

Vanasse Hangen Brustlin, Inc.

Figure 1-1
Route 8 Deficiencies/Needs Study
State Project 124-164
Study Area

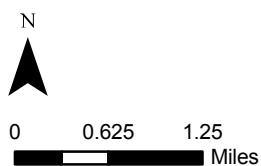
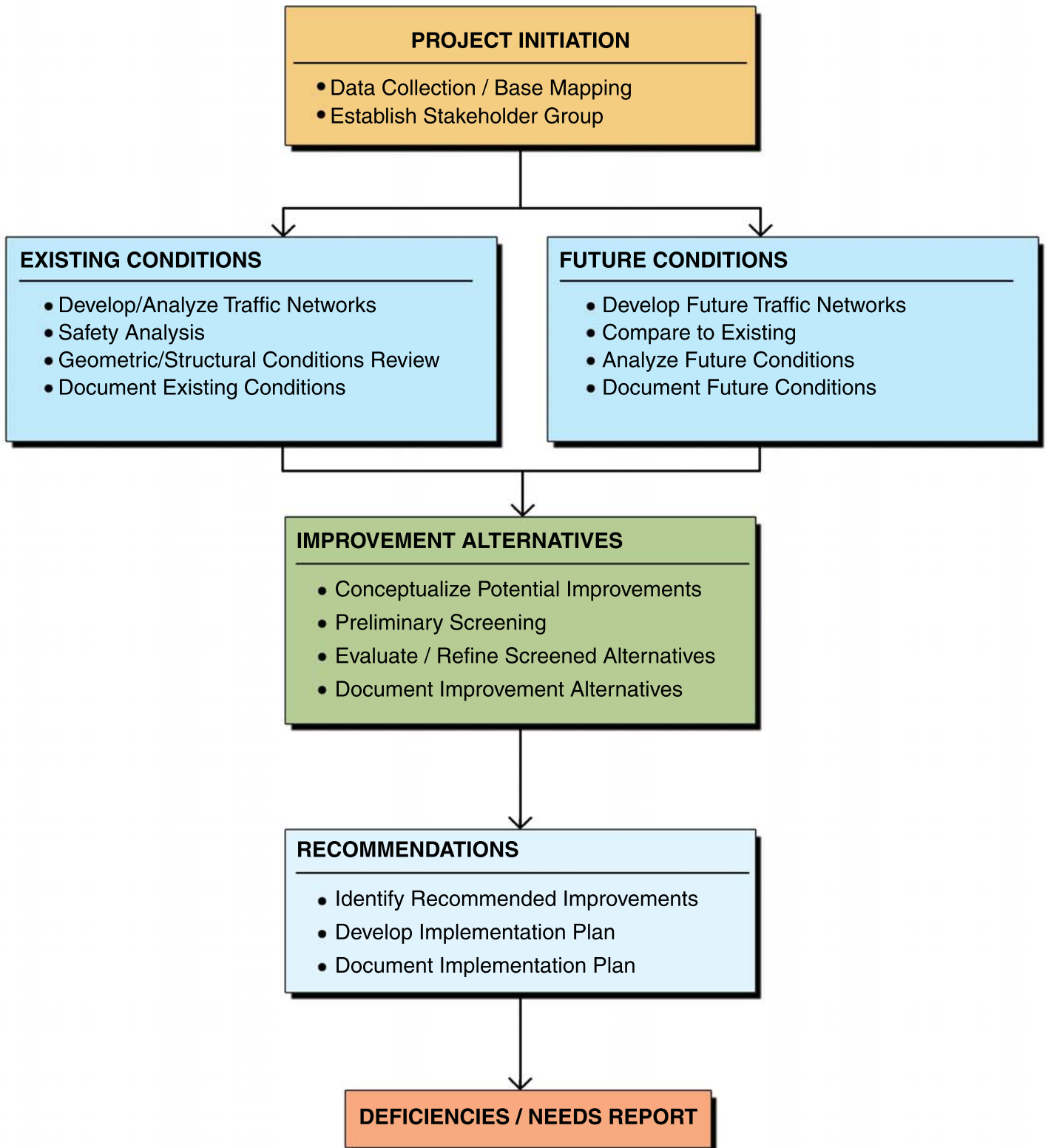
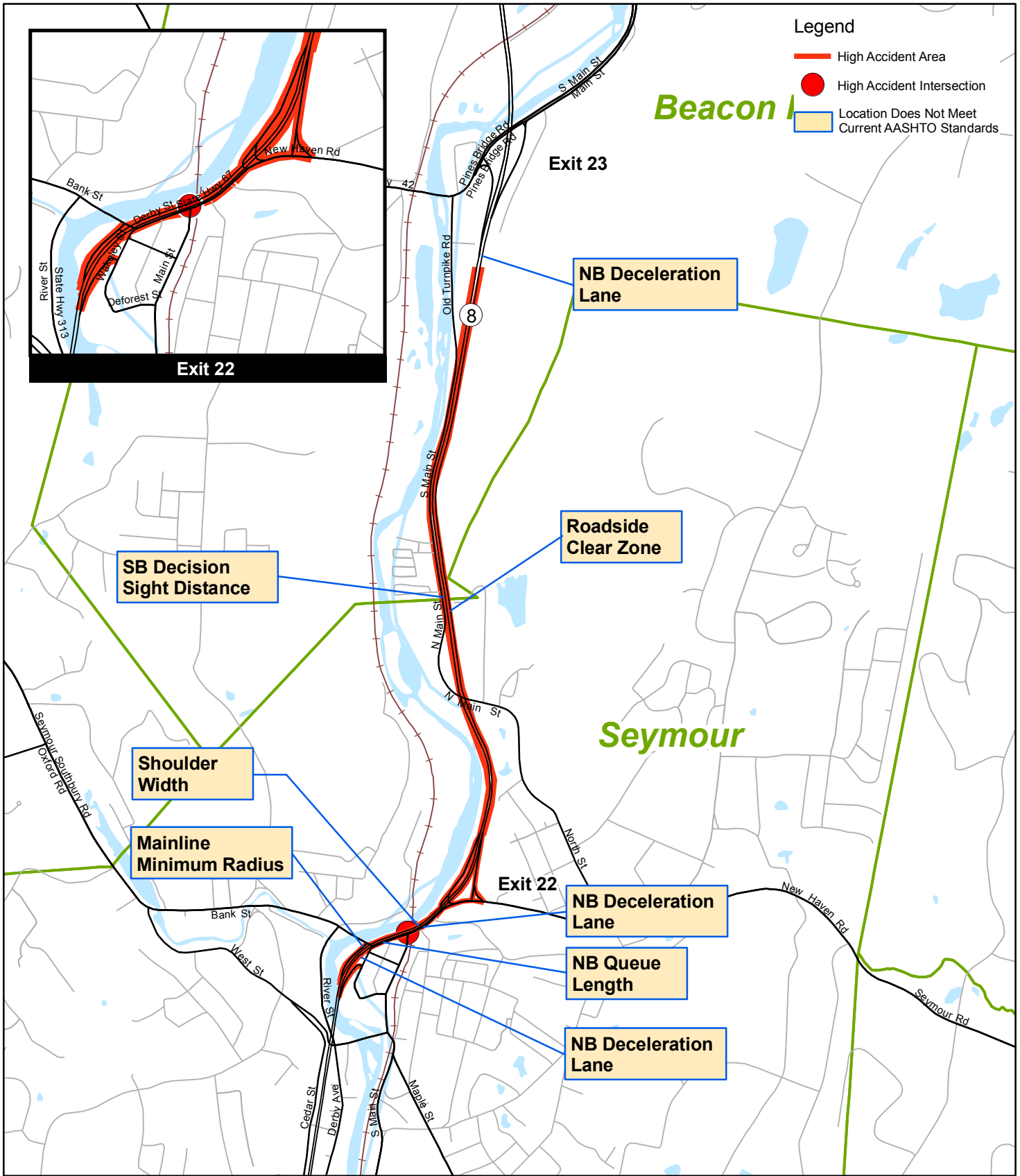


