	8	455	745	11	870	1205	3
Sixth Avenue_First Street_McBride Boulevard	**EB**	47914-48101	195	565	29	370	785	29	360	570	28	860	1330	10	210	595	29	395	820	28	365	580	28	895	1400	9
	WB	48101-47914	370	565	42	415	785	42	210	570	42	470	1330	42	385	595	42	425	820	42	215	580	42	505	1400	42
Sixth Avenue_Second Street_First Street	**EB**	47903-47914	185	530	25	350	710	25	340	530	25	850	1175	25	200	555	25	370	735	25	345	535	25	885	1210	24
	WB	47914-47903	345	530	11	360	710	10	190	530	17	325	1175	12	355	555	10	365	735	9	190	535	17	325	1210	12
Sixth Street_Agnes Street_Carnarvon Street	**NB**	293202-47703	80	90	31	100	120	31	90	115	31	150	175	31	60	70	31	70	90	31	100	125	31	155	185	31
	SB	47703-293202	10	90	19	20	120	19	25	115	19	25	175	19	10	70	19	20	90	19	25	125	19	30	185	19
Sixth Street_Carnarvon Street_Columbia Street	**NB**	47701-293202	10	50	17	10	125	17	10	140	17	10	190	17	10	70	17	10	145	17	10	155	17	10	190	17
	SB	293202-47701	40	50	20	115	125	20	130	140	20	180	190	17	60	70	20	135	145	20	145	155	20	180	190	17
Sixth Street_Columbia Street_Front Street	**NB**	47707-47701	0	175	10	0	215	10	0	150	10	0	70	10	0	195	10	0	230	10	0	170	10	0	70	10
	SB	47701-47707	175	175	11	215	215	11	150	150	11	70	70	11	195	195	11	230	230	11	170	170	11	70	70	11
Sixth Street_Queens Avenue_Royal Avenue	**NB**	47704-47601	140	320	31	235	525	31	145	360	31	390	680	31	195	390	31	285	600	31	165	400	31	425	755	31
	SB	47601-47704	180	320	24	290	525	24	215	360	25	290	680	25	195	390	25	315	600	24	235	400	25	330	755	25
Sixth Street_Royal Avenue_Agnes Street	**NB**	47703-47704	85	150	16	140	285	16	110	240	16	160	420	16	110	190	16	165	335	16	125	275	16	205	515	16
	SB	47704-47703	65	150	42	145	285	42	130	240	42	260	420	42	80	190	42	170	335	42	150	275	42	310	515	42
Tannery Hwy 17 EB Off Ramp_103A Avenue_Tannery Road	**EB**	71017-71142	310	310	35	550	550	35	305	305	35	610	610	35	330	330	35	600	600	35	320	320	35	670	670	35
Tannery Hwy 17 EB Off Ramp_Highway 17_103A Avenue	**EB**	71050-71017	325	325	50	575	575	50	350	350	50	690	690	50	340	340	50	605	605	50	365	365	50	750	750	49
Tannery Hwy 17 EB On Ramp_Tannery Road_Highway 17	**EB**	71142-71153	165	165	70	230	230	70	100	100	70	180	180	70	200	200	70	280	280	69	110	110	70	225	225	70
Tannery Hwy 17 WB Off Ramp_Highway 17_Tannery Road	**WB**	71153-71154	50	50	50	55	55	50	25	25	50	115	115	37	60	60	50	70	70	50	25	25	50	125	125	34
Tannery Hwy 17 WB On Ramp_Tannery Road_Highway 17	**WB**	71154-71155	570	570	42	405	405	63	225	225	70	565	565	43	580	580	41	435	435	60	235	235	69	600	600	38
Tannery Road_Faulkner Road_Timberand Road	**EB**	71158-71104	0	0	21	0	0	21	0	0	21	0	0	21	0	0	21	0	0	21	0	0	21	0	0	21
	WB	71104-71158	0	0	21	0	0	21	0	0	21	0	0	21	0	0	21	0	0	21	0	0	21	0	0	21
Tannery Road_Tannery Hwy 17 EB On Ramp_120 Street	**EB**	71141-71102	270	1075	28	480	1230	26	305	620	28	830	1435	25	285	1160	28	495	1335	26	320	655	28	915	1560	24
		71142-71141	270	1075	50	480	1230	50	305	620	50	830	1435	50	285	1160	50	495	1335	50	320	655	50	915	1560	50
	WB	71102-71141	805	1075	50	750	1230	50	315	620	50	605	1435	50	875	1160	50	840	1335	50	335	655	50	645	1560	50
		71141-71142	805	1075	16	750	1230	16	315	620	16	605	1435	16	875	1160	15	840	1335	16	335	655	16	645	1560	16
Tannery Road_Tannery Hwy 17 WB On Ramp_Tannery Hwy 17 EB On Ramp	**EB**	71154-71142	35	745	29	50	690	29	70	360	29	370	945	29	35	785	29	50	760	29	75	380	29	430	1035	29
	WB	71142-71154	710	745	22	640	690	27	290	360	29	575	945	22	750	785	21	710	760	26	305	380	29	605	1035	21
Tannery Road_Timberland Road_Tannery Hwy 17 WB On Ramp	**EB**	71104-71154	45	245	17	55	360	17	95	200	17	305	360	17	45	285	17	55	410	17	95	210	17	355	410	17
	WB	71154-71104	200	245	42	305	360	42	105	200	42	55	360	42	240	285	42	355	410	42	115	210	42	55	410	42
Third Avenue_Fifth Street_Fourth Street	**EB**	47619-47615	20	335	21	50	455	21	70	235	21	225	435	19	25	390	21	55	520	21	80	260	21	235	460	18
	WB	47615-47619	315	335	42	405	455	42	165	235	42	210	435	42	365	390	42	465	520	42	180	260	42	225	460	42
Third Avenue_Fourth Street_Pine Street	**EB**	47615-292503	25	115	42	60	190	42	90	175	42	225	300	42	30	125	42	65	210	42	100	195	42	240	320	42
	WB	292503-47615	90	115	12	130	190	12	85	175	12	75	300	12	95	125	12	145	210	12	95	195	12	80	320	12
Third Avenue_Pine Street_Third Street	**EB**	292503-292501	60	85	42	115	170	42	100	155	42	120	270	42	65	90	42	120	185	42	110	165	42	130	290	42
	WB	292501-292503	25	85	42	55	170	42	55	155	42	150	270	42	25	90	42	65	185	42	55	165	42	160	290	42
Third Avenue_Second Street_First Street	**EB**	47916-47918	5	10	24	5	15	24	15	35	24	65	70	24	5	10	24	10	20	24	15	35	24	85	95	24
	WB	47918-47916	5	10	24	10	15	24	20	35	24	5	70	24	5	10	24	10	20	24	20	35	24	10	95	24
Third Avenue_Third Street_Second Street	**EB**	292501-47916	5	95	25	5	160	25	10	35	25	50	210	25	5	120	25	5	160	25	15	45	25	65	235	25
	WB	47916-292501	90	95	42	155	160	42	25	35	42	160	210	42	115	120	42	155	160	42	30	45	42	170	235	42
Third Street_Fourth Avenue_Third Avenue	**NB**	292501-291907	95	110	42	160	165	42	70	90	42	65	75	42	120	135	42	160	165	42	75	95	42	60	70	42
	SB	291907-292501	15	110	26	5	165	26	20	90	26	10	75	26	15	135	26	5	165	26	20	95	26	10	70	26
Third Street_Queens Avenue_Royal Avenue	**NB**	292608-292505	310	480	17	315	520	16	190	340	24	255	480	21	315	480	16	325	540	15	195	355	23	255	500	21
	SB	292505-292608	170	480	24	205	520	23	150	340	24	225	480	22	165	480	24	215	540	23	160	355	24	245	500	21
Third Street_Third Avenue_Queens Avenue	**NB**	292505-292501	5	55	26	10	70	26	45	105	26	15	55	26	5	60	26	10	80	26	50	115	26	20	65	26
	SB	292501-292505	50	55	26	60	70	26	60	105	26	40	55	26	55	60	26	70	80	26	65	115	26	45	65	26
Timberland Road_Dock Road_Pine Road	**NB**	71055-71156	45	245	35	55	360	35	95	200	35	305	360	34	45	285	35	55	410	35	95	210	35	355	410	34
	SB	71156-71055	200	245	42	305	360	42	105	200	42	55	360	42	240	285	42	355	410	42	115	210	42	55	410	42
Timberland Road_Pine Road_Tannery Road	**NB**	71156-71104	45	245	42	55	360	42	95	200	42	305	360	42	45	285	42	55	410	42	95	210	42	355	410	42
	SB	71104-71156	200	245	24	305	360	24	105	200	24	55	360	24	240	285	24	355	410	24	115	210	24	55	410	24
Timberland Road_Robson Road_Dock Road	**NB**	71014-71055	45	245	42	55	360	42	95	200	42	305	360	42	45	285	42	55	410	42	95	210	42	355	410	42
	SB	71055-71014	200	245	42	305	360	42	105	200	42	55	360	42	240	285	42	355	410	42	115	210	42	55	410	42
Timberland Road_Tannery Road_Old Yale Road	**NB**	71104-71109	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42
	SB	71109-71104	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42
128 Street_114 Avenue_Bridgeview Drive	**NB**	71230-71209	35	235	42	70	440	42	115	275	42	380	510	42	35	245	42	75	465	42	125	295	42	405	545	42
		71243-71230	35	235	42	70	440	42	115	275	42	380	510	42	35	245	42	75	465	42	125	295	42	405	545	42
	SB	71209-71230	200	235	42	370	440	42	160	275	42	130	510	42	210	245	42	390	465	42	170	295	42	140	545	42
		71230-71243	200	235	16	370	440	6	160	275	17	130	510	18	210	245	16	390	465	5	170	295	17	140	545	17
Highway 17_Bridgeview Drive_To East	**EB**	71238-71215	640	1875	88	810	2110	88	610	1140	88	1295	1800	88	700	2030	88	900	2305	88	645	1200	88	1475	2035	88
	WB	71215-71238	1235	1875	50	1300	2110	57	530	1140	79	505	1800	79	1330	2030	47	1405	2305	55	555	1200	79	560	2035	78

Project Scenario

(Road) _ Segment Between (Cross Street 1) _ (Cross Street 2)	Direction	ID	2023												2030											
			AM1			AM2			MD			PM			AM1			AM2			MD			PM		
			Volume	2 Way Vol	Travel Speed	Volume	2 Way Vol	Travel Speed	Volume	2 Way Vol	Travel Speed	Volume	2 Way Vol	Travel Speed	Volume	2 Way Vol	Travel Speed	Volume	2 Way Vol	Travel Speed	Volume	2 Way Vol	Travel Speed	Volume	2 Way Vol	Travel Speed
103A Avenue_120 Street_121 Street	EB	71006-614205	110	140	33	190	250	33	85	150	33	45	325	33	110	145	33	215	280	33	90	160	33	45	370	33
	WB	614205-71006	30	140	22	60	250	22	65	150	22	280	325	21	35	145	22	65	280	22	70	160	22	325	370	20
103A Avenue_121 Street_122 Street	EB	614205-71005	10	70	33	25	130	33	35	85	33	110	210	33	15	100	33	25	150	33	40	95	33	120	235	33
	WB	71005-614205	60	70	33	105	130	33	50	85	33	100	210	33	85	100	33	125	150	33	55	95	33	115	235	33
103A Avenue_Grace Road_120 Street	EB	71018-71006	205	355	22	260	500	22	175	285	24	400	710	22	225	400	21	290	560	21	185	305	23	460	805	22
	WB	71006-71018	150	355	24	240	500	24	110	285	24	310	710	14	175	400	24	270	560	24	120	305	24	345	805	11
103A Avenue_Highway 17 Off Ramp_Grace Road	NB	71018-71017	15	65	42	15	100	42	15	90	42	25	200	42	20	75	42	25	115	42	15	95	42	25	230	42
	SB	71017-71018	50	65	31	85	100	31	75	90	31	175	200	31	55	75	31	90	115	31	80	95	31	205	230	30
104 Avenue_120 Street_122 Street	EB	71102-71101	165	525	50	320	645	50	210	325	50	605	890	50	185	590	50	350	740	50	230	355	50	710	1015	50
	WB	71101-71102	360	525	36	325	645	36	115	325	36	285	890	36	405	590	36	390	740	36	125	355	36	305	1015	36
104 Avenue_122 Street_125A Street	EB	71101-71007	200	600	36	390	795	36	250	410	36	685	1075	36	220	690	36	420	905	36	270	440	36	800	1225	35
	WB	71007-71101	400	600	50	405	795	50	160	410	50	390	1075	50	470	690	50	485	905	50	170	440	50	425	1225	50
104 Avenue_125A Street_127 Street	EB	71007-71008	200	745	50	375	920	50	315	520	50	795	1145	49	215	830	50	400	1025	50	335	560	50	850	1225	49
	WB	71008-71007	545	745	50	545	920	50	205	520	50	350	1145	50	615	830	50	625	1025	50	225	560	50	375	1225	50
104 Avenue_127 Street_128 Street	EB	71008-71904	290	755	30	545	1035	25	430	695	28	730	1265	15	310	840	30	580	1145	23	450	735	28	790	1365	12
	WB	71904-71008	465	755	50	490	1035	50	265	695	50	535	1265	50	530	840	50	565	1145	50	285	735	50	575	1365	50
104 Avenue_128 Street_Old Yale Road	EB	71904-71501	320	805	50	600	1100	50	470	750	50	905	1460	48	340	860	50	640	1195	50	500	805	50	990	1570	48
	WB	71501-71904	485	805	30	500	1100	30	280	750	32	555	1460	29	520	860	30	555	1195	29	305	805	32	580	1570	28
104 Avenue_Old Yale Road_132 Street	EB	71501-71502	160	345	25	300	500	25	195	305	25	290	630	25	175	385	25	325	560	25	210	335	25	335	710	25
	WB	71502-71501	185	345	30	200	500	30	110	305	30	340	630	30	210	385	30	235	560	30	125	335	30	375	710	30
106 Avenue_128 Street_Old Yale Road	EB	71402-71504	0	5	17	0	15	17	0	15	17	40	55	17	0	20	17	0	15	17	0	20	17	50	80	17
	WB	71504-71402	5	5	17	15	15	17	15	15	17	15	55	17	20	20	17	15	15	17	20	20	17	30	80	17
108 Avenue_128 Street_130A Street	EB	71403-71516	100	340	36	260	665	36	175	365	36	455	825	36	110	395	36	305	760	36	200	410	36	520	935	36
		71516-71515	100	340	50	260	665	50	175	365	50	455	825	50	110	395	50	305	760	50	200	410	50	520	935	50
	WB	71515-71516	240	340	50	405	665	50	190	365	50	370	825	50	285	395	50	455	760	50	210	410	50	415	935	50
		71516-71403	240	340	34	405	665	33	190	365	34	370	825	32	285	395	34	455	760	32	210	410	34	415	935	30
108 Avenue_130A Street_132 Street	EB	71515-71804	130	335	33	320	730	32	215	440	33	455	915	30	140	395	33	360	820	32	245	495	33	530	1030	27
	WB	71804-71515	205	335	50	410	730	50	225	440	50	460	915	50	255	395	50	460	820	50	250	495	50	500	1030	50
110 Avenue_120 Street_126A Street	EB	71110-71111	125	240	50	190	350	50	60	170	50	115	285	50	130	270	50	200	385	50	65	180	50	140	315	50
		71111-71121	90	175	50	155	285	50	45	135	50	85	220	50	95	205	50	170	325	50	45	145	50	110	250	50
	WB	71111-71110	115	240	27	160	350	25	110	170	26	170	285	22	140	270	27	185	385	26	115	180	26	175	315	21
		71121-71111	85	175	50	130	285	50	90	135	50	135	220	50	110	205	50	155	325	50	100	145	50	140	250	50
111 Avenue_128 Street_128A Street	NB	71115-611005	10	100	42	25	200	42	30	80	42	235	265	42	10	145	42	25	260	42	30	80	42	270	300	42
	SB	611005-71115	90	100	13	175	200	13	50	80	13	30	265	13	135	145	13	235	260	13	50	80	13	30	300	13
111 Avenue_128A Street_132 Street	EB	611005-71511	10	100	42	25	200	42	30	80	42	235	265	42	10	145	42	25	260	42	30	80	42	270	300	42
		71511-611007	10	100	25	25	200	25	30	80	25	235	265	25	10	145	25	25	260	25	30	80	25	270	300	25
	WB	71511-611005	90	100	42	175	200	42	50	80	42	30	265	42	135	145	42	235	260	42	50	80	42	30	300	42
111 Avenue_130A Street_132 Street	WB	611007-71511	90	100	25	175	200	25	50	80	25	30	265	25	135	145	25	235	260	25	50	80	25	30	300	25
112 Avenue_128A Street Connector_132 Street	EB	611004-611012	0	0	25	0	0	25	0	0	25	15	15	25	0	0	25	0	0	25	0	0	25	20	20	25
	WB	611012-611004	0	0	25	0	0	25	0	0	25	0	15	25	0	0	25	0	0	25	0	0	25	0	20	25
112 Avenue_128A Street_128A Street Connector	EB	611011-611004	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25
	WB	611004-611011	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25
115 Avenue_Bridgeview Drive_132 Street	EB	71241-71210	90	230	42	205	400	42	90	170	42	285	525	42	110	275	42	260	500	42	100	190	42	335	650	42
	WB	71210-71241	140	230	32	195	400	31	80	170	32	240	525	29	165	275	31	240	500	29	90	190	32	315	650	24
116 Avenue_Musqueam Drive North_129 Street	EB	71213-71248	10	50	42	15	55	42	25	50	42	85	95	42	10	60	42	15	60	42	25	50	42	110	120	42
		71224-71213	10	50	42	15	55	42	25	50	42	85	95	42	10	60	42	15	60	42	25	50	42	110	120	42
		71248-71249	10	50	42	15	55	42	25	50	42	85	95	42	10	60	42	15	60	42	25	50	42	110	120	42
	WB	71213-71224	40	50	42	40	55	42	25	50	42	10	95	42	50	60	42	45	60	42	25	50	42	10	120	42
		71248-71213	40	50	42	40	55	42	25	50	42	10	95	42	50	60	42	45	60	42	25	50	42	10	120	42
		71249-71248	40	50	42	40	55	42	25	50	42	10	95	42	50	60	42	45	60	42	25	50	42	10	120	42
116 Avenue_Musqueam Drive South_Musqueam Drive North	NB	71201-71229	10	50	42	15	55	42	25	50	42	85	95	42	10	60	42	15	60	42	25	50	42	110	120	42
		71208-71212	10	50	42	15	55	42	25	50	42	85	95	42	10	60	42	15	60	42	25	50	42	110	120	42
		71212-71224	10	50	42	15	55	42	25	50	42	85	95	42	10	60	42	15	60	42	25	50	42	110	120	42
		71229-71208	10	50	42	15	55	42	25	50	42	85	95	42	10	60	42	15	60	42	25	50	42	110	120	42
	SB	71208-71229	40	50	42	40	55	42	25	50	42	10	95	42	50	60	42	45	60	42	25	50	42	10	120	42
		71212-71208	40	50	42	40	55	42	25	50	42	10	95	42	50	60	42	45	60	42	25	50	42	10	120	42
		71224-71212	40	50	42	40	55	42	25	50	42	10	95	42	50	60	42	45	60	42	25	50	42	10	120	42
		71229-71201	40	50	42	40	55	42	25	50	42	10	95	42	50	60	42	45	60	42	25	50	42	10	120	42
116A Avenue_129 Street_130 Street	EB	71240-71239	10	50	23	15	55	23	25	50	23	85	95	23	10	60	23	15	60	23	25	50	23	110	120	23
	WB	71239-71240	40	50	42	40	55	42	25	50	42	10	95	42	50	60	42	45	60	42	25	50	42	10	120	42
120 Street KGB WB Off Ramp_King George Boulevard_120 Street	WB	71119-71161	5	5	39	5	5	39	5	5	39	15	15	39	5	5	39	10	10	39	5	5	39	15	15	39
120 Street_103A Avenue_102 Avenue	NB	71097-71006	1370	1695	18	1370	1990	18	735	1410	33	800	2445	32	1455	1790	15	1465	2120	15	765	1475	33	815	2530	32
	SB	71006-71097	325	1695	60	620	1990	60	675	1410	60	1645	2445	59	335	1790	60	655	2120	60	710	1475	60	1715	2530	59
120 Street_110 Avenue_Old Yale Road	NB	71106-71110	1410	1915	38	1300	2255	39	775	1490	42	1210	2780	40	1490	2030	37	1365	2400	39	800	1550	42	1250	2810	40
	SB	71110-71106	505	1915	37	955	2255	36	715	1490	37	1570	2780	32	540	2030	37	1035	2400	36	750	1550	37	1560	2810	32
120 Street_120 Street Split_110 Avenue	NB	71110-71125	1290	1790	50	1130	2095	50	750	1415	50	1275	2670	50	1380	1915	50	1190	2245	50	775	1470	50	1315	2690	50
	SB	71125-71110	500	1790	20	965	2095	20	665	1415	20	1395	2670	17	535	1915	20	1055	2245	19	695	1470	20	1375	2690	18
120 Street_Old Yale Road_Tannery Road	NB	71102-71106	1460	1945	43	1440	2280	44	835	1540	47	1070	2745	46	1550	2055	42	1540	2440	42	865	1605	47	1090	2810	46
	SB	71106-71102	485	1945	47	840	2280	47	705	1540	47	1675	2745	40	505	2055	47	900	2440	47	740	1605	47	1720	2810	40
120 Street_Tannery Road_103A Avenue	NB	71004-71102	1430	1835	17	1400	2160	18	775	1450	25	1035	2590	23	1520	1950	15	1495	2315	16	810	1515	25	1080	2670	23
		71006-71004	1430	1835	59	1400	2160	60	775	1450	60	1035	2590	60	1520	1950	59	1495	2315	59	810	1515	60	1080	2670	60
	SB	71004-71006	405	1835	34	760	2160	32	675	1450	33	1555	2590	12	430	1950	34	820	2315	31	705	1515	32	1590	2670	11
		71102-71004	405	1835	60	760	2160	60	675	1450	60	1555	2590	59	430	1950	60	820	2315	60	705	1515	60	1590	2670	59
122 Street_103A Avenue_102 Avenue	NB	71096-71005	45	45	24	80	85	24	25	40	24	10	60	24	50	50	24	80	85	24	20	35	24	10	60	24
	SB	71005-71096	0	45	33	5	85	33	15	40	33	50	60	33	0	50	33	5	85	33	15	35	33	50	60	33
122 Street_104 Avenue_103A Avenue	NB	71005-71101	55	120	18	100	210	18	55	115	18	125	275	18	60	145	18	105	230	18	60	125	18	130	295	18
	SB	71101-71005	65	120	18	110	210	18	60	115	18	150	275	18	85	145	18	125	230	18	65	125	18	165	295	18
125A Street_106A Avenue_104 Avenue	NB	71007-71496	170	195	42	200	240	42	55	135	42	95	335	42	175	200	42	205	250	42	70	155	42	125	350	42
		71496-613007	170	195	22	200	240	21	55	135	23	95	335	23	175	200	22	205	250	21	70	155	23	125	350	23
	SB	613007-71496	25	195	42	40	240	42	80	135	42	240	335	42	25	200	42	45	250	42	85	155	42	225	350	42
		71496-71007	25	195	30	40	240	30	80	135	30	240	335	27	25	200	30	45	250	30	85	155	30	225	350	28
125A Street_Old Yale Road_106A Avenue	NB	613007-71103	125	205	17	125	270	17	60	165	17	205	370	16	115	195	17	115	280	17	65	175	17	255	390	14
	SB	71103-613007	80	205	17	145	270	17	105	165	17	165	370	17	80	195	17	165	280	17	110	175	17	135	390	17
128 Street_104 Avenue_102 Avenue	NB	71411-71904	485	690	34	565	945	33	300	595	35	445	1125	35	550	760	33	635	1035	31	330	640	35	465	1185	35
	SB	71904-71411	205	690	36	380	945	34	295	595	35	680	1125	22	210	760	35	400	1035	34	310	640	35	720	1185	20
128 Street_105A Avenue_104 Avenue	NB	71904-613102	515	755	50	585	1035	50	340	690	50	460	1310	50	555	810	50	650	1135	50	365	740	50	470	1395	50
	SB	613102-71904	240	755	33	450	1035	33	350	690	33	850	1310	31	255	810	33	485	1135	33	375	740	33	925	1395	30
128 Street_106 Avenue_105A Avenue	NB	613102-71402	545	740	50	625	1005	50	330	650	50	385	1270	50	590	800	50	695	1110	50	360	700	50	385	1350	50
	SB	71402-613102	195	740	50	380	1005	50	320	650	50	885	1270	50	210	800	50	415	1110	50	340	700	50	965	1350	50
128 Street_108 Avenue_106 Avenue	NB	71402-71495	550	745	50	640	1020	50	350	670	50	400	1330	50	610	820	50	710	1125	50	380	720	50	415	1430	50
		71495-71403	550	745	20	640	1020	20	350	670	20	400	1330	20	610	820	20	710	1125	20	380	720	20	415	1430	20
	SB	71403-71495	195	745	36	380	1020	36	320	670	36	930	1330	36	210	820	36	415	1125	36	340	720	36	1015	1430	36
		71495-71402	195	745	50	380	1020	50	320	670	50	930	1330	50	210	820	50	415	1125	50	340	720	50	1015	1430	50
128 Street_110 Avenue_108 Avenue	NB	71403-71112	550	735	50	535	865	50	290	570	50	355	1105	50	600	795	50	570	930	50	300	595	50	365	1145	50
	SB	71112-71403	185	735	27	330	865	27	280	570	27	750	1105	15	195	795	27	360	930	26	295	595	27	780	1145	14
128 Street_111 Avenue_110 Avenue	NB	71112-71115	550	735	24	535	865	25	290	570	31	355	1105	30	600	795	22	570	930	24	300	595	31	365	1145	30
	SB	71115-71112	185	735	50	330	865	50	280	570	50	750	1105	49	195	795	50	360	930	50	295	595	50	780	1145	49
128 Street_King George Boulevard_111 Avenue	NB	71115-71506	430	765	10	495	1035	10	295	635	21	475	1085	23	440	760	10	510	1060	10	305	665	21	500	1120	23
	SB	71506-71115	335	765	30	540	1035	25	340	635	30	610	1085	22	320	760	30	550	1060	25	360	665	30	620	1120	21
128A Street Connector_King George Boulevard_112 Avenue	SB	71508-611004	0	0	10	0	0	10	0	0	10	15	15	10	0	0	10	0	0	10	0	0	10	20	20	10
128A Street_112 Avenue_111 Avenue	NB	611005-611011	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42
	SB	611011-611005	0	0	23	0	0	23	0	0	23	0	0	23	0	0	23	0	0	23	0	0	23	0	0	23
129 Street_116A Avenue_116 Avenue	NB	71249-71240	10	50	42	15	55	42	25	50	42	85	95	42	10	60	42	15	60	42	25	50	42	110	120	42
	SB	71240-71249	40	50	42	40	55	42	25	50	42	10	95	42	50	60	42	45	60	42	25	50	42	10	120	42
130 Street_116A Avenue_Highway 17	NB	71238-71239	40	50	26	40	55	26	25	50	26	10	95	26	50	60	26	45	60	26	25	50	26	10	120	26
	SB	71239-71238	10	50	26	15	55	26	25	50	26	85	95	24	10	60	26	15	60	26	25	50	26	110	120	22
Agnes Street_Elliot Street_First Street	EB	48004-292618	190	270	23	275	420	19	225	395	21	295	540	17	210	300	22	275	445	18	250	425	20	300	575	16
	WB	292618-48004	80	270	42	145	420	42	170	395	42	245	540	42	90	300	42	170	445	42	175	425	42	275	575	42
Agnes Street_Fourth Street_Elliot Street	EB	47705-48004	120	195	42	170	295	42	160	285	42	340	410	42	135	220	42	155	290	42	180	305	42	360	440	42
	WB	48004-47705	75	195	30	125	295	30	125	285	30	70	410	30	85	220	30	135	290	29	125	305	30	80	440	30
Agnes Street_Sixth Street_Fourth Street	EB	47703-47705	105	155	26	160	230	26	145	195	26	285	345	21	115	200	26	175	280	26	165	220	26	295	370	20
	WB	47705-47703	50	155	26	70	230	26	50	195	26	60	345	26	85	200	26	105	280	26	55	220	26	75	370	26
Bridge Road_Old Yale Road_Musqueam Drive	NB	71175-71201	140	155	42	220	240	42	90	150	42	35	275	42	165	180	42	260	280	42	105	170	42	45	330	42
	SB	71201-71175	15	155	33	20	240	33	60	150	33	240	275	31	15	180	33	20	280	33	65	170	33	285	330	29
Bridgeview Drive_115 Avenue_128 Street	NB	71242-71241	420	625	50	455	565	50	250	300	50	235	425	50	440	665	50	475	605	50	265	325	50	265	480	50
		71243-71242	420	625	50	455	565	50	250	300	50	235	425	50	440	665	50	475	605	50	265	325	50	265	480	50
	SB	71241-71242	205	625	50	110	565	50	50	300	50	190	425	50	225	665	50	130	605	50	60	325	50	215	480	50
		71242-71243	205	625	50	110	565	50	50	300	50	190	425	50	225	665	50	130	605	50	60	325	50	215	480	50
Bridgeview Drive_128 Street_King George Boulevard	NB	71506-71243	405	760	50	465	885	50	340	520	50	595	815	50	420	800	50	485	940	50	365	560	50	645	895	50
	SB	71243-71506	355	760	25	420	885	23	180	520	24	220	815	25	380	800	25	455	940	23	195	560	24	250	895	25
Bridgeview Drive_Highway 17_115 Avenue	NB	71232-71238	510	760	24	535	740	24	270	360	25	365	725	24	555	840	23	590	855	22	295	395	25	460	885	23
		71241-71232	510	760	50	535	740	50	270	360	50	365	725	50	555	840	50	590	855	50	295	395	50	460	885	50
	SB	71232-71241	250	760	50	205	740	50	90	360	50	360	725	50	285	840	50	265	855	50	100	395	50	425	885	50
		71238-71232	250	760	50	205	740	50	90	360	50	360	725	50	285	840	50	265	855	50	100	395	50	425	885	50
Carnarvon Street_Eighth Street_Sixth Street	EB	293104-293202	150	560	24	205	590	23	260	545	23	440	750	17	160	615	24	225	650	23	280	585	23	455	785	16
		47406-293104	150	560	42	205	590	42	260	545	42	440	750	42	160	615	42	225	650	42	280	585	42	455	785	42
	WB	293104-47406	410	560	21	385	590	22	285	545	22	310	750	22	455	615	20	425	650	21	305	585	22	330	785	22
		293202-293104	410	560	42	385	590	42	285	545	42	310	750	42	455	615	42	425	650	42	305	585	42	330	785	42
Carnarvon Street_Fourth Street_Elliot Street	EB	48001-292617	5	75	30	5	90	30	25	85	30	70	105	30	5	80	30	10	120	30	30	100	30	70	110	30
	WB	292617-48001	70	75	30	85	90	30	60	85	30	35	105	30	75	80	30	110	120	30	70	100	30	40	110	30
Carnarvon Street_Sixth Street_Fourth Street	EB	293202-48001	55	485	26	80	500	26	100	400	26	165	555	26	45	495	26	80	525	26	105	430	26	195	610	25
	WB	48001-293202	430	485	20	420	500	21	300	400	25	390	555	22	450	495	19	445	525	20	325	430	25	415	610	21
Columbia Street East_Debeck Street_Cumberland Street	NB	48206-48401	1510	3350	15	1605	3645	13	1505	2855	16	1990	4140	8	1570	3425	13	1640	3750	12	1570	2960	15	2065	4230	7
	SB	48401-48206	1840	3350	49	2040	3645	48	1350	2855	50	2150	4140	47	1855	3425	49	2110	3750	47	1390	2960	50	2165	4230	47
Columbia Street East_Front Street_Richmond Street	NB	48203-48212	1515	3200	25	1620	3750	23	1500	2735	25	2125	4515	12	1595	3325	23	1675	3930	21	1570	2850	24	2200	4615	10
	SB	48212-48203	1685	3200	39	2130	3750	36	1235	2735	50	2390	4515	45	1730	3325	37	2255	3930	35	1280	2850	50	2415	4615	44
Columbia Street East_McBride Boulevard_Front Street	NB	48201-48203	1255	2565	25	1285	3005	24	1235	2340	25	1535	3760	16	1300	2640	23	1315	3150	23	1260	2405	24	1590	3775	15
	SB	48203-48201	1310	2565	50	1720	3005	49	1105	2340	50	2225	3760	47	1340	2640	50	1835	3150	49	1145	2405	50	2185	3775	47
Columbia Street East_Richmond Street_Cumberland Street	NB	48212-48206	1510	3035	49	1605	3340	49	1505	2655	50	1990	3845	48	1570	3115	49	1640	3445	49	1570	2755	49	2065	3930	48
	SB	48206-48212	1525	3035	27	1735	3340	22	1150	2655	33	1855	3845	19	1545	3115	26	1805	3445	20	1185	2755	32	1865	3930	19
Columbia Street_Eighth Street_Sixth Street	EB	47405-47708	195	525	25	325	645	24	220	365	25	495	680	20	190	520	25	335	645	24	245	385	25	500	705	19
		47708-47701	195	525	25	325	645	24	220	365	25	495	680	20	190	520	25	335	645	24	245	385	25	500	705	20
	WB	47701-47708	330	525	24	320	645	24	145	365	25	185	680	25	330	520	24	310	645	24	140	385	25	205	705	25
		47708-47405	330	525	24	320	645	24	145	365	25	185	680	25	330	520	24	310	645	24	140	385	25	205	705	25
Columbia Street_Front Street_Eighth Street	EB	47403-47405	195	540	25	360	695	23	215	375	25	425	680	21	190	525	25	385	710	23	245	395	25	415	700	22
	WB	47405-47403	345	540	18	335	695	18	160	375	19	255	680	19	335	525	18	325	710	18	150	395	19	285	700	18
Columbia Street_Sixth Street_Fourth Street	EB	293203-47702	60	385	25	195	510	25	190	330	25	550	730	16	40	365	25	195	500	25	200	330	25	550	745	16
		47701-293203	60	385	25	195	510	25	190	330	25	550	730	25	40	365	25	195	500	25	200	330	25	550	745	25
	WB	293203-47701	325	385	24	315	510	24	140	330	25	180	730	25	325	365	24	305	500	24	130	330	25	195	745	25
		47702-293203	325	385	25	315	510	25	140	330	25	180	730	25	325	365	25	305	500	25	130	330	25	195	745	25
Cumberland Street_Eighth Avenue East_Sixth Avenue East	NB	48207-48102	215	420	25	265	530	24	25	170	25	230	500	25	235	450	25	285	570	24	25	175	25	240	520	25
	SB	48102-48207	205	420	30	265	530	27	145	170	31	270	500	26	215	450	30	285	570	26	150	175	31	280	520	26
Cumberland Street_Glenbrook Drive_Richmond Street	EB	48228-48205	225	575	14	235	590	14	195	415	16	385	650	5	220	575	14	280	640	11	205	435	15	405	670	4
	WB	48205-48228	350	575	42	355	590	42	220	415	42	265	650	42	355	575	42	360	640	42	230	435	42	265	670	42
Cumberland Street_Miner Street_Columbia Street East	EB	48373-48206	0	315	25	0	300	25	0	195	25	0	295	25	0	310	25	0	300	25	0	205	25	0	300	25
	WB	48206-48373	315	315	31	300	300	31	195	195	31	295	295	31	310	310	31	300	300	31	205	205	31	300	300	31
Cumberland Street_Richmond Street_Miner Street	EB	48205-48373	0	315	42	0	300	42	0	195	42	0	295	42	0	310	42	0	300	42	0	205	42	0	300	42
	WB	48373-48205	315	315	15	300	300	16	195	195	20	295	295	16	310	310	15	300	300	16	205	205	20	300	300	16
Cumberland Street_Sixth Avenue East_Glenbrook Drive	EB	48204-48228	160	390	42	75	300	42	145	365	42	160	390	42	120	345	42	110	335	42	145	375	42	165	395	42
		48207-48204	160	390	42	75	300	42	145	365	42	160	390	42	120	345	42	110	335	42	145	375	42	165	395	42
	WB	48204-48207	230	390	22	225	300	22	220	365	23	230	390	22	225	345	22	225	335	22	230	375	22	230	395	22
		48228-48204	230	390	42	225	300	42	220	365	42	230	390	42	225	345	42	225	335	42	230	375	42	230	395	42
Eighth Street_Carnarvon Street_Columbia Street	NB	47405-47406	15	40	20	45	70	20	15	40	20	20	165	20	20	45	20	60	85	20	15	40	20	20	190	20
	SB	47406-47405	25	40	20	25	70	20	25	40	20	145	165	20	25	45	20	25	85	20	25	40	20	170	190	20
Eighth Street_Columbia Street_Front Street	NB	47706-47405	0	0	14	0	0	14	0	0	14	5	5	14	0	0	14	0	0	14	0	0	14	5	5	14
	SB	47405-47706	0	0	14	0	0	14	0	0	14	0	5	14	0	0	14	0	0	14	0	0	14	0	5	14
Elliot Street_Agnes Street_Dickenson Street	NB	292609-48004	145	230	9	245	405	7	195	370	8	210	635	8	175	275	8	290	485	6	220	420	8	250	750	7
	SB	48004-292609	85	230	42	160	405	42	175	370	42	425	635	42	100	275	42	195	485	42	200	420	42	500	750	42
Elliot Street_Dickenson Street_Carnarvon Street	NB	292617-292609	5	75	31	5	90	31	25	85	31	70	105	31	5	80	31	10	120	31	30	100	31	70	110	31
	SB	292609-292617	70	75	42	85	90	42	60	85	42	35	105	42	75	80	42	110	120	42	70	100	42	40	110	42
Faulkner Road_Pine Road_Tannery Road	NB	71157-71158	10	20	23	20	35	23	15	35	23	15	60	23	10	20	23	20	35	23	15	35	23	15	65	23
	SB	71158-71157	10	20	42	15	35	42	20	35	42	45	60	42	10	20	42	15	35	42	20	35	42	50	65	42
First Street_Emory Street_Third Avenue	NB	47918-292006	5	40	25	15	80	25	25	80	25	95	125	25	10	50	25	20	100	25	30	95	25	105	145	25
	SB	292006-47918	35	40	11	65	80	11	55	80	11	30	125	11	40	50	11	80	100	11	65	95	11	40	145	11
First Street_Fourth Avenue_Emory Street	NB	292006-47917	70	80	25	90	110	25	55	90	25	30	160	25	80	90	25	90	115	25	60	100	25	35	180	25
	SB	47917-292006	10	80	25	20	110	25	35	90	25	130	160	25	10	90	25	25	115	25	40	100	25	145	180	25
First Street_Royal Avenue_Agnes Street	NB	292618-47913	190	270	16	275	420	15	225	395	16	295	540	15	210	300	16	275	445	15	250	425	16	300	575	15
	SB	47913-292618	80	270	18	145	420	18	170	395	18	245	540	15	90	300	18	170	445	18	175	425	18	275	575	13
First Street_Sixth Avenue_Fourth Avenue	NB	47917-47914	10	45	21	20	90	21	15	40	21	10	155	21	10	50	21	25	130	21	20	45	21	10	170	21
	SB	47914-47917	35	45	25	70	90	25	25	40	25	145	155	25	40	50	25	105	130	25	25	45	25	160	170	25
First Street_Third Avenue_Royal Avenue	NB	47913-47918	5	35	16	10	65	16	10	50	16	50	80	16	5	40	16	15	75	16	15	55	16	50	90	16
	SB	47918-47913	30	35	21	55	65	21	40	50	21	30	80	21	35	40	21	60	75	21	40	55	21	40	90	21
Fourth Avenue_Second Street_First Street	EB	47915-47917	5	100	24	10	135	24	20	60	24	80	190	24	5	105	24	10	170	24	20	65	24	85	210	24
	WB	47917-47915	95	100	24	125	135	24	40	60	24	110	190	24	100	105	24	160	170	24	45	65	24	125	210	24
Fourth Avenue_Third Street_Second Street	EB	291907-47915	5	50	25	30	75	25	20	25	25	80	85	25	5	55	25	35	95	25	20	25	25	90	95	25
	WB	47915-291907	45	50	25	45	75	25	5	25	25	5	85	25	50	55	25	60	95	25	5	25	25	5	95	25
Fourth Street_Agnes Street_Carnarvon Street	NB	48001-47705	55	120	16	75	185	16	60	185	16	135	230	16	85	150	16	105	215	16	65	185	16	155	260	15