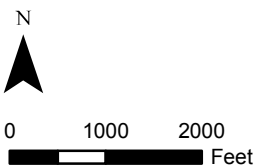
Figure 1-2
Study Process

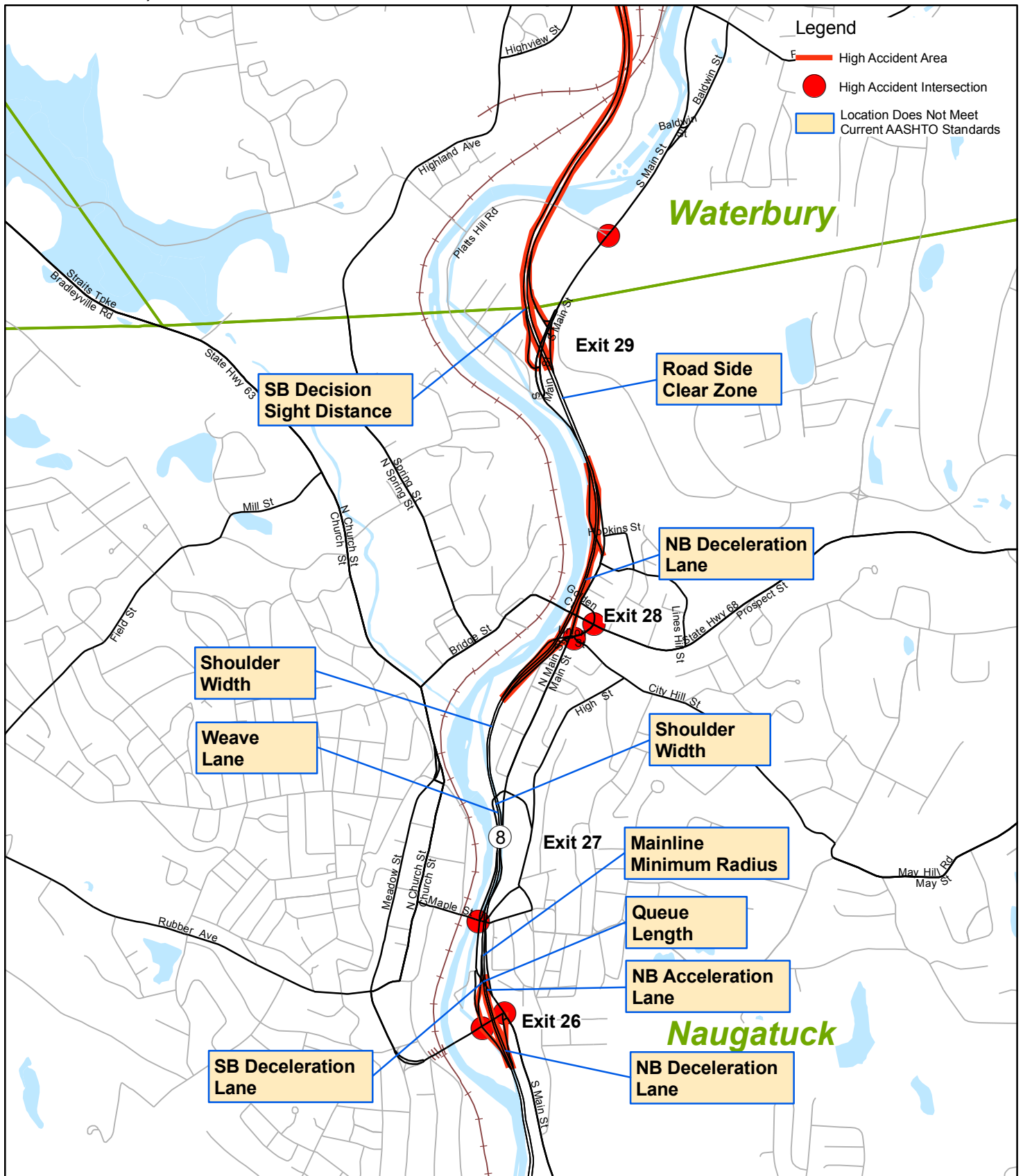




Vanasse Hangen Brustlin, Inc.

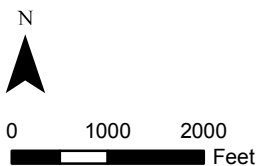