	SB	47705-48001	65	120	42	110	185	42	125	185	42	95	230	42	65	150	42	110	215	42	120	185	42	105	260	42
Fourth Street_Carnarvon Street_Columbia Street	NB	47702-48001	365	425	31	310	380	31	180	260	31	350	470	31	405	455	31	330	400	31	200	275	31	380	520	31
	SB	48001-47702	60	425	20	70	380	19	80	260	18	120	470	14	50	455	20	70	400	19	75	275	19	140	520	13
Fourth Street_Fourth Avenue_Third Avenue	NB	47615-47614	0	25	26	0	45	26	0	40	26	0	70	26	0	25	26	0	40	26	0	45	26	0	70	26
	SB	47614-47615	25	25	42	45	45	42	40	40	42	70	70	42	25	25	42	40	40	42	45	45	42	70	70	42
Fourth Street_Royal Avenue_Agnes Street	NB	47705-48002	15	30	16	30	50	16	20	35	16	35	70	16	15	30	16	70	90	16	20	40	16	30	70	16
	SB	48002-47705	15	30	19	20	50	19	15	35	19	35	70	19	15	30	19	20	90	19	20	40	19	40	70	19
Fourth Street_Third Avenue_Queens Avenue	NB	47616-47615	180	180	42	190	190	42	80	80	42	205	205	42	205	205	42	210	210	42	85	85	42	220	220	42
	SB	47615-47616	0	180	26	0	190	26	0	80	26	0	205	26	0	205	26	0	210	26	0	85	26	0	220	26
Front Street_Begbie Street_Sixth Street	EB	293109-47707	100	475	16	165	575	16	150	285	16	445	610	15	105	500	16	165	590	16	150	285	16	470	700	15
	WB	47707-293109	375	475	30	410	575	30	135	285	30	165	610	30	395	500	30	425	590	30	135	285	30	230	700	30
Front Street_Columbia Street_Eighth Street	EB	47403-47706	105	475	15	170	575	15	155	290	15	445	615	14	105	495	15	170	590	15	155	290	15	465	700	13
	WB	47706-47403	370	475	22	405	575	21	135	290	23	170	615	23	390	495	22	420	590	21	135	290	23	235	700	23
Front Street_Eighth Street_Begbie Street	EB	47706-293109	105	475	30	170	575	30	155	290	30	445	620	30	105	495	30	175	595	30	155	290	30	465	710	30
	WB	293109-47706	370	475	10	405	575	10	135	290	10	175	620	10	390	495	10	420	595	10	135	290	10	245	710	10
Front Street_Sixth Street_Columbia Street East	EB	47707-48009	260	635	22	335	745	22	270	405	22	590	755	20	295	685	22	365	785	22	310	445	22	610	840	19
		48008-48203	260	635	37	335	745	36	270	405	37	590	755	19	295	685	37	365	785	35	310	445	36	610	840	18
		48009-48008	260	635	50	335	745	50	270	405	50	590	755	50	295	685	50	365	785	50	310	445	50	610	840	50
	WB	48008-48009	375	635	30	410	745	29	135	405	30	165	755	30	390	685	30	420	785	29	135	445	30	230	840	30
		48009-47707	375	635	22	410	745	22	135	405	22	165	755	22	390	685	22	420	785	21	135	445	22	230	840	22
		48203-48008	375	635	50	410	745	50	135	405	50	165	755	50	390	685	50	420	785	50	135	445	50	230	840	50
Glenbrook Drive_Sixth Avenue East_Cumberland Street	EB	48225-48226	65	185	42	160	290	42	50	50	42	220	255	42	100	230	42	170	305	42	60	60	42	240	275	42
		48226-48227	65	185	42	160	290	42	50	50	42	220	255	42	100	230	42	170	305	42	60	60	42	240	275	42
		48227-48228	65	185	18	160	290	17	50	50	18	220	255	16	100	230	18	170	305	17	60	60	18	240	275	15
		48229-48225	65	185	42	160	290	42	50	50	42	220	255	42	100	230	42	170	305	42	60	60	42	240	275	42
	WB	48225-48229	120	185	18	130	290	18	0	50	18	35	255	18	130	230	18	135	305	18	0	60	18	35	275	18
		48226-48225	120	185	42	130	290	42	0	50	42	35	255	42	130	230	42	135	305	42	0	60	42	35	275	42
		48227-48226	120	185	42	130	290	42	0	50	42	35	255	42	130	230	42	135	305	42	0	60	42	35	275	42
		48228-48227	120	185	42	130	290	42	0	50	42	35	255	42	130	230	42	135	305	42	0	60	42	35	275	42
Grace Road_River Road_103A Avenue	NB	71057-71018	160	190	28	185	250	28	60	110	28	55	350	28	185	215	28	225	290	28	65	115	28	55	385	28
		71079-71057	160	190	33	185	250	33	60	110	33	55	350	33	185	215	33	225	290	33	65	115	33	55	385	33
	SB	71018-71057	30	190	28	65	250	28	50	110	28	295	350	27	30	215	28	65	290	28	50	115	28	330	385	27
		71057-71079	30	190	42	65	250	42	50	110	42	295	350	38	30	215	42	65	290	42	50	115	42	330	385	36
Highway 17_124 Street_Bridgeview Drive	EB	71214-71238	265	1355	48	585	1670	48	350	960	48	1015	1735	46	310	1480	48	700	1875	48	370	990	48	1095	1895	44
		71139-71214	265	1355	88	585	1670	88	350	960	88	1015	1735	88	310	1480	88	700	1875	88	370	990	88	1095	1895	88
		71200-71139	265	1355	88	585	1670	88	350	960	88	1015	1735	88	310	1480	88	700	1875	88	370	990	88	1095	1895	88
	WB	71238-71214	1090	1355	88	1085	1670	88	610	960	88	720	1735	88	1170	1480	88	1175	1875	88	620	990	88	800	1895	88
		71214-71139	1090	1355	88	1085	1670	88	610	960	88	720	1735	88	1170	1480	88	1175	1875	88	620	990	88	800	1895	88
		71139-71200	1090	1355	88	1085	1670	88	610	960	88	720	1735	88	1170	1480	88	1175	1875	88	620	990	88	800	1895	88
Highway 17_Highway 91 Connector_Tannery Hwy 17 EB Off Ramp	EB	71051-71050	855	2380	88	1340	2735	88	965	1785	88	1960	3240	87	900	2500	88	1440	2945	88	1000	1835	88	2115	3435	86
	WB	71050-71051	1525	2380	88	1395	2735	88	820	1785	88	1280	3240	88	1600	2500	88	1505	2945	88	835	1835	88	1320	3435	88
Highway 17_Tannery Hwy 17 EB Off Ramp_Tannery Hwy 17 WB On Ramp	EB	71050-71150	510	2035	88	740	2135	88	550	1370	88	1130	2410	88	525	2125	88	795	2300	88	565	1400	88	1185	2505	88
		71150-71155	510	2035	88	740	2135	88	550	1370	88	1130	2410	88	525	2125	88	795	2300	88	565	1400	88	1185	2505	88
	WB	71150-71050	1525	2035	88	1395	2135	88	820	1370	88	1280	2410	88	1600	2125	88	1505	2300	88	835	1400	88	1320	2505	88
		71155-71150	1525	2035	88	1395	2135	88	820	1370	88	1280	2410	88	1600	2125	88	1505	2300	88	835	1400	88	1320	2505	88
Highway 17_Tannery Hwy 17 WB On Ramp_Tannery Hwy 17 EB On Ramp	EB	71155-71153	510	1600	80	740	1755	80	550	1165	80	1130	1850	76	525	1660	80	795	1875	79	565	1190	80	1185	1900	76
	WB	71153-71155	1090	1600	77	1015	1755	78	615	1165	80	720	1850	80	1135	1660	76	1080	1875	77	625	1190	80	715	1900	80
King George Boulevard_120 Street east ramps_Bridgeview Drive	EB	71119-71506	1290	3400	28	1790	3525	27	1280	2235	32	2445	3905	20	1345	3595	27	1875	3655	26	1370	2365	31	2510	4025	19
	WB	71506-71119	2110	3400	60	1735	3525	60	955	2235	60	1460	3905	60	2250	3595	59	1780	3655	60	995	2365	60	1515	4025	60
King George Boulevard_128A Street Connector_132 Street Diversion	EB	71205-71203	840	2455	60	1295	2620	60	865	1610	60	1700	2935	59	890	2605	60	1365	2705	60	935	1720	60	1760	3060	59
		71508-71205	840	2455	60	1295	2620	60	865	1610	60	1700	2935	59	890	2605	60	1365	2705	60	935	1720	60	1760	3060	59
	WB	71203-71205	1615	2455	59	1325	2620	60	745	1610	60	1235	2935	60	1715	2605	59	1340	2705	60	785	1720	60	1300	3060	60
		71205-71508	1615	2455	60	1325	2620	60	745	1610	60	1235	2935	60	1715	2605	60	1340	2705	60	785	1720	60	1300	3060	60
King George Boulevard_Bridgeview Drive_128A Street Connector	EB	71506-71508	840	2455	60	1295	2620	60	865	1610	60	1715	2950	59	890	2605	60	1365	2705	60	935	1720	60	1780	3080	59
	WB	71508-71506	1615	2455	24	1325	2620	27	745	1610	30	1235	2950	28	1715	2605	22	1340	2705	27	785	1720	30	1300	3080	28
McBride Boulevard Diversion_McBride Boulevard_Pattullo Bridge North Approach	NB	48270-48202	1600	2570	49	1410	2730	50	655	1530	50	1455	2945	50	1655	2655	49	1440	2815	50	670	1590	50	1495	3020	50
	SB	48202-48270	970	2570	50	1320	2730	50	875	1530	50	1490	2945	50	1000	2655	50	1375	2815	50	920	1590	50	1525	3020	49
McBride Boulevard Royal Ave Ramp_McBride_Royal Avenue WB	SB	48071-48070	80	80	10	165	165	9	110	110	10	130	130	10	85	85	10	180	180	9	115	115	10	145	145	10
		48270-48071	80	80	50	165	165	50	110	110	50	130	130	50	85	85	50	180	180	50	115	115	50	145	145	50
McBride Boulevard_Eighth Avenue_Sixth Avenue	NB	48101-47804	1450	2360	20	1355	2460	24	970	1835	36	1490	2525	20	1490	2420	19	1380	2525	24	1000	1900	35	1520	2580	19
	SB	47804-48101	910	2360	37	1105	2460	33	865	1835	38	1035	2525	34	930	2420	36	1145	2525	31	900	1900	37	1060	2580	34
McBride Boulevard_Memorial Drive_McBride Boulevard Diversion	NB	48202-292003	1630	2600	17	1475	2795	20	770	1645	29	1610	3100	17	1690	2690	15	1505	2880	20	795	1715	29	1655	3180	16
	SB	292003-48202	970	2600	60	1320	2795	60	875	1645	60	1490	3100	59	1000	2690	60	1375	2880	60	920	1715	60	1525	3180	59
McBride Boulevard_Royal Avenue_Columbia Street	NB	47970-47902	35	285	13	50	235	13	115	270	13	175	500	13	35	330	13	55	255	13	120	300	13	185	585	13
		48077-47970	35	285	31	50	235	31	115	270	31	175	500	31	35	330	31	55	255	31	120	300	31	185	585	31
	SB	47902-47970	250	285	50	185	235	50	155	270	50	325	500	50	295	330	50	200	255	50	180	300	50	400	585	50
		47970-48077	250	285	20	185	235	19	155	270	18	325	500	19	295	330	19	200	255	18	180	300	18	400	585	17
McBride Boulevard_Royal Avenue_McBride Boulevard Diversion	NB	47902-48202	35	35	30	65	65	30	115	115	30	155	155	29	35	35	30	65	65	30	125	125	29	160	160	29
McBride Boulevard_Sixth Avenue_Memorial Drive	NB	292003-48101	1655	2595	33	1600	2855	34	880	1780	45	1545	3080	36	1715	2685	31	1640	2935	33	915	1860	45	1585	3170	35
	SB	48101-292003	940	2595	45	1255	2855	42	900	1780	45	1535	3080	36	970	2685	45	1295	2935	41	945	1860	45	1585	3170	35
Musqueam Drive__116 Avenue	NB	71224-71297	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42
	SB	71297-71224	0	0	19	0	0	19	0	0	19	0	0	19	0	0	19	0	0	19	0	0	19	0	0	19
Musqueam Drive__Bridge Road	EB	71221-71201	25	205	16	30	285	16	80	185	16	310	335	10	25	240	16	30	335	16	85	205	16	365	390	6
	WB	71201-71221	180	205	42	255	285	42	105	185	42	25	335	42	215	240	42	305	335	42	120	205	42	25	390	42
Old Yale Road_103 Avenue_132 Street	EB	71903-71902	250	470	37	465	715	35	355	575	36	595	1010	29	270	515	37	505	785	33	380	615	36	640	1080	27
	WB	71902-71903	220	470	50	250	715	50	220	575	50	415	1010	50	245	515	50	280	785	50	235	615	50	440	1080	50
Old Yale Road_104 Avenue_103 Avenue	NB	71903-71501	305	465	17	320	630	16	190	465	21	285	1000	18	330	495	15	345	670	14	205	500	21	295	1060	17
	SB	71501-71903	160	465	30	310	630	30	275	465	30	715	1000	30	165	495	30	325	670	30	295	500	30	765	1060	30
Old Yale Road_106 Avenue_104 Avenue	NB	71501-71503	5	5	25	15	15	25	15	15	25	15	55	25	20	20	25	15	15	25	20	20	25	30	80	25
		71503-71504	5	5	42	15	15	42	15	15	42	15	55	42	20	20	42	15	15	42	20	20	42	30	80	42
	SB	71503-71501	0	5	20	0	15	20	0	15	20	40	55	20	0	20	20	0	15	20	0	20	20	50	80	20
		71504-71503	0	5	42	0	15	42	0	15	42	40	55	42	0	20	42	0	15	42	0	20	42	50	80	42
Old Yale Road_120 Street_125A Avenue	EB	71105-71103	75	330	50	145	460	50	135	265	50	370	560	50	70	345	50	150	485	50	145	290	50	385	590	50
		71106-71105	75	330	30	145	460	29	135	265	29	370	560	13	70	345	30	150	485	29	145	290	29	385	590	12
	WB	71103-71105	255	330	30	315	460	24	130	265	34	190	560	33	275	345	28	335	485	21	145	290	33	205	590	32
		71105-71106	255	330	27	315	460	26	130	265	29	190	560	24	275	345	28	335	485	25	145	290	29	205	590	22
Old Yale Road_125A Avenue_128 Street	EB	71103-71107	40	210	36	95	380	36	60	160	36	375	530	36	40	250	36	95	425	36	70	180	36	470	645	36
		71107-71403	40	210	18	95	380	18	60	160	18	375	530	17	40	250	18	95	425	18	70	180	18	470	645	16
	WB	71107-71103	170	210	50	285	380	50	100	160	50	155	530	50	210	250	50	330	425	50	110	180	50	175	645	50
		71403-71107	170	210	50	285	380	50	100	160	50	155	530	50	210	250	50	330	425	50	110	180	50	175	645	50
Old Yale Road_Olsen Road_Timberland Road	EB	71199-71109	0	0	18	0	0	18	0	0	18	0	0	18	0	0	18	0	0	18	0	0	18	0	0	18
	WB	71109-71199	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42
Old Yale Road_Spruce Road_120 Street	EB	612101-71106	25	295	50	35	490	50	95	255	50	470	510	18	20	340	50	30	560	50	105	285	50	530	570	16
	WB	71106-612101	270	295	50	455	490	50	160	255	50	40	510	50	320	340	50	530	560	50	180	285	50	40	570	50
Old Yale Road_Timberland Road_Bridge Road	EB	71109-71175	15	90	16	25	160	16	35	90	16	135	180	16	15	105	16	25	180	16	40	100	16	155	205	16
	WB	71175-71109	75	90	16	135	160	16	55	90	16	45	180	16	90	105	16	155	180	16	60	100	16	50	205	16
Pattullo Bridge North Approach_Royal Avenue Pattullo Loop Ramp_Pattullo Bridge	NB	47901-48270	3080	3970	37	2545	3700	44	1280	2045	50	2615	3975	43	3235	4150	34	2595	3790	43	1315	2120	50	2725	4110	42
		48073-47901	3080	3970	37	2545	3700	44	1280	2045	50	2615	3975	43	3235	4150	34	2595	3790	43	1315	2120	50	2725	4110	42
	SB	47901-48073	890	3970	28	1155	3700	13	765	2045	37	1360	3975	7	915	4150	26	1195	3790	11	805	2120	34	1385	4110	6
		48270-47901	890	3970	46	1155	3700	38	765	2045	48	1360	3975	29	915	4150	46	1195	3790	37	805	2120	48	1385	4110	28
Pattullo Bridge_Royal Avenue On Ramp_120 Street West Ramps	NB	48006-48010	4130	6445	24	3435	6590	2	2095	4225	57	3345	7520	39	4360	6770	20	3495	6830	1	2150	4390	57	3470	7630	36
		48010-48081	4130	6445	20	3435	6590	31	2095	4225	48	3345	7520	33	4360	6770	17	3495	6830	30	2150	4390	47	3470	7630	30
		48081-48007	4130	6445	20	3435	6590	31	2095	4225	48	3345	7520	33	4360	6770	17	3495	6830	30	2150	4390	47	3470	7630	30
		71116-48006	4130	6445	20	3435	6590	31	2095	4225	48	3345	7520	33	4360	6770	17	3495	6830	30	2150	4390	47	3470	7630	30
		71133-71116	4130	5800	20	3435	6175	31	2095	3895	48	3345	7085	33	4360	6120	17	3495	6415	30	2150	4060	47	3470	7235	30
	SB	48006-71116	2315	6445	46	3155	6590	36	2130	4225	47	4175	7520	19	2410	6770	45	3335	6830	33	2240	4390	47	4160	7630	19
		48007-48081	2315	6445	46	3155	6590	36	2130	4225	47	4175	7520	19	2410	6770	45	3335	6830	33	2240	4390	47	4160	7630	19
		48010-48006	2315	6445	55	3155	6590	43	2130	4225	57	4175	7520	2	2410	6770	54	3335	6830	39	2240	4390	56	4160	7630	1
		48081-48010	2315	6445	46	3155	6590	36	2130	4225	47	4175	7520	19	2410	6770	45	3335	6830	33	2240	4390	47	4160	7630	19
Pine Road_Faulkner Road_Timberland Road	EB	71157-71156	10	20	20	15	35	20	20	35	20	45	60	20	10	20	20	15	35	20	20	35	20	50	65	20
	WB	71156-71157	10	20	42	20	35	42	15	35	42	15	60	42	10	20	42	20	35	42	15	35	42	15	65	42
Queens Avenue_Fourth Street_Third Street	EB	47616-292505	120	425	25	135	385	25	90	270	25	160	415	25	120	430	25	140	390	25	95	280	25	170	425	25
	WB	292505-47616	305	425	25	250	385	25	180	270	25	255	415	25	310	430	25	250	390	25	185	280	25	255	425	25
Queens Avenue_Sixth Street_Fourth Street	EB	47601-47616	120	245	25	135	195	25	90	190	25	160	205	25	120	225	25	140	180	25	95	195	25	170	205	25
	WB	47616-47601	125	245	19	60	195	19	100	190	19	45	205	19	105	225	19	40	180	19	100	195	19	35	205	19
Queens Avenue_Third Street_Second Street	EB	292505-292014	0	0	18	0	0	18	0	0	18	0	0	18	0	0	18	0	0	18	0	0	18	0	0	18
	WB	292014-292505	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25	0	0	25
Richmond Street_Alberta Street_Cumberland Street	NB	48205-48371	255	400	42	255	575	42	220	290	42	250	625	42	275	445	42	285	620	42	235	315	42	255	635	42
	SB	48371-48205	145	400	30	320	575	21	70	290	30	375	625	16	170	445	29	335	620	20	80	315	30	380	635	15
Richmond Street_Cumberland Street_Miner Street	EB	48205-48211	185	295	42	415	580	42	145	270	42	690	845	41	215	355	42	470	665	42	155	285	42	720	875	41
	WB	48211-48205	110	295	21	165	580	20	125	270	21	155	845	20	140	355	20	195	665	20	130	285	21	155	875	20
Richmond Street_Miner Street_Columbia Street East	NB	48212-48211	50	250	31	100	575	31	60	205	31	170	740	31	80	315	31	120	650	31	60	215	31	170	755	31
	SB	48211-48212	200	250	30	475	575	27	145	205	30	570	740	24	235	315	30	530	650	25	155	215	29	585	755	23
Royal Avenue Pattullo Off Ramp_Pattullo Bridge_Royal Avenue	NB	47909-47908	1485	1485	50	1140	1140	50	625	625	50	1155	1155	50	1585	1585	49	1150	1150	50	645	645	50	1230	1230	50
		48270-47909	1485	1485	37	1140	1140	46	625	625	50	1155	1155	45	1585	1585	34	1150	1150	46	645	645	50	1230	1230	44
Royal Avenue_Eighth Street_Sixth Street	EB	47501-47704	280	1220	25	435	1285	25	450	855	25	930	1365	24	295	1255	25	440	1290	25	465	880	25	975	1420	23
	WB	47704-47501	940	1220	23	850	1285	24	405	855	25	435	1365	25	960	1255	23	850	1290	23	415	880	25	445	1420	25
Royal Avenue_First Street_Dufferin Street	EB	47913-48070	780	2190	50	1070	2345	50	900	1695	50	1335	2555	50	820	2300	50	1120	2420	50	950	1765	50	1390	2665	50
	WB	48070-47913	1410	2190	8	1275	2345	10	795	1695	14	1220	2555	10	1480	2300	7	1300	2420	9	815	1765	14	1275	2665	9
Royal Avenue_Fourth Street_Third Street	EB	48002-292608	400	1365	50	550	1410	50	515	935	50	845	1460	50	415	1415	50	590	1440	50	530	960	50	875	1505	50
	WB	292608-48002	965	1365	13	860	1410	14	420	935	15	615	1460	15	1000	1415	13	850	1440	14	430	960	15	630	1505	15
Royal Avenue_Second Street_First Street	EB	48005-47913	565	1895	18	750	1875	18	645	1265	18	1020	1960	16	580	1970	18	795	1920	18	665	1305	18	1060	2020	16
	WB	47913-48005	1330	1895	50	1125	1875	50	620	1265	50	940	1960	50	1390	1970	50	1125	1920	50	640	1305	50	960	2020	50
Royal Avenue_Sixth Street_Fourth Street	EB	47704-48002	385	1335	21	520	1360	21	495	900	21	810	1390	21	395	1380	21	520	1350	21	510	925	21	845	1435	20
	WB	48002-47704	950	1335	20	840	1360	20	405	900	21	580	1390	21	985	1380	19	830	1350	20	415	925	21	590	1435	21
Royal Avenue_Third Street_Second Street	EB	292608-48005	565	1835	50	735	1840	50	645	1265	50	1020	1880	50	585	1895	50	775	1870	50	665	1295	50	1065	1935	50
	WB	48005-292608	1270	1835	50	1105	1840	50	620	1265	50	860	1880	50	1310	1895	50	1095	1870	50	630	1295	50	870	1935	50
Second Street_Fourth Avenue_Third Avenue	NB	47916-47915	5	25	25	5	70	25	5	15	25	5	110	25	10	35	25	5	85	25	5	20	25	5	120	25
	SB	47915-47916	20	25	42	65	70	42	10	15	42	105	110	42	25	35	42	80	85	42	15	20	42	115	120	42
Second Street_Queens Avenue_Royal Avenue	NB	48005-292014	70	75	21	25	50	21	5	10	21	90	95	21	90	95	21	40	70	21	15	20	21	100	105	21
	SB	292014-48005	5	75	25	25	50	25	5	10	25	5	95	25	5	95	25	30	70	25	5	20	25	5	105	25
Second Street_Sixth Avenue_Fourth Avenue	NB	47915-47903	35	40	31	45	50	31	35	40	31	15	25	31	40	45	31	50	55	31	40	45	31	20	30	31
	SB	47903-47915	5	40	31	5	50	31	5	40	31	10	25	31	5	45	31	5	55	31	5	45	31	10	30	31
Second Street_Third Avenue_Queens Avenue	NB	292014-47916	70	75	31	25	50	31	5	10	31	90	95	31	90	95	31	40	70	31	15	20	31	100	105	31
	SB	47916-292014	5	75	26	25	50	26	5	10	26	5	95	26	5	95	26	30	70	26	5	20	26	5	105	26
Sixth Avenue East_Cumberland Street_Alberta Street	EB	48207-48141	45	130	20	140	330	20	215	280	19	295	460	17	70	155	20	160	400	20	210	280	19	310	515	16
	WB	48141-48207	85	130	20	190	330	19	65	280	20	165	460	20	85	155	20	240	400	19	70	280	20	205	515	19
Sixth Avenue East_Ginger Drive_Glenbrook Drive	EB	291201-48229	300	755	42	445	1060	42	300	595	42	600	1000	42	350	825	42	465	1095	42	300	605	42	635	1065	41
	WB	48229-291201	455	755	42	615	1060	42	295	595	42	400	1000	42	475	825	42	630	1095	41	305	605	42	430	1065	42
Sixth Avenue East_Glenbrook Drive_Cumberland Street	EB	48229-48207	235	570	16	285	770	13	250	545	16	380	740	6	250	595	15	295	790	12	240	545	16	395	785	6
	WB	48207-48229	335	570	42	485	770	42	295	545	42	360	740	42	345	595	42	495	790	42	305	545	42	390	785	42
Sixth Avenue East_McBride Boulevard_Ginger Drive	EB	48101-291201	400	785	42	610	1125	42	340	635	42	480	1100	42	455	855	42	640	1165	41	345	650	42	500	1155	42
	WB	291201-48101	385	785	20	515	1125	19	295	635	20	620	1100	11	400	855	20	525	1165	18	305	650	20	655	1155	12
Sixth Avenue_First Street_McBride Boulevard	EB	47914-48101	240	640	29	435	870	28	400	630	27	760	1215	15	275	680	29	475	945	27	410	650	27	785	1270	14
	WB	48101-47914	400	640	42	435	870	42	230	630	42	455	1215	42	405	680	42	470	945	42	240	650	42	485	1270	42
Sixth Avenue_Second Street_First Street	EB	47903-47914	230	590	25	410	770	25	380	590	25	750	1060	25	265	630	25	450	815	25	390	605	25	770	1090	25
	WB	47914-47903	360	590	10	360	770	10	210	590	17	310	1060	13	365	630	9	365	815	9	215	605	17	320	1090	12
Sixth Street_Agnes Street_Carnarvon Street	NB	293202-47703	90	100	31	125	140	31	100	120	31	185	220	31	75	85	31	115	130	31	110	135	31	180	215	31
	SB	47703-293202	10	100	19	15	140	19	20	120	19	35	220	19	10	85	19	15	130	19	25	135	19	35	215	19
Sixth Street_Carnarvon Street_Columbia Street	NB	47701-293202	10	50	17	10	70	17	10	120	17	10	225	17	10	65	17	10	85	17	10	135	17	10	215	17
	SB	293202-47701	40	50	20	60	70	20	110	120	20	215	225	19	55	65	20	75	85	20	125	135	20	205	215	20
Sixth Street_Columbia Street_Front Street	NB	47707-47701	0	160	10	0	170	10	0	120	10	0	145	10	0	195	10	0	200	10	0	160	10	0	140	10
	SB	47701-47707	160	160	11	170	170	11	120	120	11	145	145	11	195	195	11	200	200	11	160	160	11	140	140	11
Sixth Street_Queens Avenue_Royal Avenue	NB	47704-47601	110	290	31	180	430	31	150	365	31	500	815	31	145	335	31	205	485	31	170	410	31	550	895	31
	SB	47601-47704	180	290	24	250	430	24	215	365	25	315	815	25	190	335	24	280	485	24	240	410	25	345	895	25
Sixth Street_Royal Avenue_Agnes Street	NB	47703-47704	90	155	16	140	260	16	110	240	16	200	475	16	105	175	16	165	300	16	125	275	16	250	580	16
	SB	47704-47703	65	155	42	120	260	42	130	240	42	275	475	42	70	175	42	135	300	42	150	275	42	330	580	42
Tannery Hwy 17 EB Off Ramp_103A Avenue_Tannery Road	EB	71017-71142	310	310	35	530	530	35	355	355	35	675	675	35	340	340	35	575	575	35	375	375	35	750	750	34
Tannery Hwy 17 EB Off Ramp_Highway 17_103A Avenue	EB	71050-71017	345	345	50	600	600	50	415	415	50	830	830	49	375	375	50	640	640	50	440	440	50	930	930	48
Tannery Hwy 17 EB On Ramp_Tannery Road_Highway 17	EB	71142-71153	50	50	70	75	75	70	65	65	70	215	215	70	55	55	70	85	85	70	70	70	70	255	255	69
Tannery Hwy 17 WB Off Ramp_Highway 17_Tannery Road	WB	71117-71143	90	90	88	130	130	88	45	45	88	60	60	88	110	110	88	160	160	88	50	50	88	70	70	88
		71143-71144	90	90	88	130	130	88	45	45	88	60	60	88	110	110	88	160	160	88	50	50	88	70	70	88
		71144-71154	90	90	40	130	130	38	45	45	40	60	60	39	110	110	39	160	160	35	50	50	40	70	70	38
Tannery Hwy 17 WB On Ramp_Tannery Road_Highway 17	WB	71154-71155	440	440	59	380	380	64	205	205	70	560	560	44	460	460	57	430	430	60	210	210	70	610	610	37
Tannery Road_Faulkner Road_Timberand Road	EB	71158-71104	10	20	21	20	35	21	15	35	21	15	60	21	10	20	21	20	35	21	15	35	21	15	65	21
	WB	71104-71158	10	20	21	15	35	21	20	35	21	45	60	21	10	20	21	15	35	21	20	35	21	50	65	21
Tannery Road_Tannery Hwy 17 EB On Ramp_120 Street	EB	71141-71102	325	895	26	560	1170	22	370	620	25	820	1405	23	355	975	25	610	1305	22	395	660	24	930	1570	22
		71142-71141	325	895	50	560	1170	50	370	620	50	820	1405	50	355	975	50	610	1305	50	395	660	50	930	1570	50
	WB	71102-71141	570	895	50	610	1170	50	250	620	50	585	1405	50	620	975	50	695	1305	50	265	660	50	640	1570	50
		71141-71142	570	895	16	610	1170	16	250	620	16	585	1405	16	620	975	16	695	1305	16	265	660	16	640	1570	16
Tannery Road_Tannery Hwy 17 WB On Ramp_Tannery Hwy 17 EB On Ramp	EB	71154-71142	80	665	29	125	750	29	100	370	29	315	855	29	90	725	29	145	860	29	105	385	29	375	950	28
	WB	71142-71154	585	665	26	625	750	27	270	370	29	540	855	24	635	725	25	715	860	26	280	385	29	575	950	22
Tannery Road_Timberland Road_Tannery Hwy 17 WB On Ramp	EB	71104-71154	55	265	17	70	385	17	110	230	17	340	405	17	55	305	17	70	440	17	115	240	17	400	465	17
	WB	71154-71104	210	265	42	315	385	42	120	230	42	65	405	42	250	305	42	370	440	42	125	240	42	65	465	42
Third Avenue_Fifth Street_Fourth Street	EB	47619-47615	25	320	21	55	420	21	75	265	21	200	490	20	30	355	21	65	475	21	85	285	21	210	525	19
	WB	47615-47619	295	320	42	365	420	42	190	265	42	290	490	42	325	355	42	410	475	42	200	285	42	315	525	42
Third Avenue_Fourth Street_Pine Street	EB	47615-292503	30	125	42	65	205	42	100	185	42	265	345	42	35	140	42	75	240	42	105	200	42	270	360	42
	WB	292503-47615	95	125	12	140	205	12	85	185	12	80	345	12	105	140	12	165	240	12	95	200	12	90	360	12
Third Avenue_Pine Street_Third Street	EB	292503-292501	65	95	42	125	190	42	110	160	42	155	310	42	75	110	42	135	225	42	120	175	42	165	335	42
	WB	292501-292503	30	95	42	65	190	42	50	160	42	155	310	42	35	110	42	90	225	42	55	175	42	170	335	42

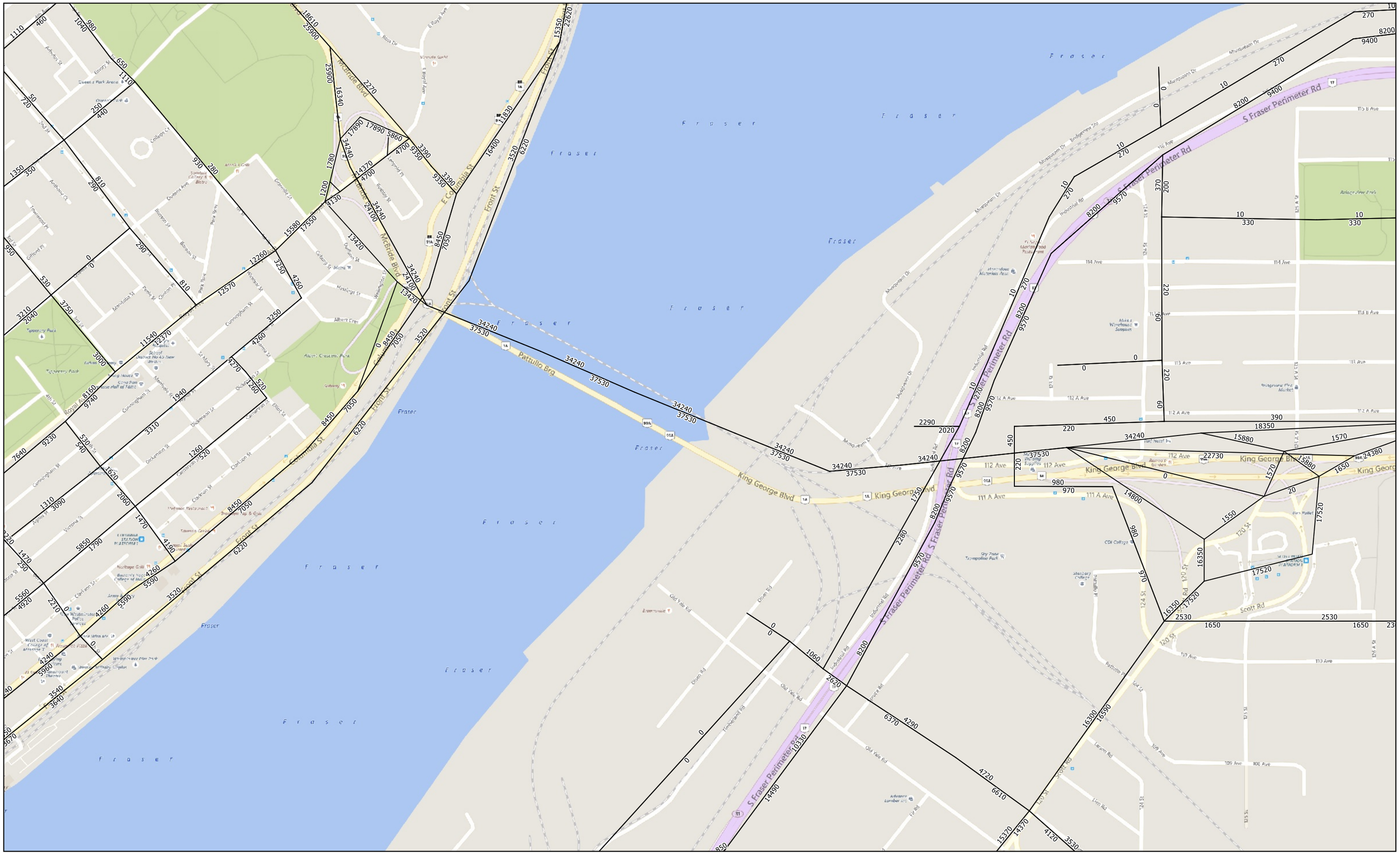
Third Avenue_Second Street_First Street	**EB**	47916-47918	5	10	24	5	20	24	15	35	24	50	55	24	5	10	24	10	30	24	15	35	24	60	65	24
	WB	47918-47916	5	10	24	15	20	24	20	35	24	5	55	24	5	10	24	20	30	24	20	35	24	5	65	24
Third Avenue_Third Street_Second Street	**EB**	292501-47916	5	90	25	5	80	25	15	40	25	45	230	25	5	115	25	5	110	25	15	55	25	50	250	25
	WB	47916-292501	85	90	42	75	80	42	25	40	42	185	230	42	110	115	42	105	110	42	40	55	42	200	250	42
Third Street_Fourth Avenue_Third Avenue	**NB**	292501-291907	90	110	42	80	90	42	75	95	42	125	135	42	110	130	42	100	105	42	80	105	42	130	145	42
	SB	291907-292501	20	110	26	10	90	26	20	95	26	10	135	26	20	130	26	5	105	26	25	105	26	15	145	26
Third Street_Queens Avenue_Royal Avenue	**NB**	292608-292505	305	480	17	260	460	20	220	370	23	270	470	20	315	495	16	270	480	20	220	380	23	270	490	20
	SB	292505-292608	175	480	24	200	460	23	150	370	24	200	470	23	180	495	24	210	480	23	160	380	24	220	490	23
Third Street_Third Avenue_Queens Avenue	**NB**	292505-292501	5	60	26	10	75	26	45	105	26	15	55	26	5	65	26	20	90	26	35	100	26	15	60	26
	SB	292501-292505	55	60	26	65	75	26	60	105	26	40	55	26	60	65	26	70	90	26	65	100	26	45	60	26
Timberland Road_Dock Road_Pine Road	**NB**	71055-71156	45	245	35	55	360	35	95	200	35	305	360	34	45	285	35	55	410	35	95	210	35	355	410	34
	SB	71156-71055	200	245	42	305	360	42	105	200	42	55	360	42	240	285	42	355	410	42	115	210	42	55	410	42
Timberland Road_Pine Road_Tannery Road	**NB**	71156-71104	55	265	42	70	385	42	110	230	42	340	405	42	55	305	42	70	440	42	115	240	42	400	465	42
	SB	71104-71156	210	265	24	315	385	24	120	230	24	65	405	24	250	305	24	370	440	24	125	240	24	65	465	24
Timberland Road_Robson Road_Dock Road	**NB**	71014-71055	45	245	42	55	360	42	95	200	42	305	360	42	45	285	42	55	410	42	95	210	42	355	410	42
	SB	71055-71014	200	245	42	305	360	42	105	200	42	55	360	42	240	285	42	355	410	42	115	210	42	55	410	42
Timberland Road_Tannery Road_Old Yale Road	**NB**	71104-71109	10	20	42	20	35	42	15	35	42	15	60	42	10	20	42	20	35	42	15	35	42	15	65	42
	SB	71109-71104	10	20	42	15	35	42	20	35	42	45	60	42	10	20	42	15	35	42	20	35	42	50	65	42
128 Street_114 Avenue_Bridgeview Drive	**NB**	71230-71209	35	235	42	70	440	42	120	280	42	440	550	42	40	255	42	80	470	42	130	300	42	465	585	42
		71243-71230	35	235	42	70	440	42	120	280	42	440	550	42	40	255	42	80	470	42	130	300	42	465	585	42
	SB	71209-71230	200	235	42	370	440	42	160	280	42	110	550	42	215	255	42	390	470	42	170	300	42	120	585	42
		71230-71243	200	235	16	370	440	6	160	280	17	110	550	18	215	255	16	390	470	5	170	300	17	120	585	18
Highway 17_Bridgeview Drive_To East	**EB**	71238-71215	675	1935	88	970	2130	88	565	1205	88	1185	2000	88	735	2100	88	1085	2355	88	605	1265	88	1335	2245	88
	WB	71215-71238	1260	1935	46	1160	2130	47	640	1205	49	815	2000	48	1365	2100	44	1270	2355	46	660	1265	49	910	2245	48
114 Avenue_124 Street Frontage Road_128 Street	**EB**	71219-71209	5	10	27	5	10	27	0	0	27	5	10	27	5	10	27	5	10	27	0	0	27	5	10	27
		71223-71228	5	10	42	5	10	42	0	0	42	5	10	42	5	10	42	5	10	42	0	0	42	5	10	42
		71228-71219	5	10	27	5	10	27	0	0	27	5	10	27	5	10	27	5	10	27	0	0	27	5	10	27
	WB	71209-71219	5	10	27	5	10	27	0	0	27	5	10	27	5	10	27	5	10	27	0	0	27	5	10	27
		71219-71228	5	10	42	5	10	42	0	0	42	5	10	42	5	10	42	5	10	42	0	0	42	5	10	42
		71228-71223	5	10	29	5	10	29	0	0	29	5	10	29	5	10	29	5	10	29	0	0	29	5	10	29
124 Street Frontage Road_114 Avenue_112A Avenue	**NB**	71235-71223	5	10	42	5	10	42	0	0	42	5	10	42	5	10	42	5	10	42	0	0	42	5	10	42
	SB	71223-71235	5	10	42	5	10	42	0	0	42	5	10	42	5	10	42	5	10	42	0	0	42	5	10	42
Highway 17_124 Street Hwy 17 EB On Ramp_124 Street Hwy 17 WB Off Ramp	**EB**	71225-71200	265	820	88	585	945	88	350	620	88	1015	1395	88	310	885	88	700	1050	88	370	650	88	1095	1505	88
	WB	71200-71225	555	820	5	360	945	14	270	620	17	380	1395	13	575	885	5	350	1050	14	280	650	16	410	1505	12
124 Street_124 Street EB On Ramp_124 Street Hwy 17 EB Off Ramp	**NB**	71162-71225	15	570	50	135	495	50	15	285	50	100	480	50	35	610	50	175	525	50	20	300	50	90	500	50
	SB	71225-71162	555	570	35	360	495	48	270	285	49	380	480	47	575	610	34	350	525	48	280	300	49	410	500	46
Highway 17_Tannery Hwy 17 WB Off Ramp_124 Street	**EB**	71117-71135	560	1095	88	815	1535	88	615	950	88	1345	1690	88	580	1175	88	885	1705	88	630	975	88	1445	1835	88
		71135-71227	560	1095	88	815	1535	88	615	950	88	1345	1690	88	580	1175	88	885	1705	88	630	975	88	1445	1835	88
		71227-71226	560	1095	88	815	1535	88	615	950	88	1345	1690	88	580	1175	88	885	1705	88	630	975	88	1445	1835	88
		71226-71137	560	1095	88	815	1535	88	615	950	88	1345	1690	88	580	1175	88	885	1705	88	630	975	88	1445	1835	88
	WB	71135-71117	535	1095	88	720	1535	88	335	950	88	345	1690	88	595	1175	88	820	1705	88	345	975	88	390	1835	88
		71226-71227	535	1095	88	720	1535	88	335	950	88	345	1690	88	595	1175	88	820	1705	88	345	975	88	390	1835	88
		71227-71135	535	1095	88	720	1535	88	335	950	88	345	1690	88	595	1175	88	820	1705	88	345	975	88	390	1835	88
		71137-71226	535	1095	88	720	1535	88	335	950	88	345	1690	88	595	1175	88	820	1705	88	345	975	88	390	1835	88
112 Avenue_111A Avenue Underpass_124 Street Frontage Road	**EB**	71204-71235	5	10	42	5	10	42	0	0	42	5	10	42	5	10	42	5	10	42	0	0	42	5	10	42
	WB	71235-71204	5	10	28	5	10	28	0	0	28	5	10	28	5	10	28	5	10	28	0	0	28	5	10	28
Royal Avenue_McBride Off Ramp_McBride Boulevard	**EB**	47907-47902	125	1485	12	205	1350	12	235	935	12	245	1340	11	135	1560	12	220	1380	12	250	960	11	280	1420	11
		48070-48072	125	1485	50	205	1350	50	235	935	50	245	1340	50	135	1560	50	220	1380	50	250	960	50	280	1420	50
		48072-47907	125	1485	50	205	1350	50	235	935	50	245	1340	50	135	1560	50	220	1380	50	250	960	50	280	1420	50
	WB	47902-47907	1360	1485	50	1145	1350	50	700	935	50	1095	1340	50	1425	1560	50	1160	1380	50	710	960	50	1140	1420	50
		47907-48072	1360	1485	50	1145	1350	50	700	935	50	1095	1340	50	1425	1560	50	1160	1380	50	710	960	50	1140	1420	50
		48072-48070	1360	1485	50	1145	1350	50	700	935	50	1095	1340	50	1425	1560	50	1160	1380	50	710	960	50	1140	1420	50
Royal Avenue Pattullo Off Ramp_Pattullo Bridge_McBride SB	**NB**	47908-47902	1485	1485	6	1140	1140	9	625	625	10	1155	1155	9	1585	1585	5	1150	1150	9	645	645	10	1230	1230	8
Old Yale Road_Bridge Road_Spruce Road	**EB**	71175-612101	15	215	50	25	355	50	70	185	50	330	360	50	15	250	50	25	415	50	75	210	50	375	405	50
	WB	612101-71175	200	215	50	330	355	50	115	185	50	30	360	50	235	250	50	390	415	50	135	210	50	30	405	50
Columbia Street_Fourth Street_McBride Boulevard	**EB**	47702-48003	105	780	25	250	855	25	265	575	25	650	1160	25	70	780	25	250	865	25	265	590	25	660	1205	25
		48003-48074	105	780	42	250	855	42	265	575	42	650	1160	41	70	780	42	250	865	42	265	590	42	660	1205	41
		48074-48077	105	780	31	250	855	30	265	575	30	650	1160	22	70	780	31	250	865	30	265	590	30	660	1205	21
	WB	48003-47702	675	780	17	605	855	20	310	575	25	510	1160	23	710	780	16	615	865	19	325	590	25	545	1205	22
		48074-48003	675	780	41	605	855	42	310	575	42	510	1160	42	710	780	41	615	865	42	325	590	42	545	1205	42
		48077-48074	675	780	41	605	855	42	310	575	42	510	1160	42	710	780	41	615	865	42	325	590	42	545	1205	42
Highway 17 Pattullo Off Ramp_Pattullo Bridge_Highway 17	**WB**	71116-71134	645	645	29	420	420	46	325	325	49	435	435	46	650	650	29	420	420	46	330	330	49	395	395	47
Pattullo Bridge_Highway 17 Pattullo Off Ramp_120 Street West Ramps	**NB**	71136-71133	4130	5800	20	3435	6175	31	2095	3895	48	3345	7085	33	4360	6120	17	3495	6415	30	2150	4060	47	3470	7235	30
		71202-71136	4130	5800	20	3435	6175	31	2095	3895	48	3345	7085	33	4360	6120	17	3495	6415	30	2150	4060	47	3470	7235	30
	SB	71116-71133	1670	5800	49	2740	6175	42	1800	3895	49	3740	7085	26	1760	6120	49	2920	6415	39	1910	4060	48	3765	7235	25
		71133-71136	1670	5800	49	2740	6175	42	1800	3895	49	3740	7085	26	1760	6120	49	2920	6415	39	1910	4060	48	3765	7235	25
		71136-71202	1670	5800	49	2740	6175	42	1800	3895	49	3740	7085	26	1760	6120	49	2920	6415	39	1910	4060	48	3765	7235	25
Pattullo Bridge North Approach_Royal Avenue Pattullo On Ramp_Pattullo Bridge	**NB**	48007-48073	3080	4650	37	2545	4600	44	1280	2725	50	2615	5075	43	3235	4865	34	2595	4730	43	1315	2835	50	2725	5220	42
	SB	48073-48007	1570	4650	34	2055	4600	18	1445	2725	38	2460	5075	9	1630	4865	32	2135	4730	16	1520	2835	36	2495	5220	9
Columbia Street Pattullo Off Ramp_Columbia Street_Pattullo Bridge	**NB**	48007-48201	1050	1050	47	885	885	49	815	815	49	735	735	49	1120	1120	46	900	900	49	835	835	49	745	745	49
Royal Avenue Pattullo On Ramp_Royal Avenue_Pattullo Bridge North Approach	**EB**	48070-48073	680	680	19	900	900	6	680	680	18	1100	1100	3	715	715	16	940	940	5	715	715	16	1115	1115	2
Columbia Street Pattullo On Ramp_Columbia Street On Ramp_Pattullo Bridge	**SB**	48076-48007	750	750	49	1100	1100	46	685	685	50	1720	1720	29	780	780	49	1205	1205	45	720	720	50	1665	1665	31
		48201-48076	750	750	49	1100	1100	46	685	685	50	1720	1720	29	780	780	49	1205	1205	45	720	720	50	1665	1665	31
Columbia Street_McBride Boulevard_Columbia Street Pattullo Ramps	**NB**	48077-48201	205	765	42	400	1020	42	415	835	42	800	1310	41	180	745	42	415	1045	42	425	850	42	845	1360	41
	SB	48201-48077	560	765	4	620	1020	3	420	835	8	510	1310	5	565	745	4	630	1045	2	425	850	8	515	1360	5
120 Street Pattullo WB On Ramp Flyover_120 Street NB_Pattullo Bridge 120 Street On Ramp	**WB**	71166-71129	1205	1205	45	1035	1035	47	610	610	50	1095	1095	46	1280	1280	43	1080	1080	47	620	620	50	1130	1130	46
		71129-71165	1205	1205	45	1035	1035	47	610	610	50	1095	1095	46	1280	1280	43	1080	1080	47	620	620	50	1130	1130	46
		71165-71164	1205	1205	45	1035	1035	47	610	610	50	1095	1095	46	1280	1280	43	1080	1080	47	620	620	50	1130	1130	46
120 Street KGB EB On Ramp_120 Street NB_King George Boulevard	**EB**	71166-71127	75	75	50	85	85	50	120	120	50	120	120	50	90	90	50	95	95	50	135	135	50	120	120	50
		71127-71119	75	75	50	85	85	50	120	120	50	120	120	50	90	90	50	95	95	50	135	135	50	120	120	50
111A Avenue_111A Avenue Underpass_120 Street	**EB**	71118-71110	15	135	33	15	190	33	45	115	33	205	220	30	15	150	33	15	215	33	45	120	33	235	250	30
	WB	71110-71118	120	135	42	175	190	42	70	115	42	15	220	42	135	150	42	200	215	42	75	120	42	15	250	42
110 Avenue_126A Street_128 Street	**EB**	71121-71115	5	360	38	10	420	38	20	110	38	475	485	33	5	420	38	10	475	38	25	130	38	540	550	31
	WB	71115-71121	355	360	50	410	420	50	90	110	50	10	485	50	415	420	50	465	475	50	105	130	50	10	550	50
Highway 17_Highway 17 Pattullo Off Ramp_Tannery Hwy 17 WB Off Ramp	**EB**	71134-71117	560	1000	88	815	1410	88	615	905	88	1345	1625	88	580	1065	88	885	1545	88	630	925	88	1445	1760	88
	WB	71117-71134	440	1000	80	595	1410	80	290	905	80	280	1625	80	485	1065	80	660	1545	79	295	925	80	315	1760	80
111A Avenue Underpass_111A Avenue_112 Avenue	**NB**	71118-71204	5	10	42	5	10	42	0	0	42	5	10	42	5	10	42	5	10	42	0	0	42	5	10	42
	SB	71204-71118	5	10	42	5	10	42	0	0	42	5	10	42	5	10	42	5	10	42	0	0	42	5	10	42
King George Boulevard_120 Street KGB West Ramps_120 Street east ramps	**EB**	71123-71119	1215	3320	60	1710	3440	59	1160	2110	60	2325	3770	55	1255	3505	60	1780	3550	59	1235	2225	60	2390	3890	55
		71202-71123	1215	3320	60	1710	3440	59	1160	2110	60	2325	3770	55	1255	3505	60	1780	3550	59	1235	2225	60	2390	3890	55
	WB	71119-71123	2105	3320	57	1730	3440	59	950	2110	60	1445	3770	60	2250	3505	56	1770	3550	59	990	2225	60	1500	3890	59
		71123-71202	2105	3320	25	1730	3440	39	950	2110	58	1445	3770	49	2250	3505	20	1770	3550	38	990	2225	58	1500	3890	48
Highway 17_Tannery Hwy 17 EB On Ramp_Highway 17 Pattullo Off Ramp	**EB**	71153-71120	560	1650	88	815	1830	88	615	1230	88	1345	2065	88	580	1715	88	885	1965	88	630	1255	88	1445	2160	88
	WB	71120-71153	1090	1650	88	1015	1830	88	615	1230	88	720	2065	88	1135	1715	88	1080	1965	88	625	1255	88	715	2160	88
Highway 17_Old Yale Road_Highway 17 Pattullo Off Ramp	**EB**	71120-71134	560	1650	88	815	1830	88	615	1230	88	1345	2065	88	580	1715	88	885	1965	88	630	1255	88	1445	2160	88
	WB	71134-71120	1090	1650	88	1015	1830	88	615	1230	88	720	2065	88	1135	1715	88	1080	1965	88	625	1255	88	715	2160	88
Scott Road Extension_Scott Road Extension KGB WB Ramps_Scott Road Extension Pattullo EB Off Ramps	**NB**	71124-71161	15	65	50	135	195	50	15	35	50	100	120	50	35	90	50	175	250	50	20	45	50	90	110	50
	SB	71161-71124	50	65	50	60	195	50	20	35	50	20	120	50	55	90	50	75	250	50	25	45	50	20	110	50
Scott Road Extension_Scott Road Extension Pattullo EB Off Ramps_120 Street KGB On Ramps	**NB**	71125-71124	10	510	50	10	975	50	15	680	50	60	1455	50	10	545	50	10	1065	50	20	715	50	65	1440	50
	SB	71124-71125	500	510	50	965	975	50	665	680	50	1395	1455	50	535	545	50	1055	1065	50	695	715	50	1375	1440	50
120 Street NB On Ramps to Pattullo and KGB_120 Street_120 Street KGB On Ramp Split	**EB**	71125-71166	1280	1280	50	1115	1115	50	730	730	50	1215	1215	50	1370	1370	50	1175	1175	50	755	755	50	1250	1250	50
Scott Road Extension Pattullo Off Ramp Loop_Scott Road Extension Pattullo Off Ramp_Scott Road Extension NB	**EB**	71130-71124	5	5	50	120	120	50	0	0	50	40	40	50	30	30	50	160	160	50	0	0	50	25	25	50
		71128-71130	5	5	50	120	120	50	0	0	50	40	40	50	30	30	50	160	160	50	0	0	50	25	25	50
		71163-71128	5	5	50	120	120	50	0	0	50	40	40	50	30	30	50	160	160	50	0	0	50	25	25	50
Highway 17_124 Street Hwy 17 EB Off Ramp_124 Street Hwy 17 EB On Ramp	**EB**	71137-71225	250	250	11	450	450	11	335	335	11	915	915	9	275	275	11	525	525	11	350	350	11	1005	1005	8
124 Street Hwy 17 EB Off Ramp_Highway 17_124 Street	**EB**	71137-71162	310	310	45	360	360	40	280	280	47	435	435	31	310	310	45	355	355	41	280	280	47	440	440	30
124 Street Pattullo Bridge On Ramp_124 Street SB_Pattullo Bridge 120 Street On Ramp	**WB**	71161-71164	820	820	49	670	670	50	530	530	50	805	805	49	830	830	49	645	645	50	540	540	50	840	840	49
124 Street_Highway 17_120 Street KGB WB Ramps	**NB**	71161-71162	15	880	50	135	855	50	15	565	50	100	915	50	35	915	50	175	885	50	20	580	50	90	940	50
	SB	71162-71161	865	880	49	720	855	50	550	565	50	815	915	49	880	915	49	710	885	50	560	580	50	850	940	49
Scott Road Extension Pattullo Off Ramp_Scott Road Extension Pattullo Off Ramp_Scott Road Extension SB	**EB**	71163-71124	450	450	50	910	910	49	645	645	50	1375	1375	40	480	480	50	980	980	48	675	675	50	1350	1350	41
Scott Road Extension Pattullo On Ramp_Flyover Ramp and 124 Street Ramp_Pattullo Bridge	**WB**	71164-71202	2025	2025	12	1700	1700	22	1140	1140	43	1900	1900	16	2110	2110	11	1725	1725	21	1160	1160	42	1970	1970	14
Highway 17_124 Street Hwy 17 EB Off Ramp_124 Street Hwy 17 WB Off Ramp	**WB**	71200-71137	535	535	88	720	720	88	335	335	88	345	345	88	595	595	88	820	820	88	345	345	88	390	390	88
Scott Road Extension Pattullo Off Ramp_Pattullo Bridge_120 Street Pattullo EB Off Ramp Split	**EB**	71202-71163	460	460	50	1030	1030	47	645	645	50	1415	1415	39	505	505	50	1140	1140	46	675	675	50	1380	1380	40