Figure 2-1 (Sheet 1 of 3)
Route 8 Deficiencies/Needs Study
State Project 124-164
Corridor Geometric and
Safety Review

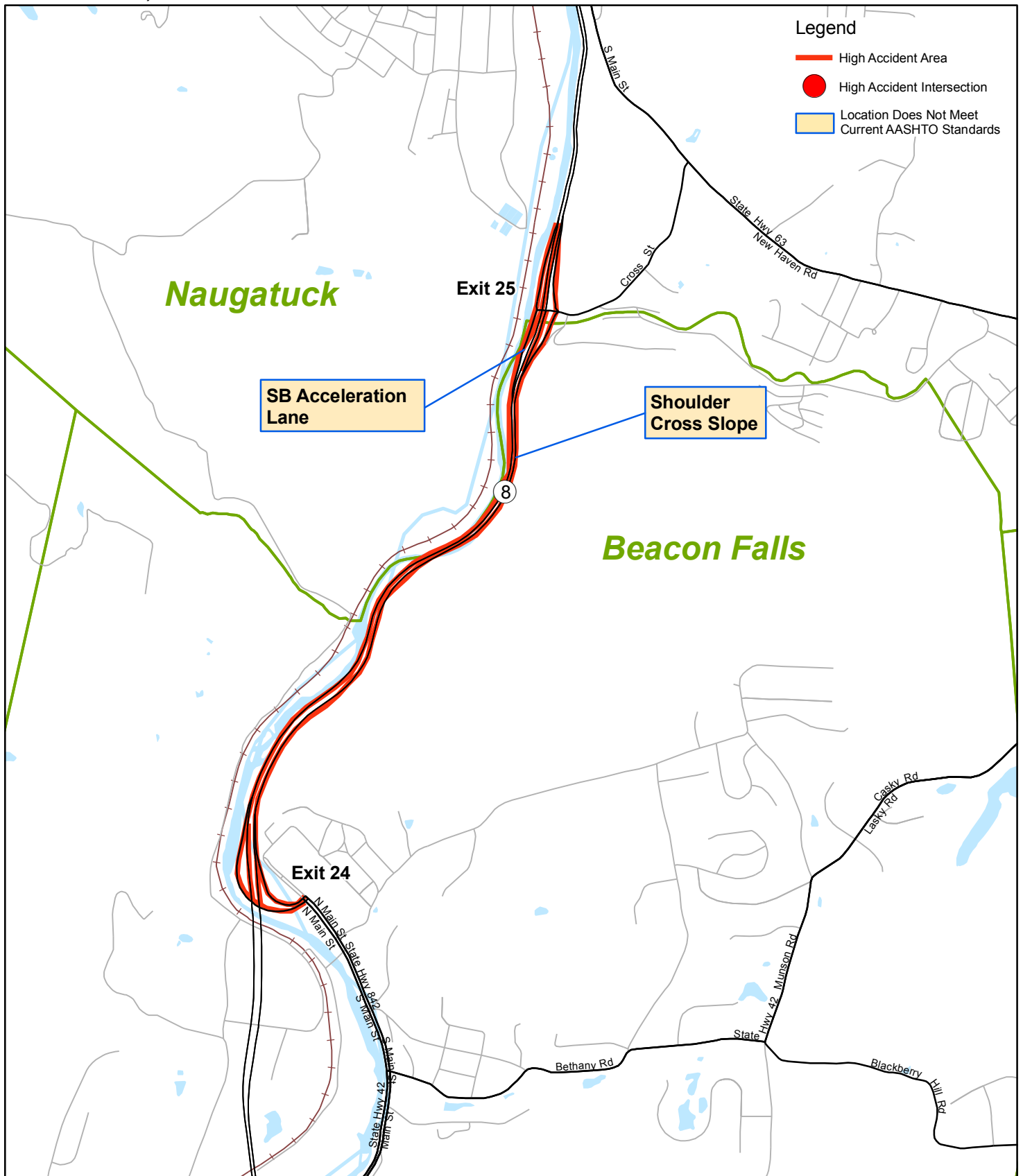




Vanasse Hangen Brustlin, Inc.