ATTACHMENT 2

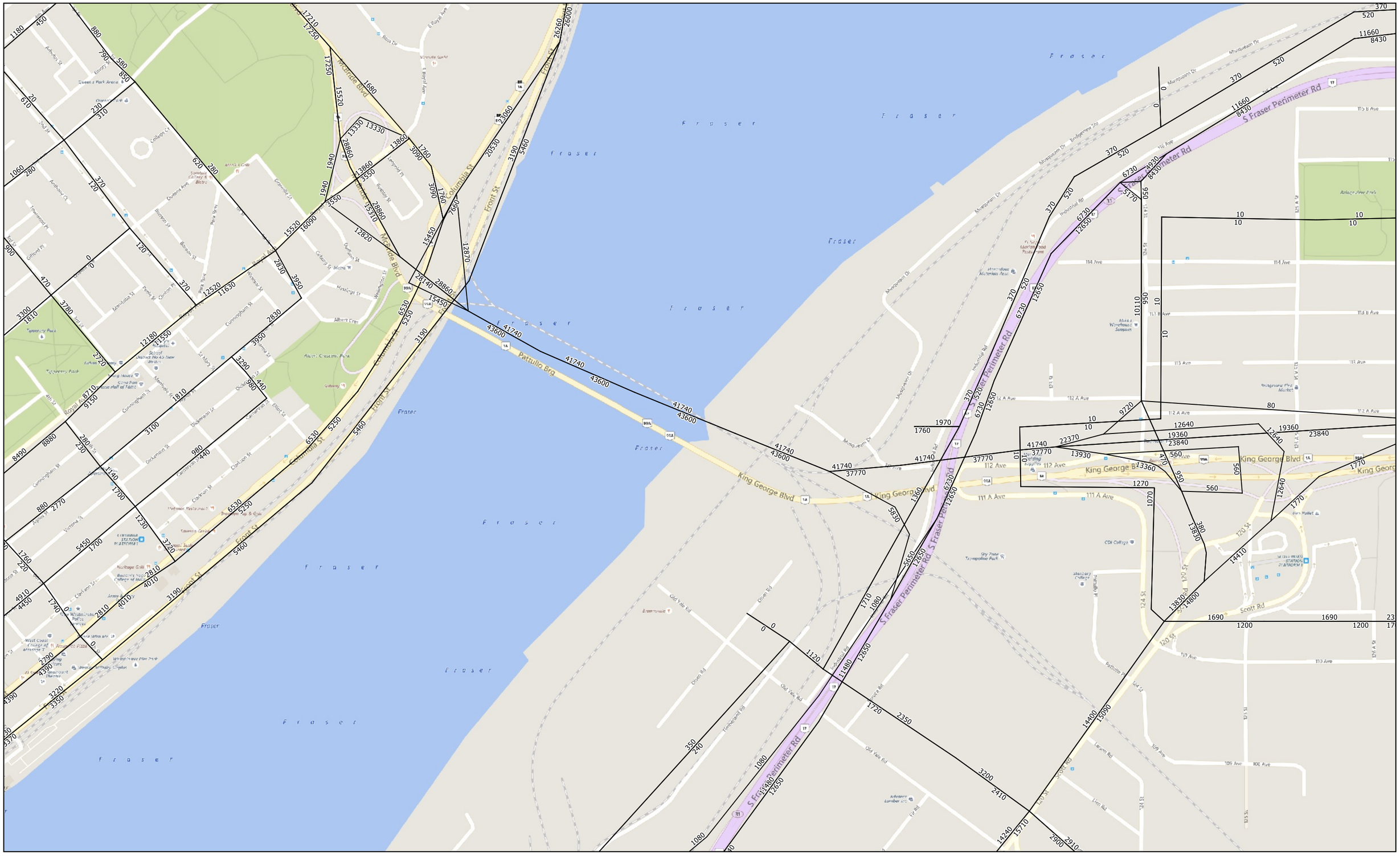
Traffic Data for Noise

AADT - Base 2014

AADT - 3L-U 2023



AADT - 3L-U 2030



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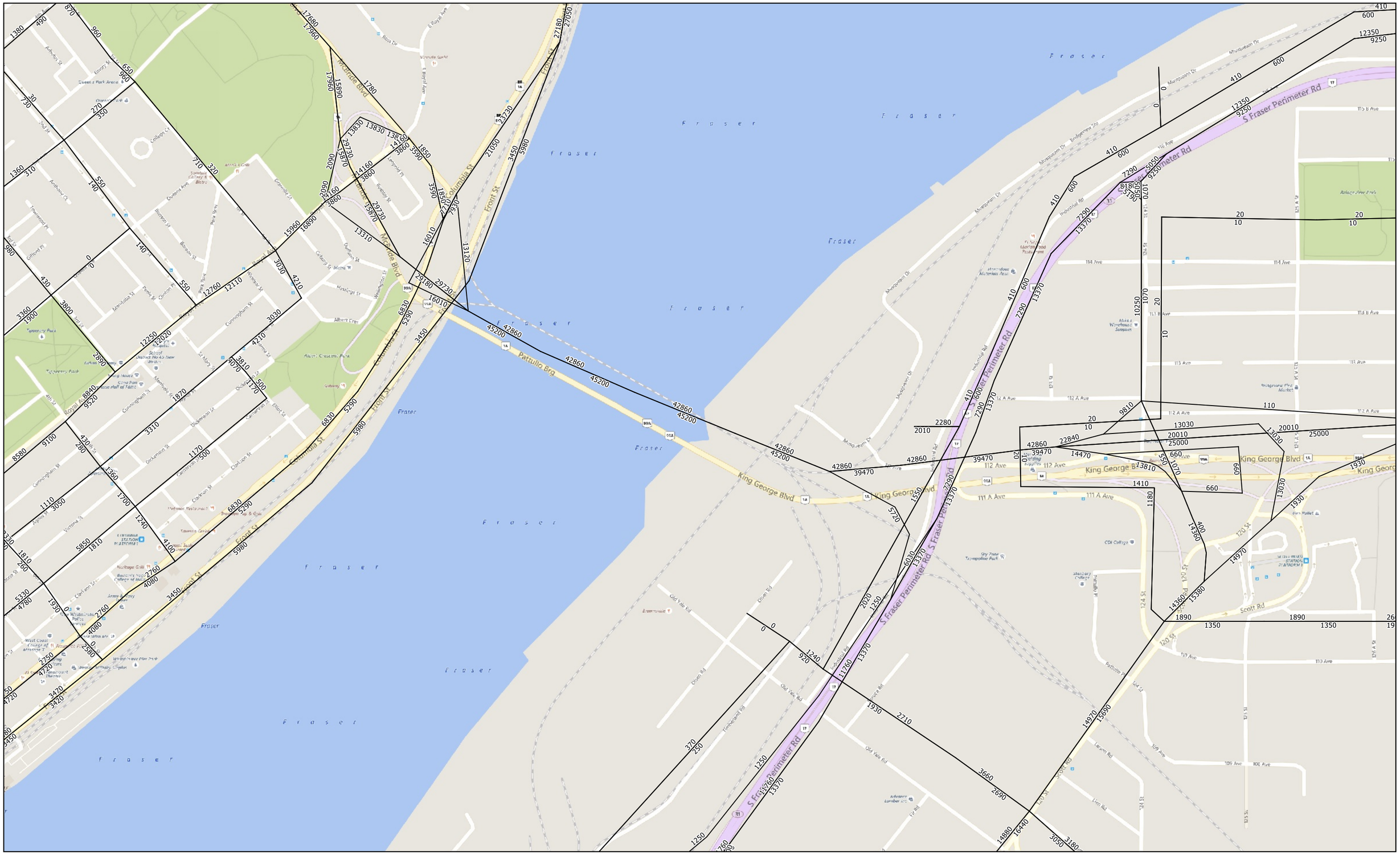