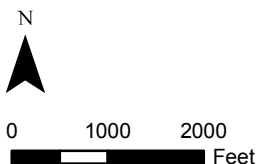
Figure 2-1 (Sheet 3 of 3)
Route 8 Deficiencies/Needs Study
State Project 124-164
Corridor Geometric and
Safety Review

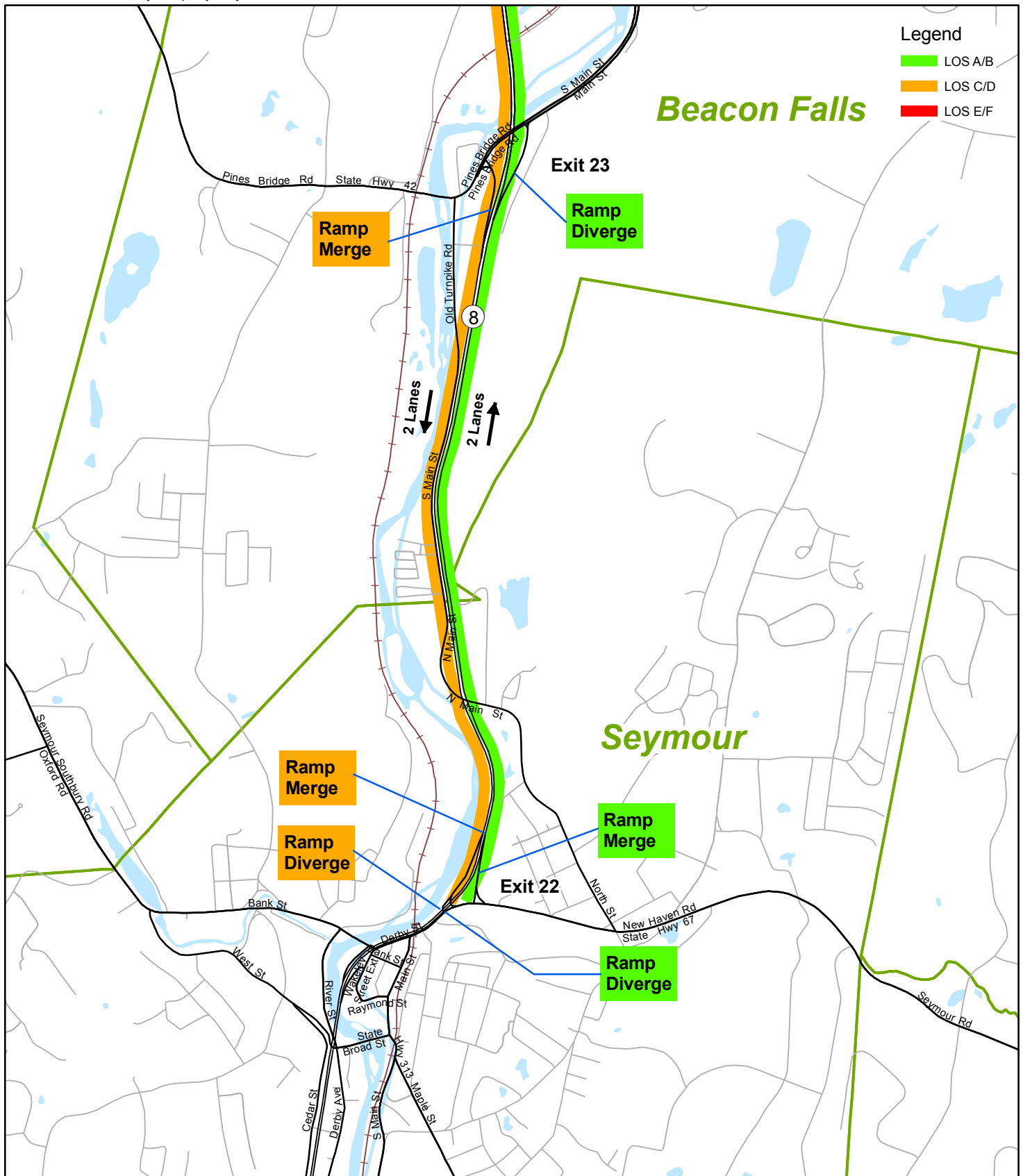




Vanasse Hangen Brustlin, Inc.

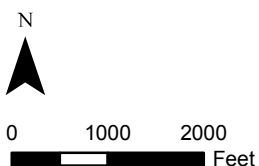
Figure 2-1 (Sheet 2 of 3)
Route 8 Deficiencies/Needs Study
State Project 124-164
Corridor Geometric and
Safety Review

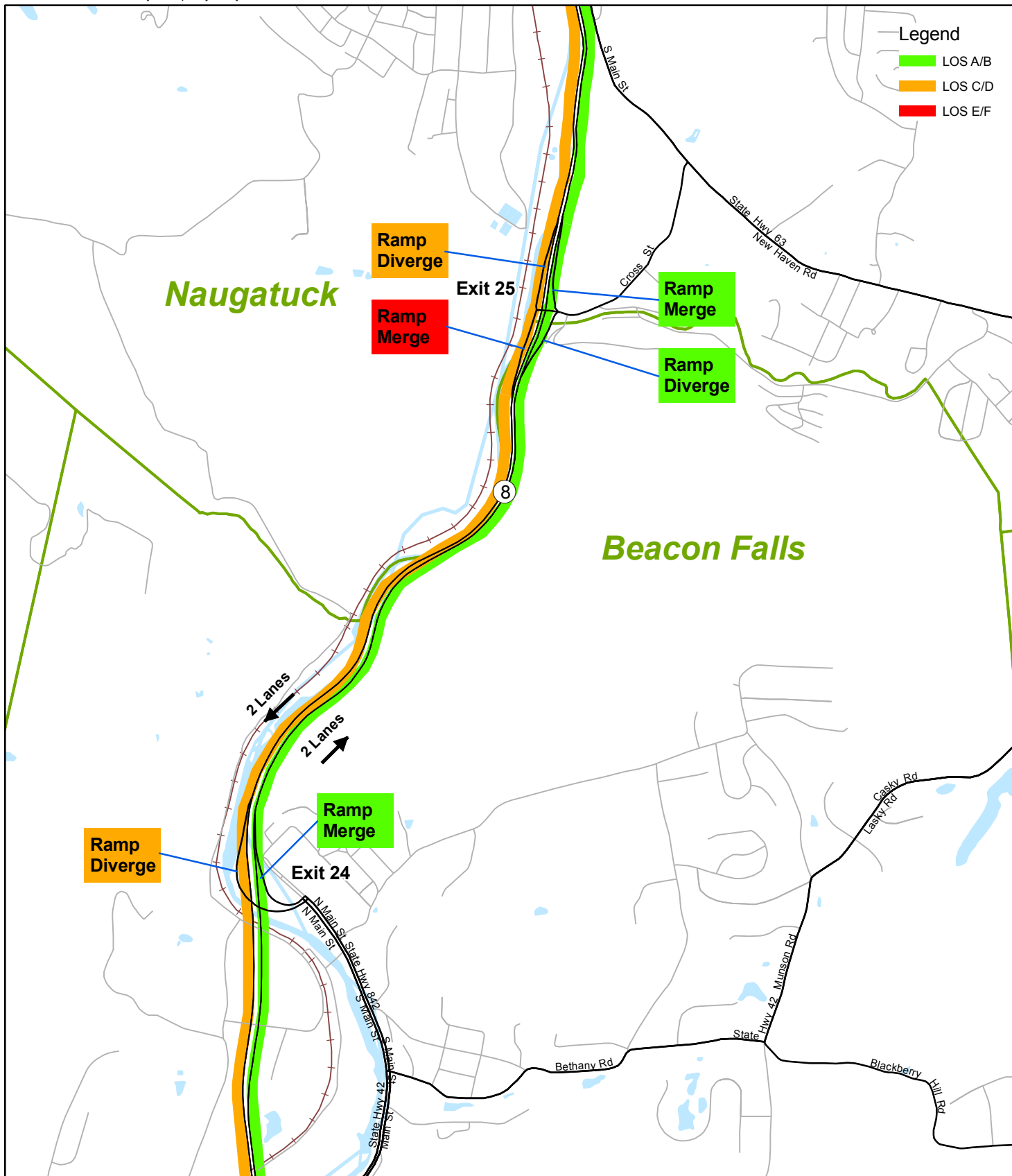




Vanasse Hangen Brustlin, Inc.

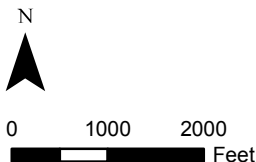
Figure 2-2 (Sheet 1 of 3)
Route 8 Deficiencies/Needs Study
State Project 124-164
Mainline/Ramp/Weave Capacity Analysis
2008 Existing Conditions - Morning Peak Hour