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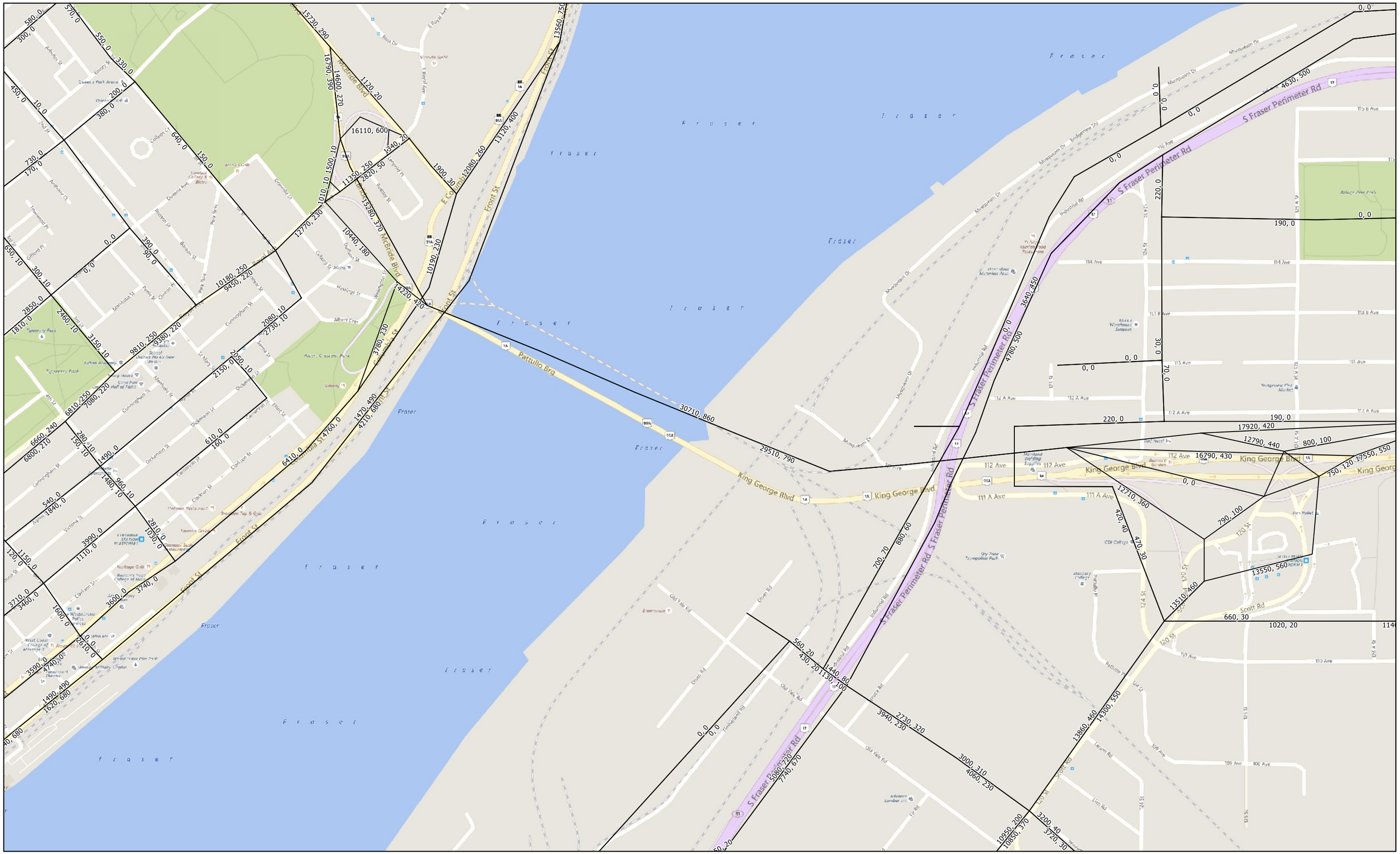
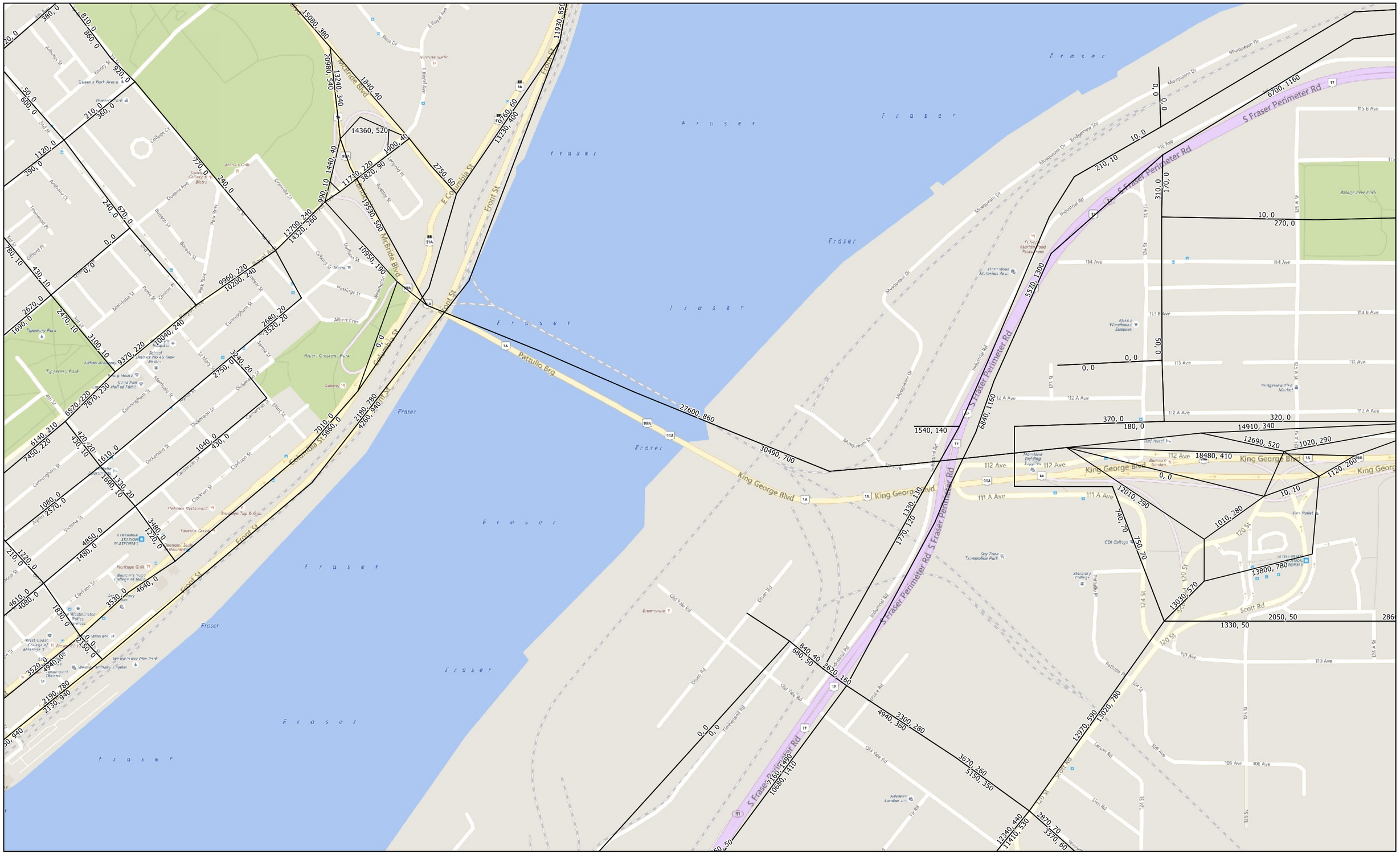


Day - Base 2014

Day - 3L-U 2023


Fraser
Front St
E Columbia St
McBride Blvd
Pattullo Brg
Columbia St
King George Blvd
S Fraser Perimeter Rd
Scott Rd
14360, 520
1900, 40
2750, 60
13230, 400
9760, 60
11930, 850
15080, 380
20980, 540
13240, 340
1840, 40
11740, 220
3820, 90
19530, 500
990, 10
1440, 40
12700, 240
14320, 260
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10200, 240
10040, 240
9370, 220
3100, 10
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1690, 0
780, 10
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920, 0
860, 0
810, 0
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6570, 220
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6140, 210
7450, 220
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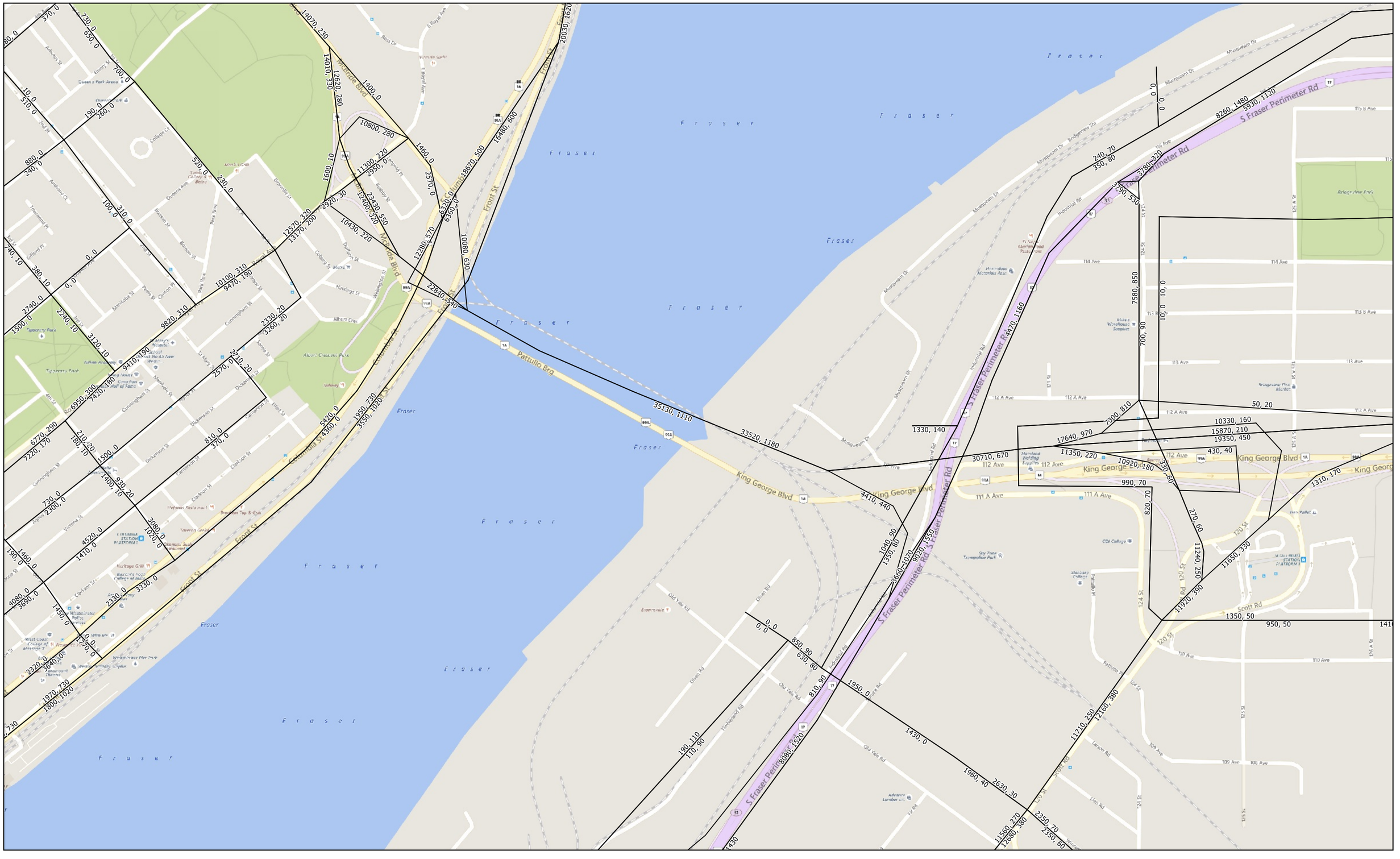
Day - 3L-U 2030


Fraser
Front St
Columbia St
Brunette Ave
Pattullo Brg
King George Blvd
S Fraser Perimeter Rd
112 Ave
111 A Ave
120 St
124 St
Scott Rd
Old Yale Rd
Timberland Rd
Queens Park Arena
Tipperary Park
Albert Crescent Park
Ridge View Park
Fraser Valley Trade Centre
Queen's Park Casino & Bistro
Heritage Grill
Tavern Top & Grill
Fraser Valley Heritage Park
Fraser Valley Trade Exhibition
CDI College
Sky Zone Trampoline Park
Surrey Fusion Theatre
Surrey Pioneer Village
Surrey Museum
Surrey Fire Fighters Museum
Surrey Police Service
Surrey Fire Service
Surrey Fire Hall #1
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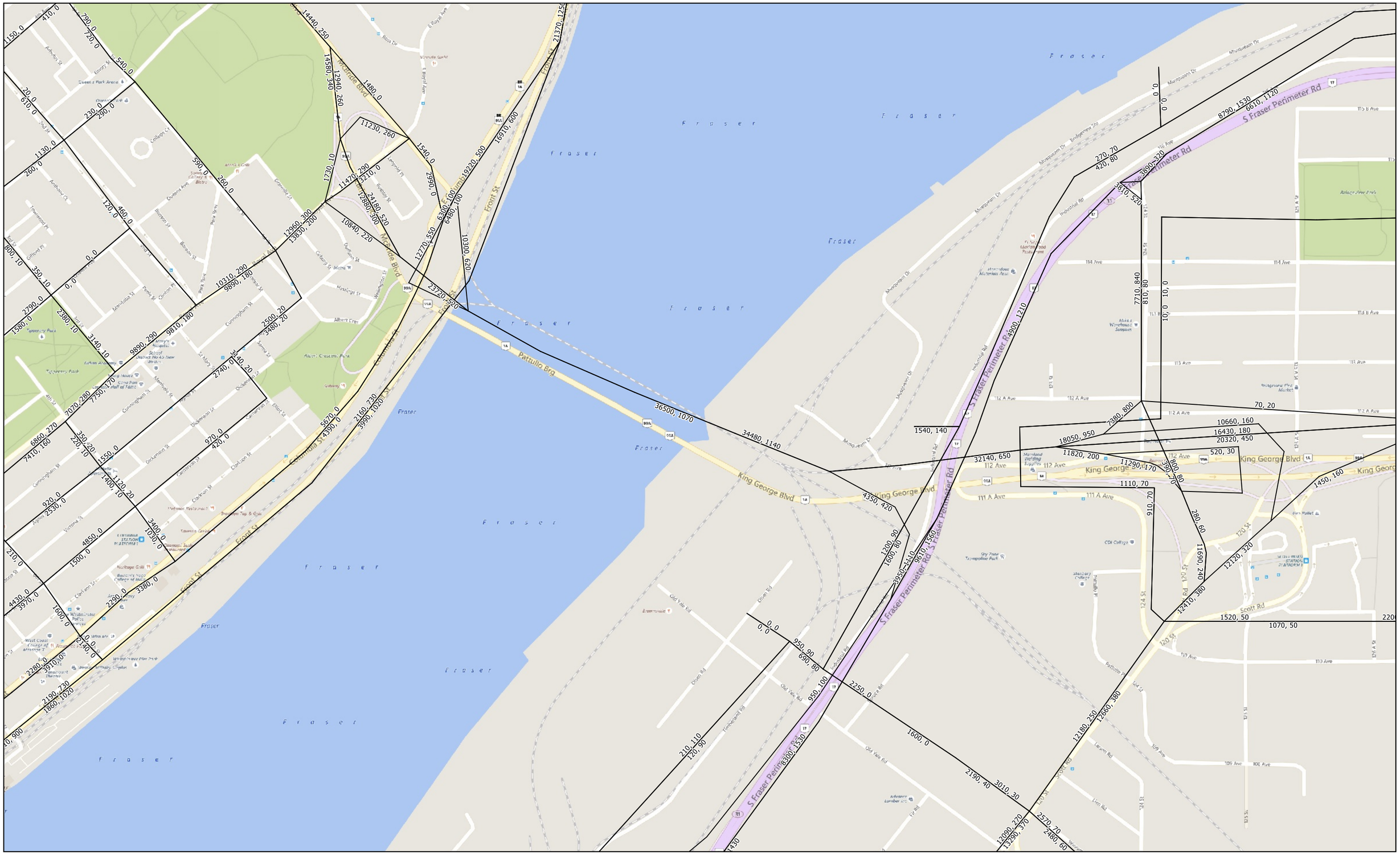
Day - 4L-U 2023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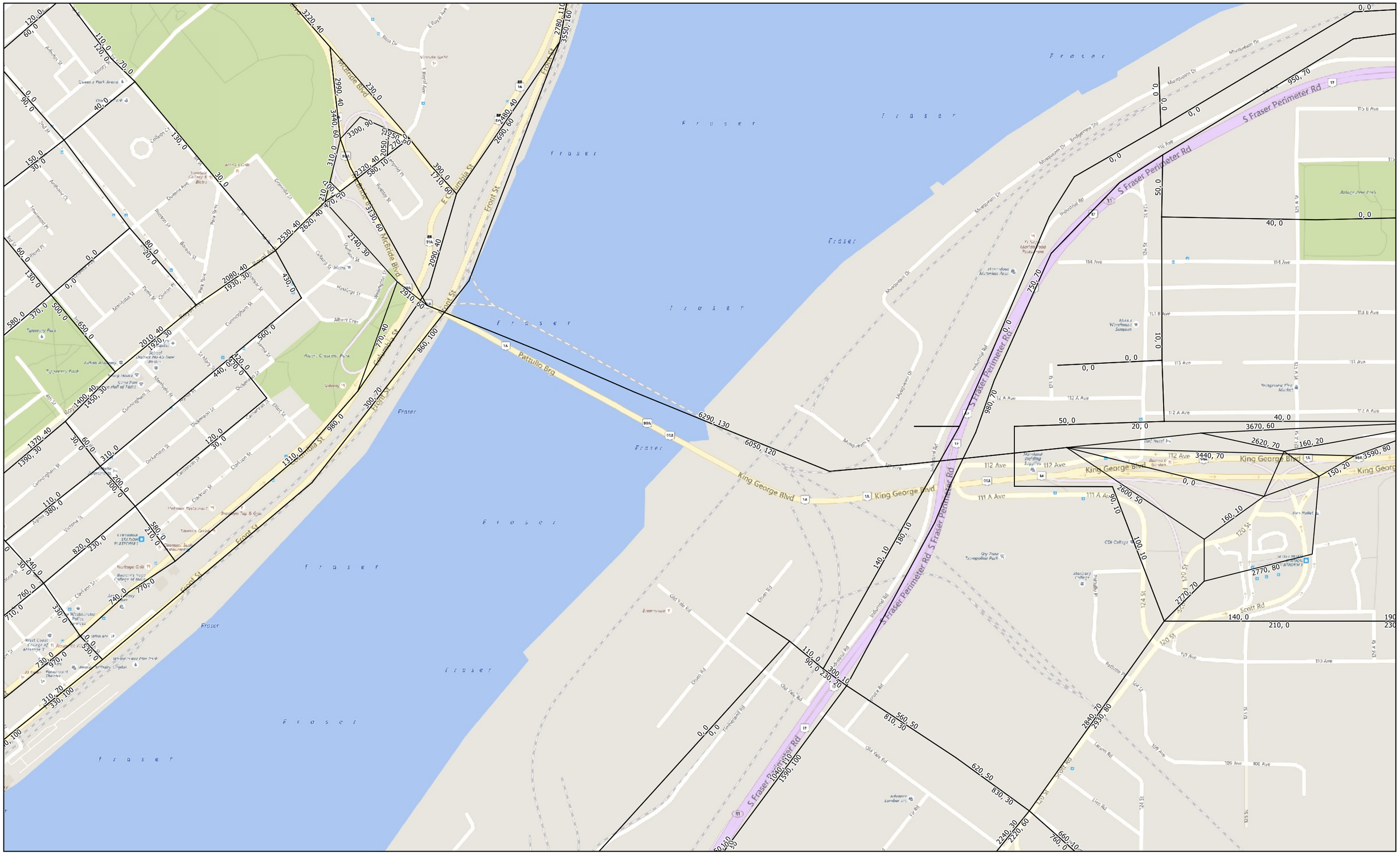
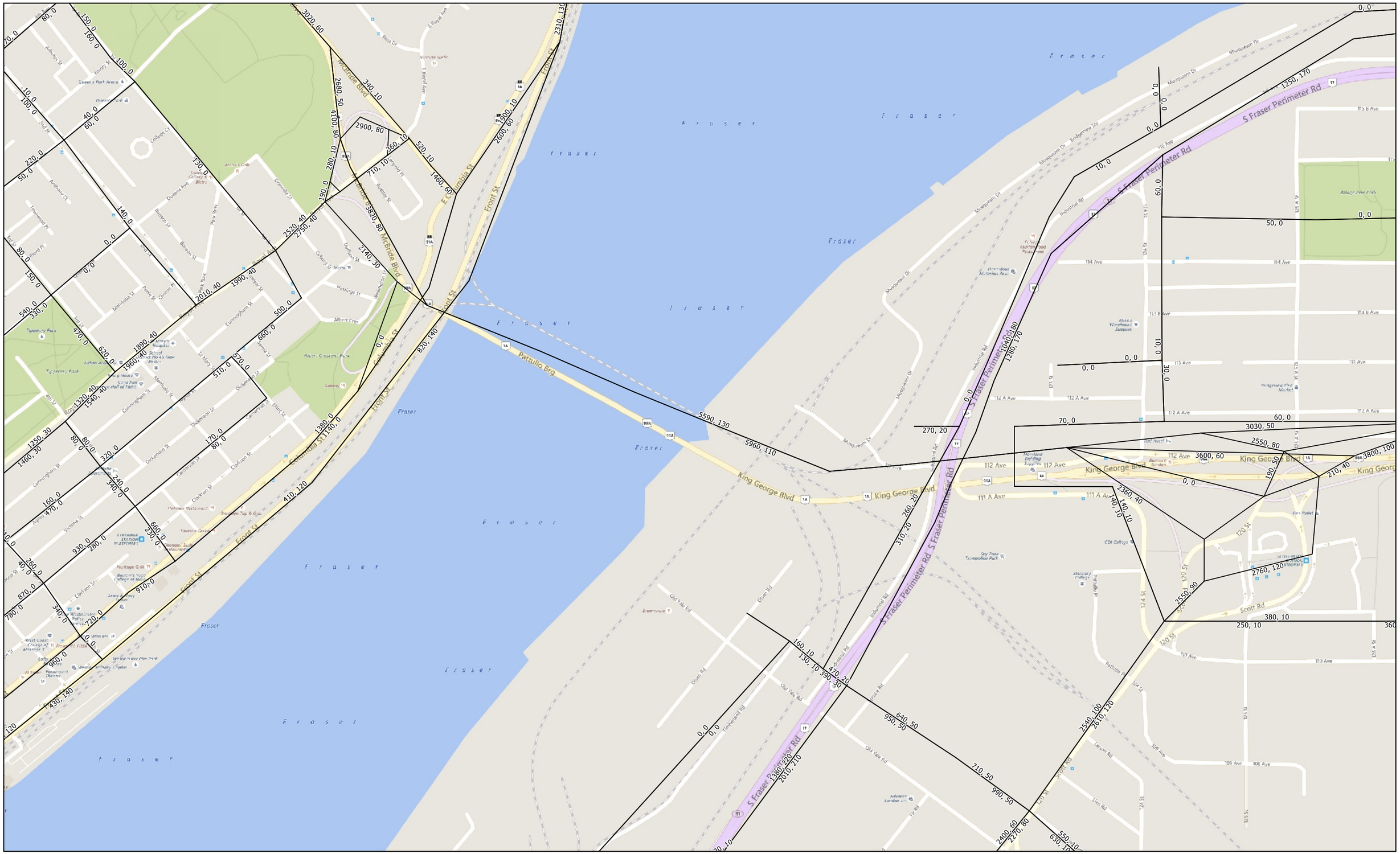
Day - 4L-U 2030



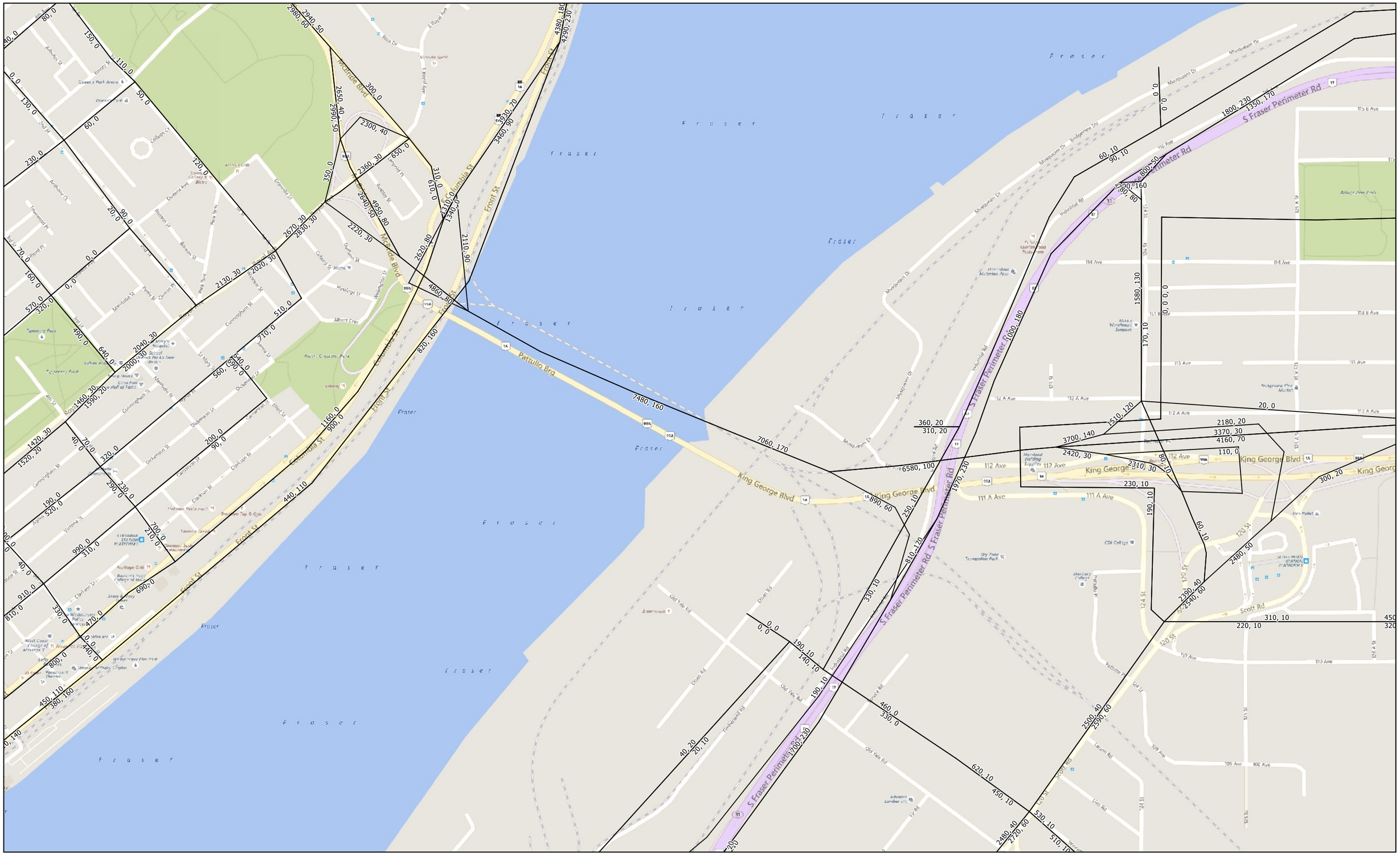
Night - Base 2014



Night - 3L-U 2023

Night - 3L-U 2030

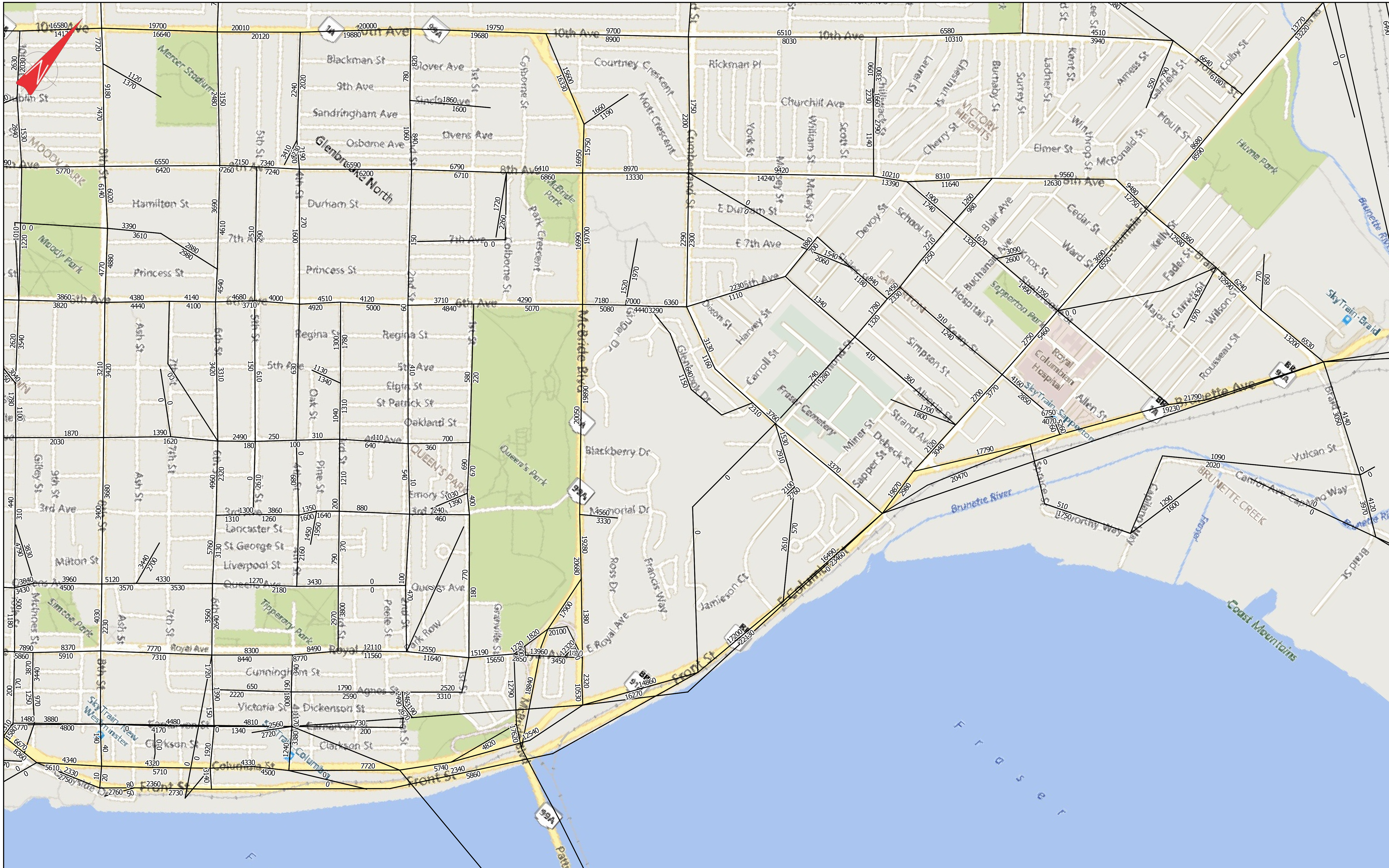
Night - 4L-U 2023



Night - 4L-U 2030

ATTACHMENT 3

Traffic Data for Community Impact



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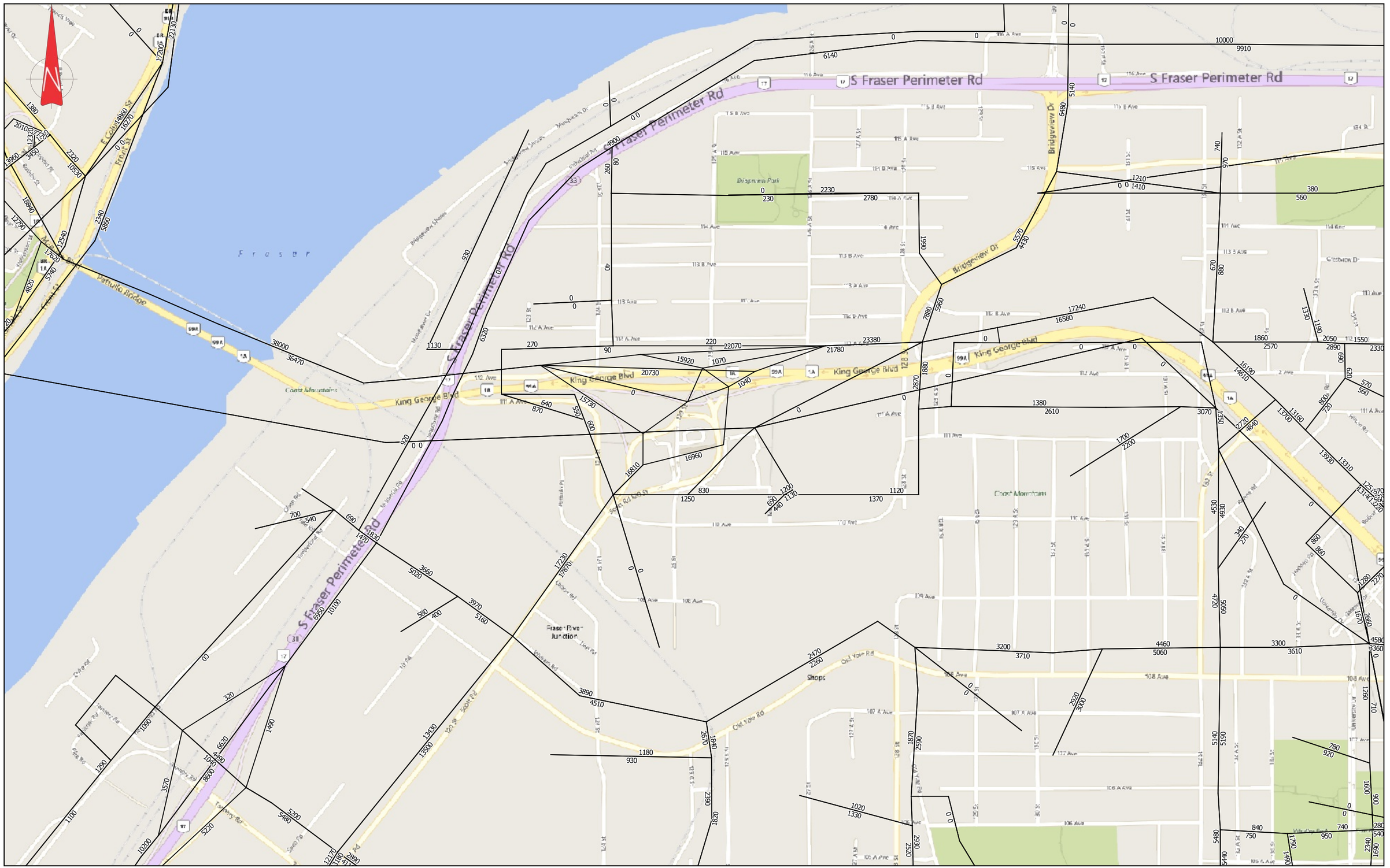
New Westminster



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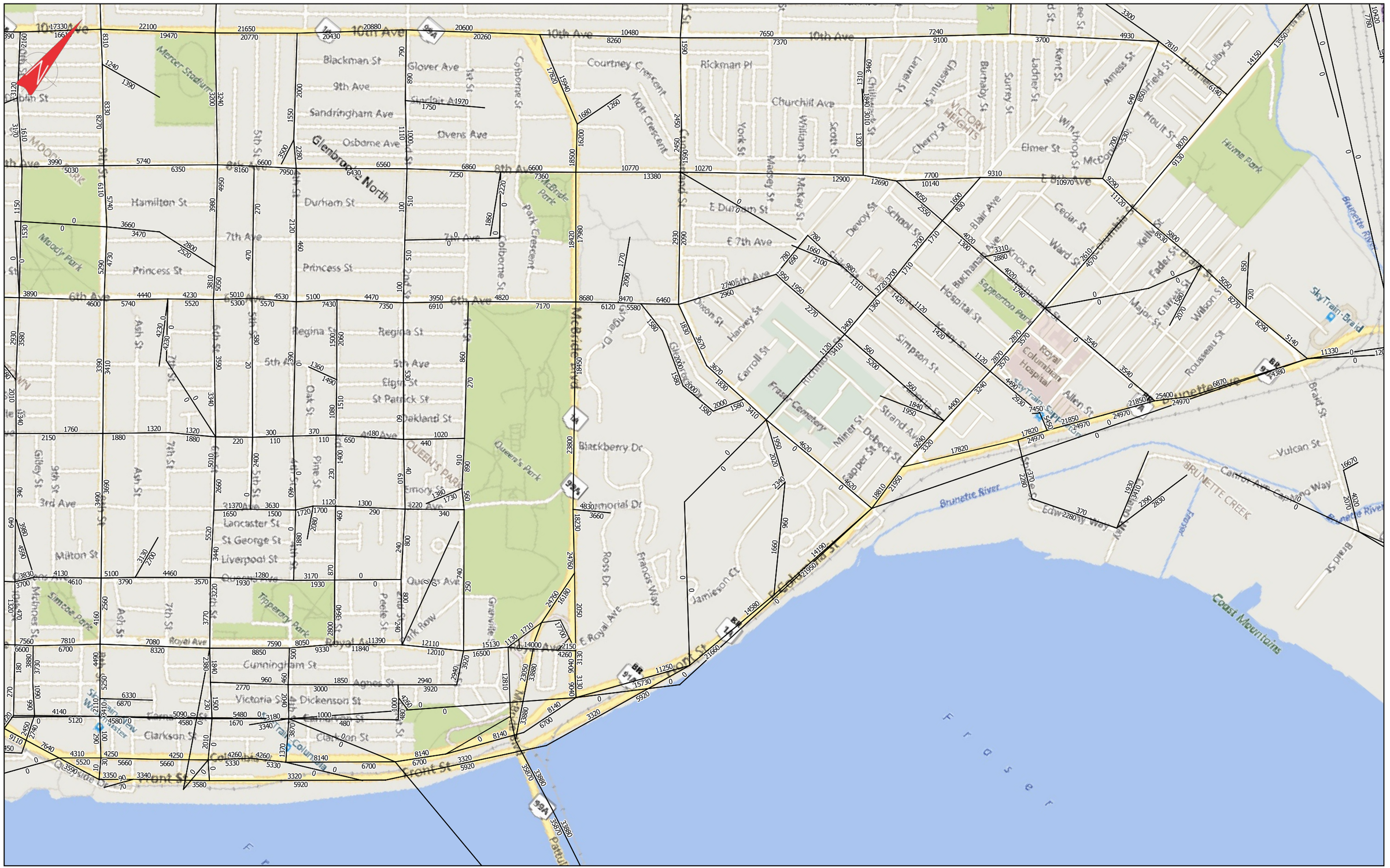

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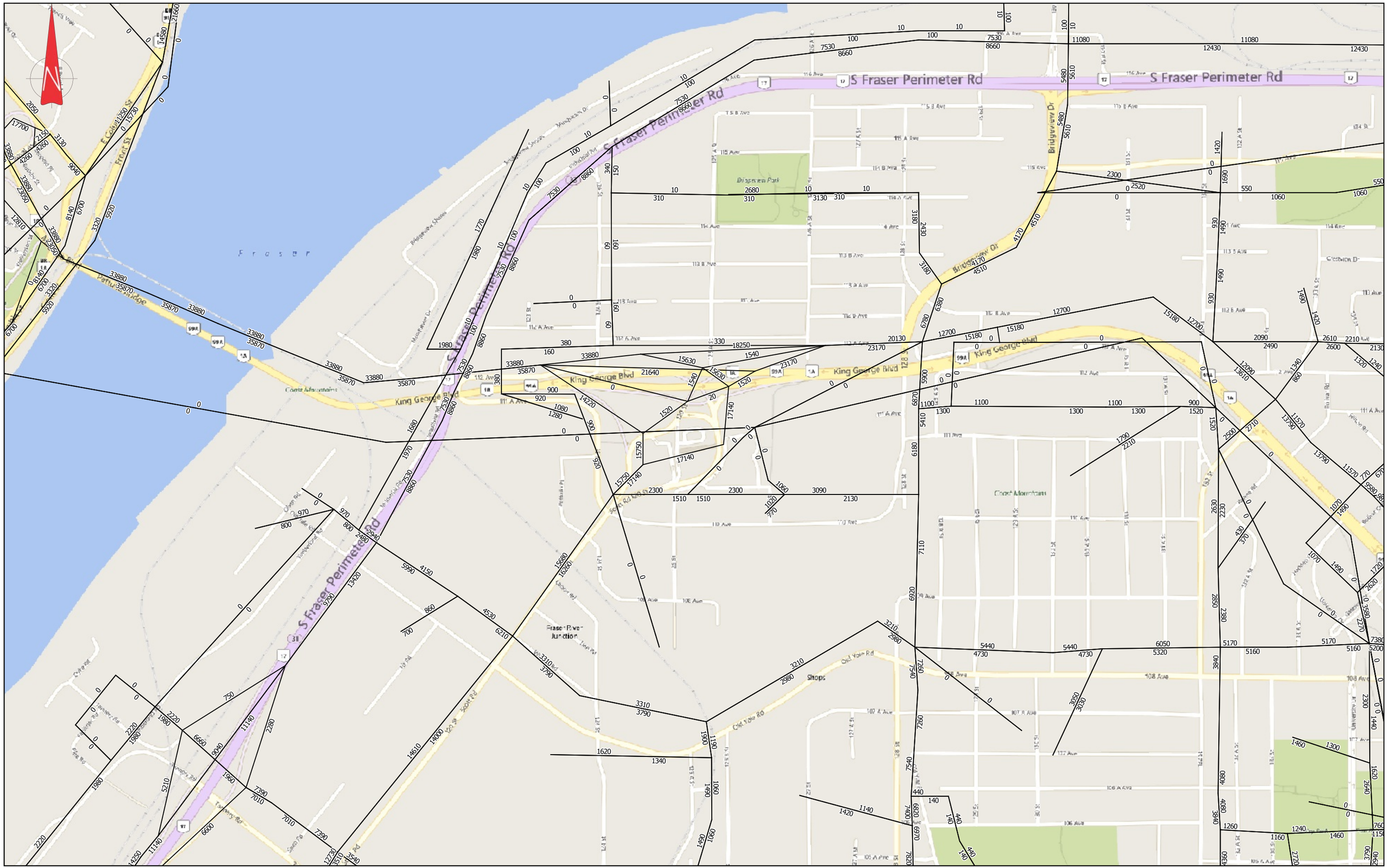