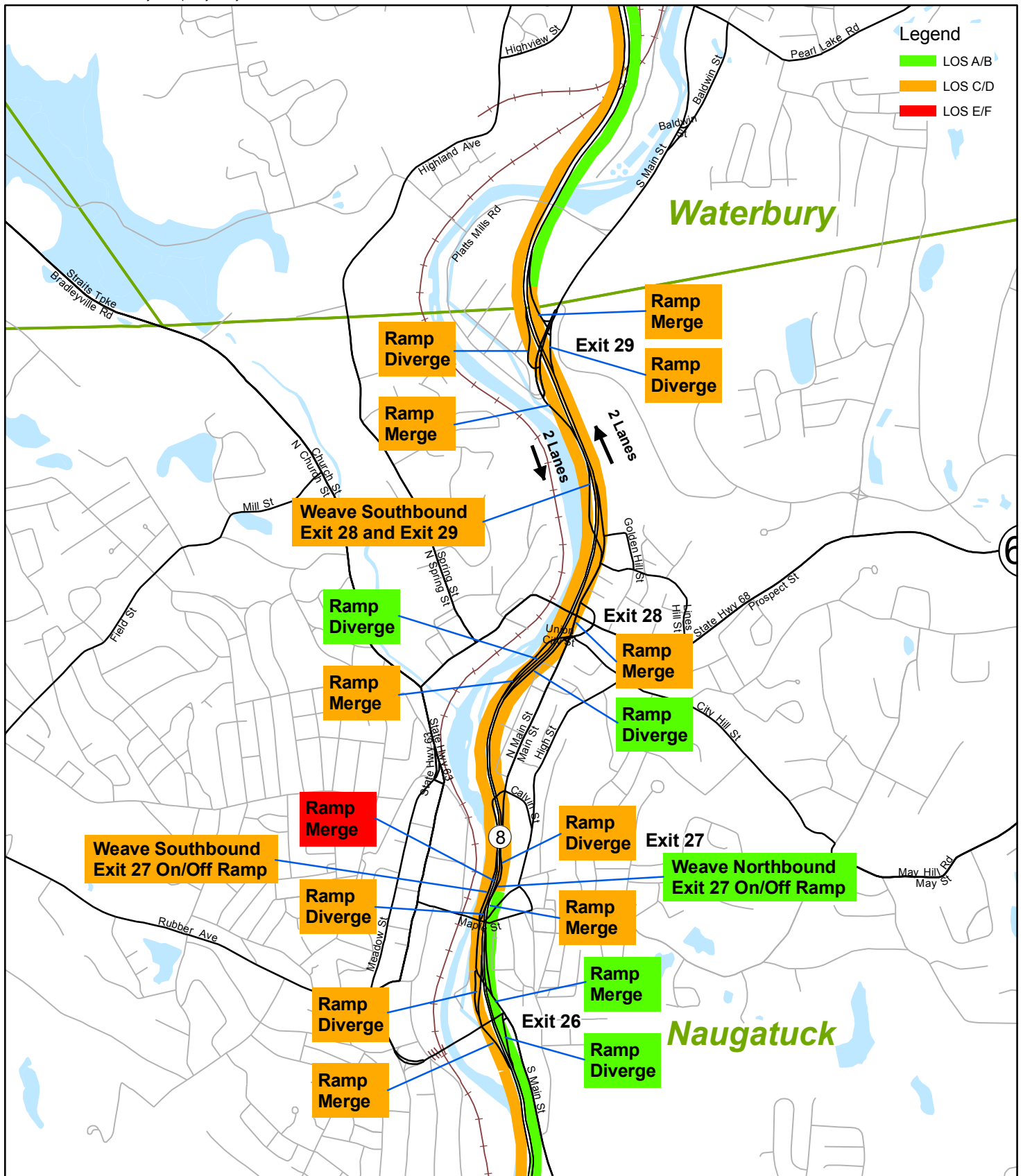




Vanasse Hangen Brustlin, Inc.

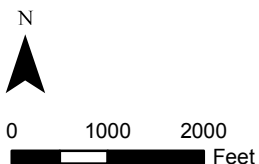
Figure 2-2 (Sheet 2 of 3)
Route 8 Deficiencies/Needs Study
State Project 124-164
Mainline/Ramp/Weave Capacity Analysis
2008 Existing Conditions - Morning Peak Hour