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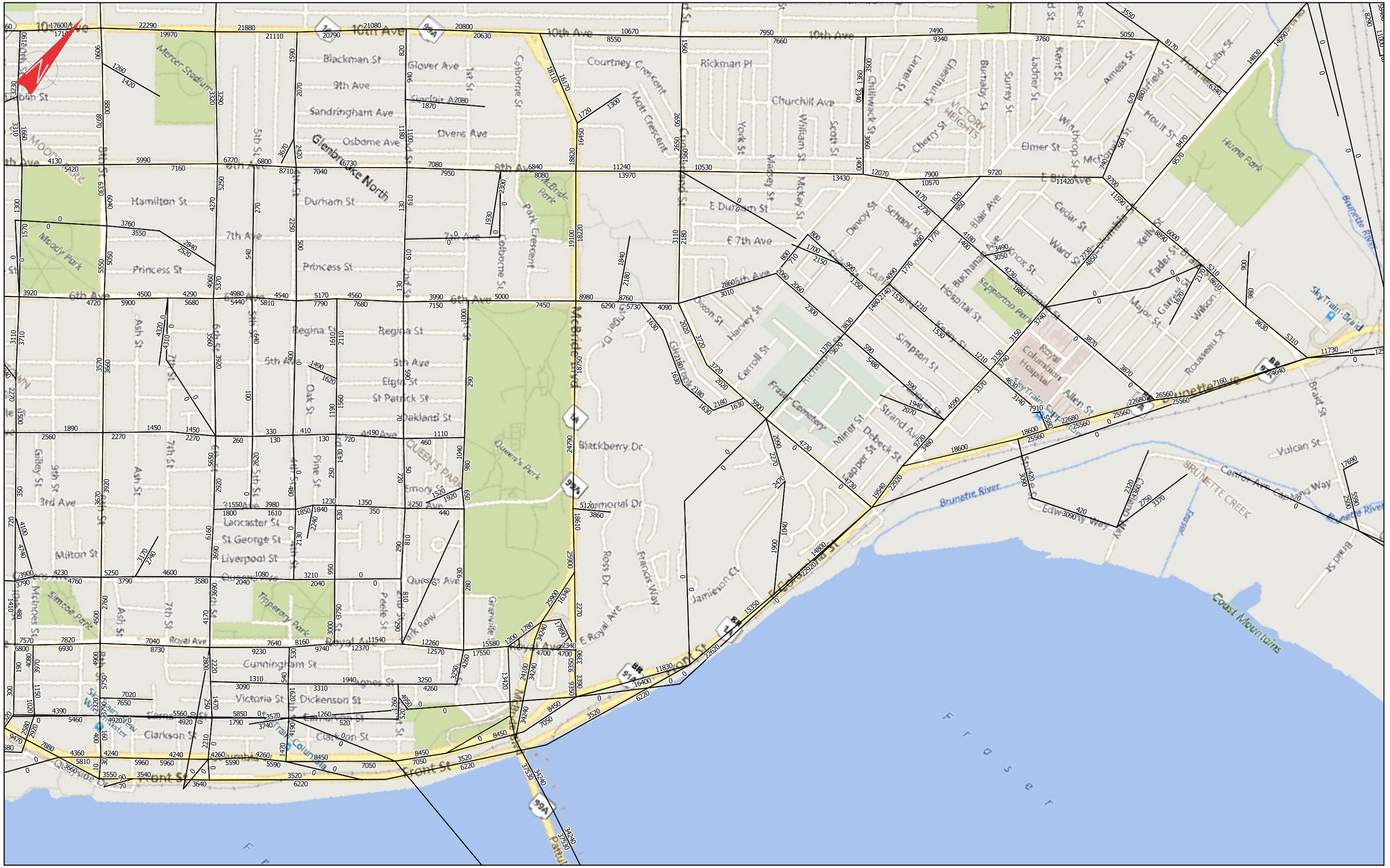

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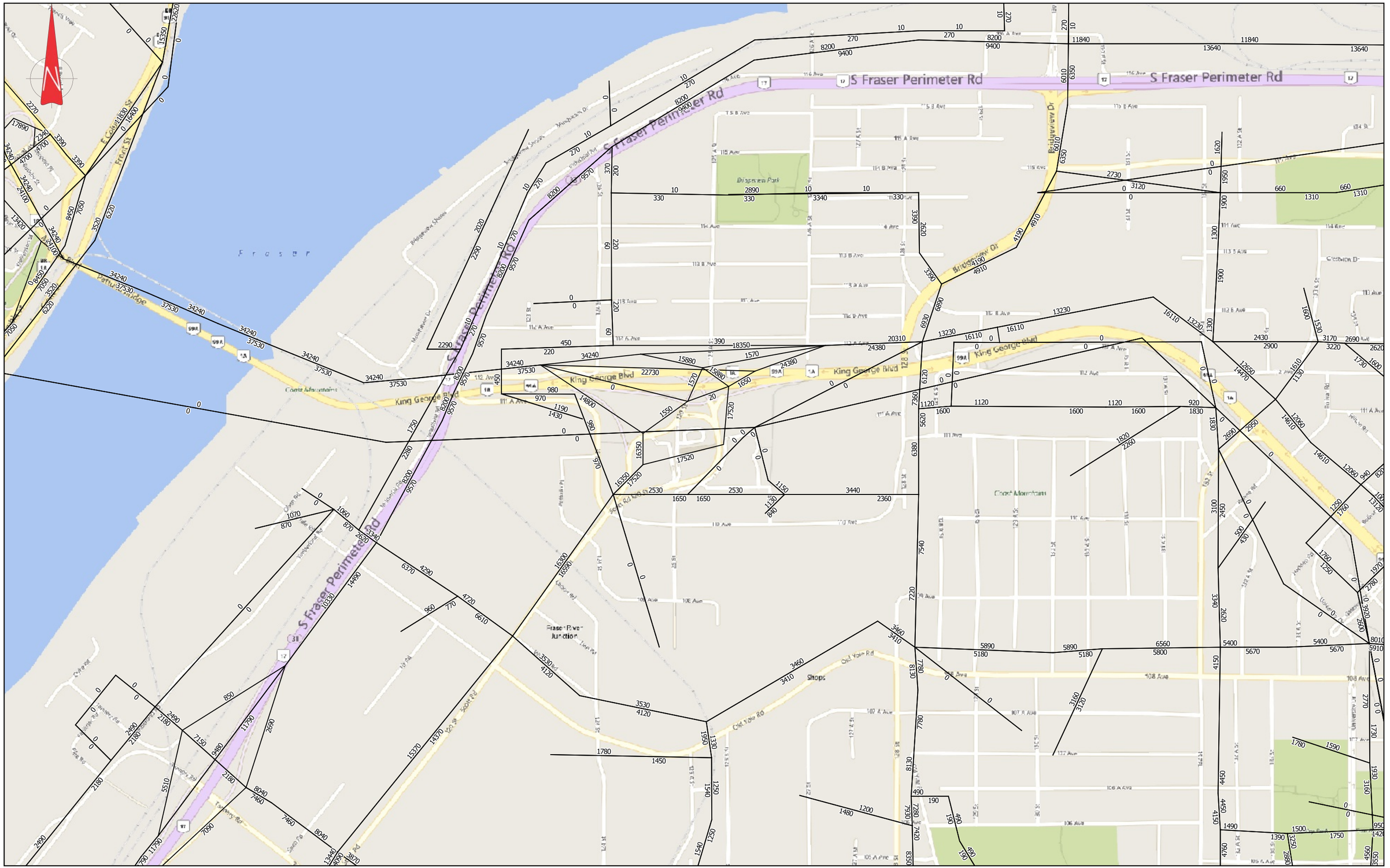

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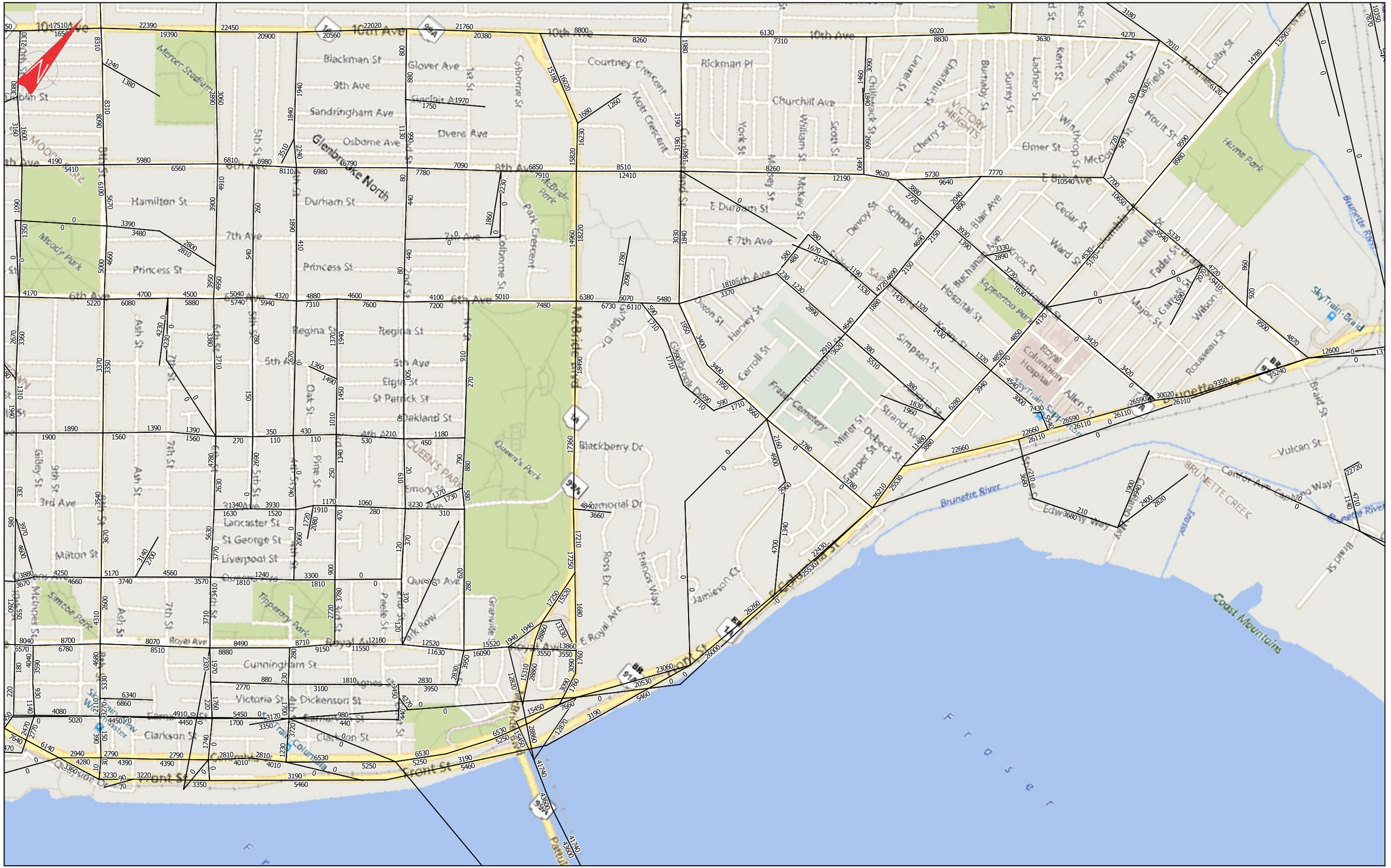
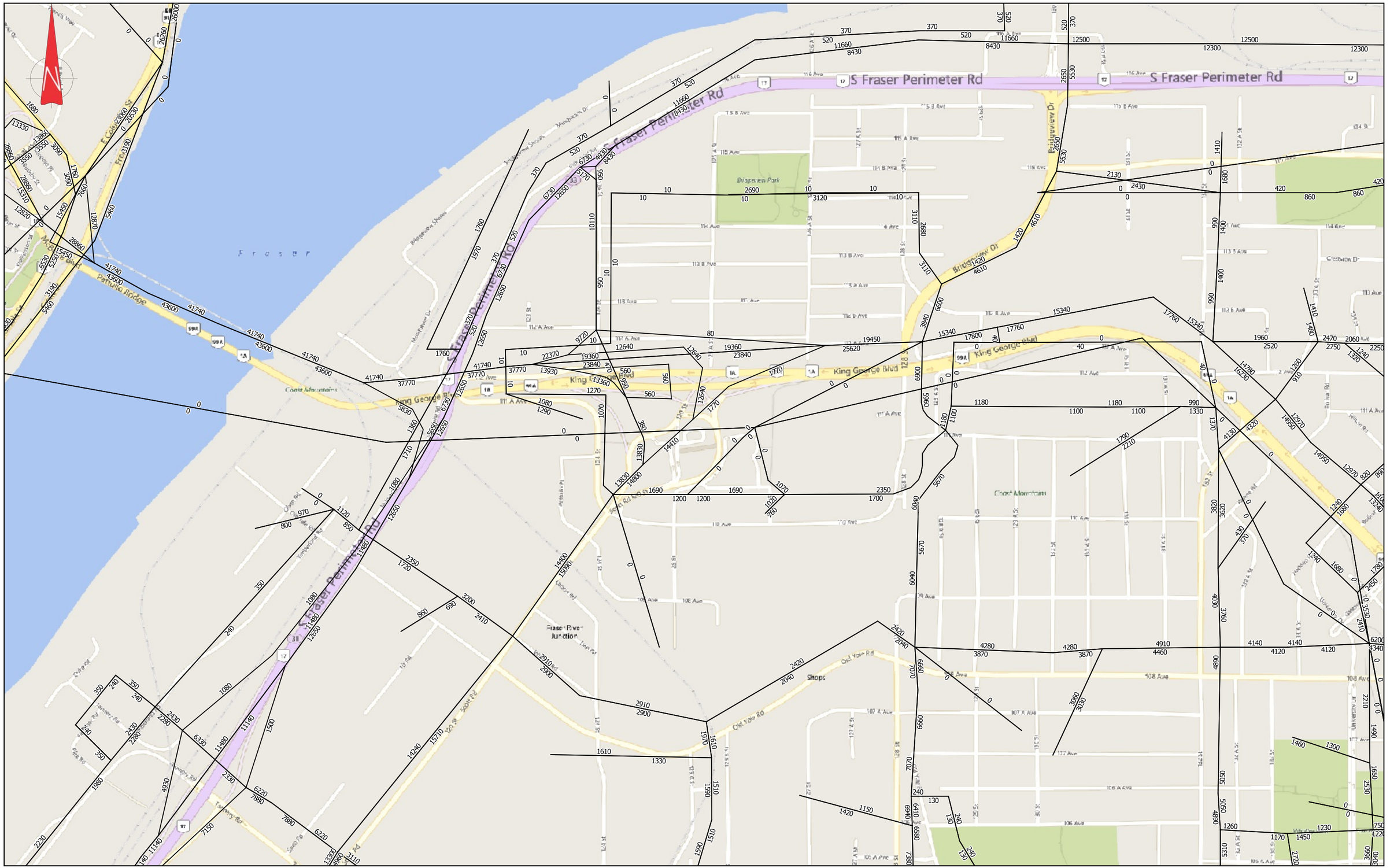
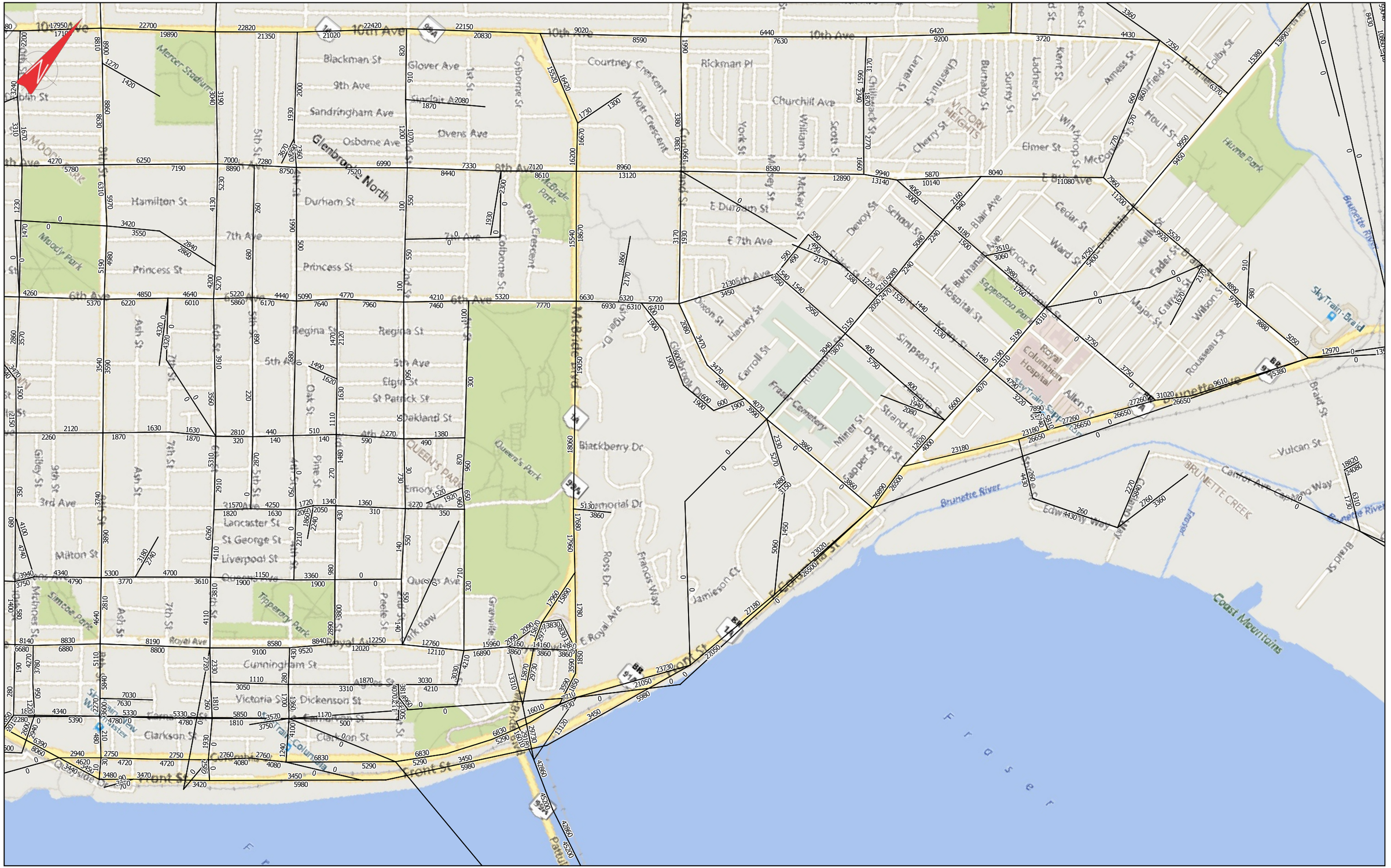


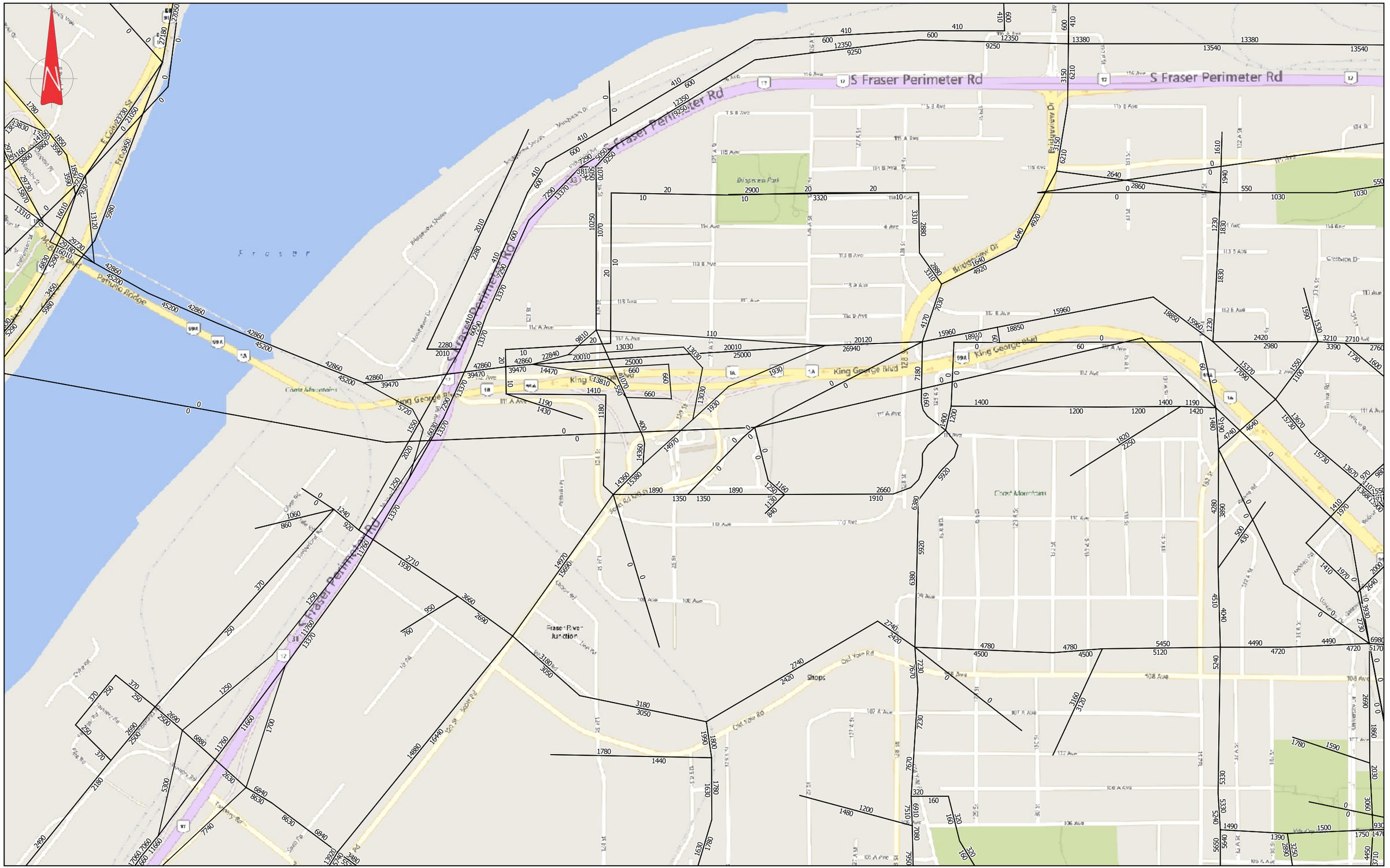
AADT - 4L-U 2023
New Westminster



AADT - 4L-U 2023
Surrey



AADT - 4L-U 2030
New Westminster



AADT - 4L-U 2030
Surrey