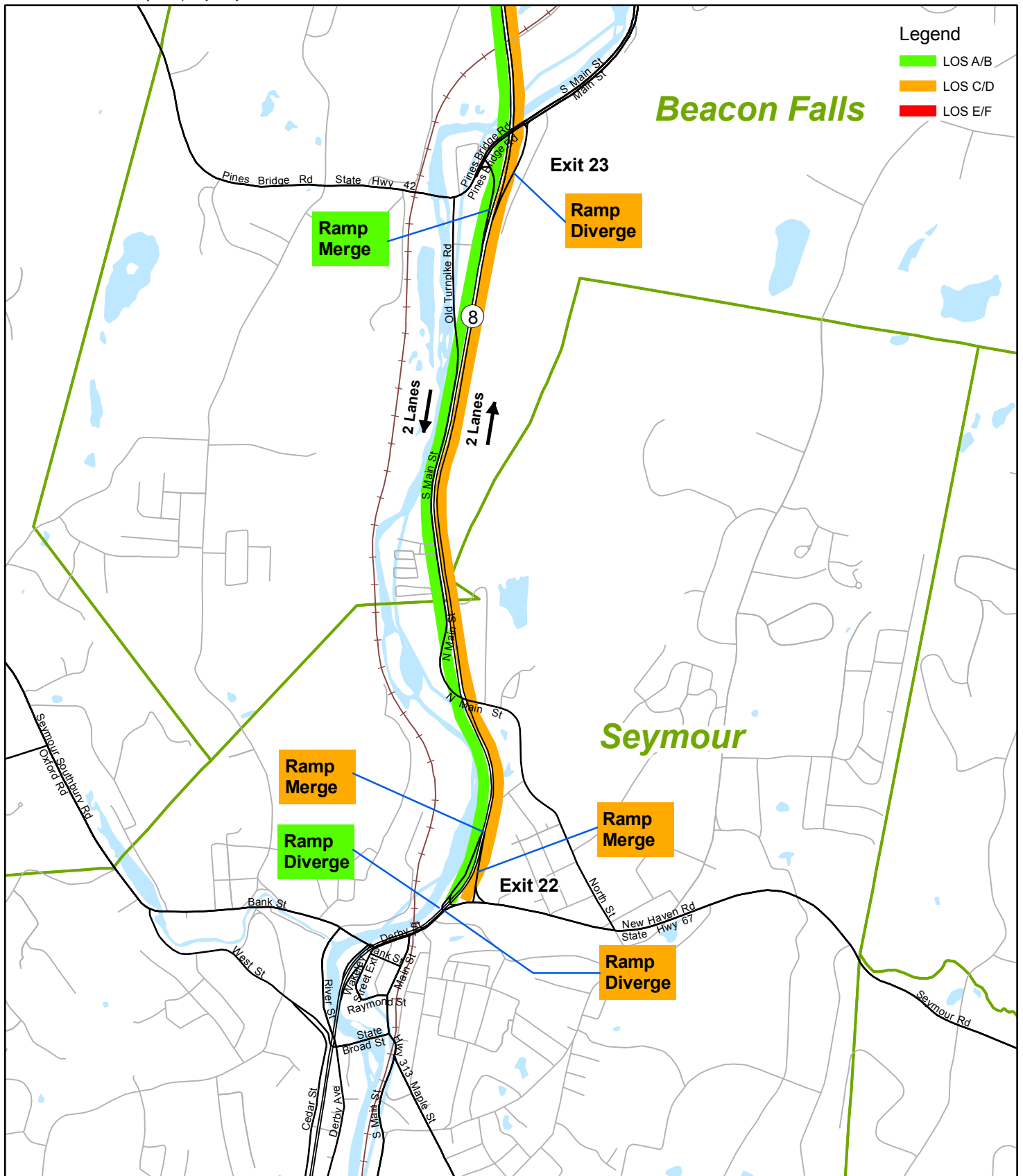




Vanasse Hangen Brustlin, Inc.

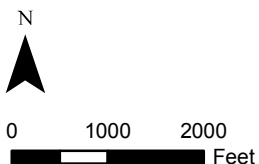
Figure 2-2 (Sheet 3 of 3)
Route 8 Deficiencies/Needs Study
State Project 124-164
Mainline/Ramp/Weave Capacity Analysis
2008 Existing Conditions - Morning Peak Hour

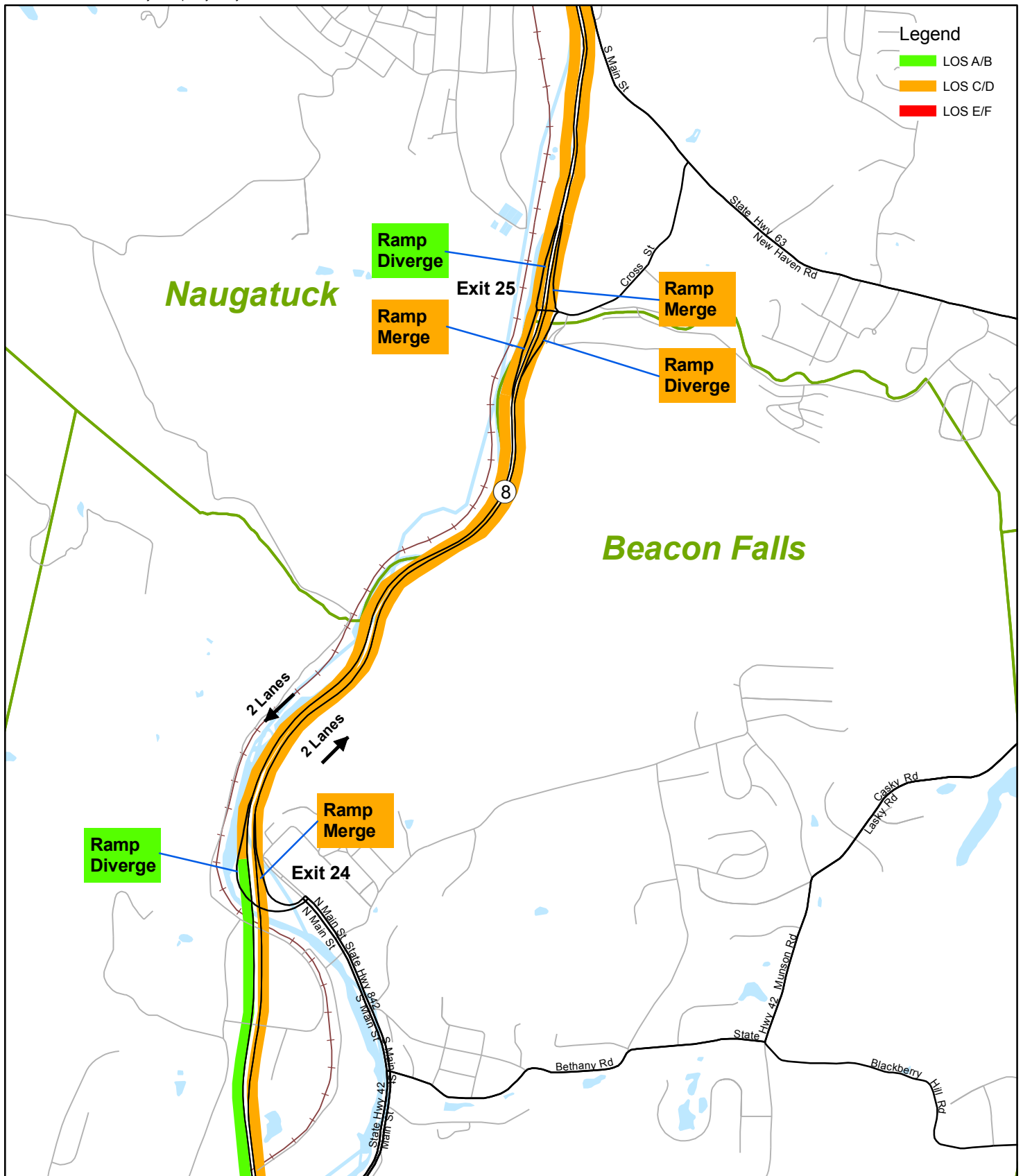




Vanasse Hangen Brustlin, Inc.

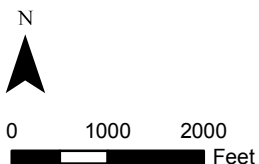
Figure 2-3 (Sheet 1 of 3)
Route 8 Deficiencies/Needs Study
State Project 124-164
Mainline/Ramp/Weave Capacity Analysis
2008 Existing Conditions - Evening Peak Hour

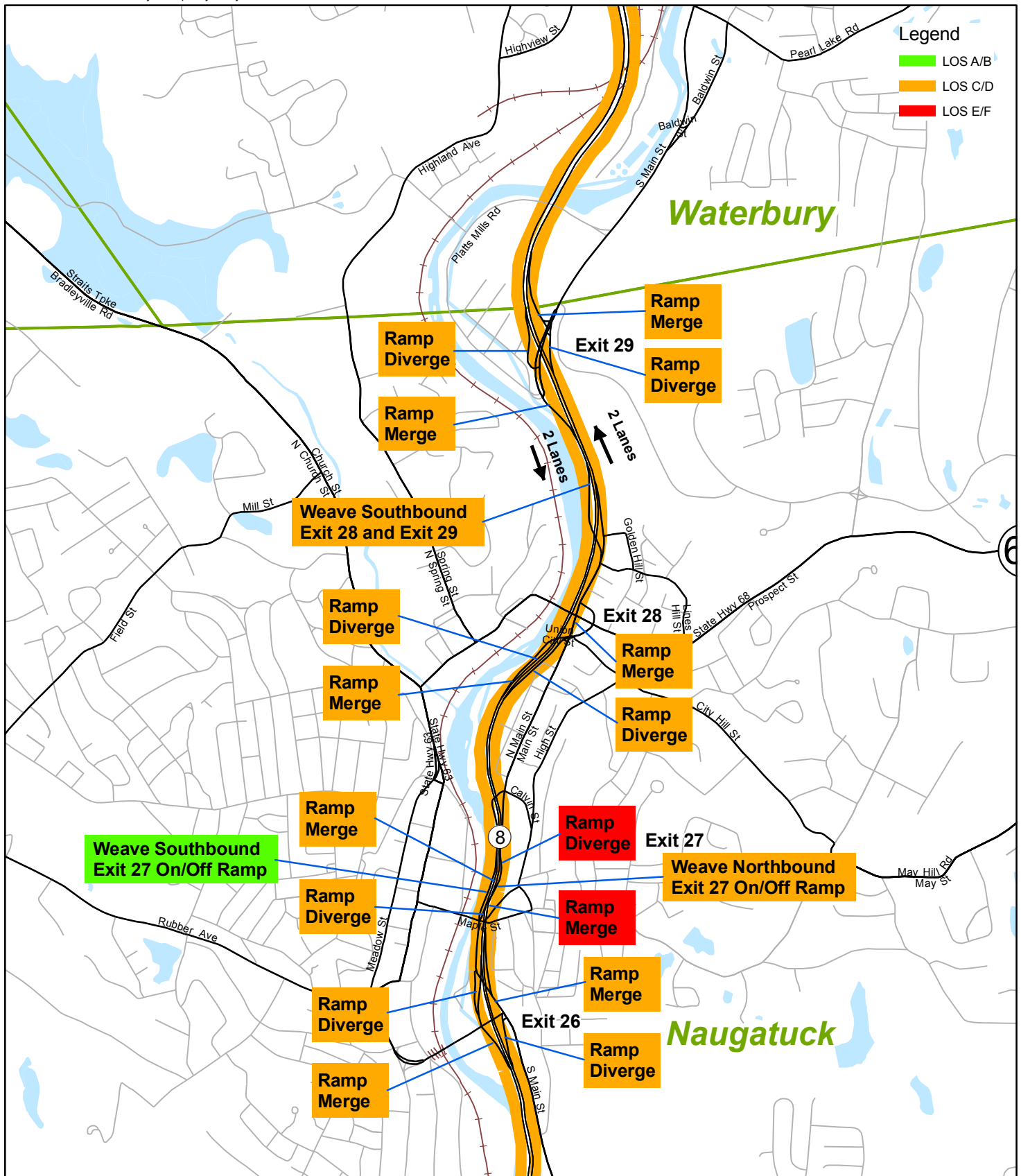




Vanasse Hangen Brustlin, Inc.

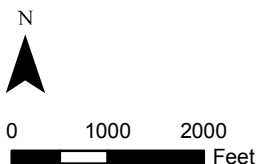
Figure 2-3 (Sheet 2 of 3)
Route 8 Deficiencies/Needs Study
State Project 124-164
Mainline/Ramp/Weave Capacity Analysis
2008 Existing Conditions - Evening Peak Hour

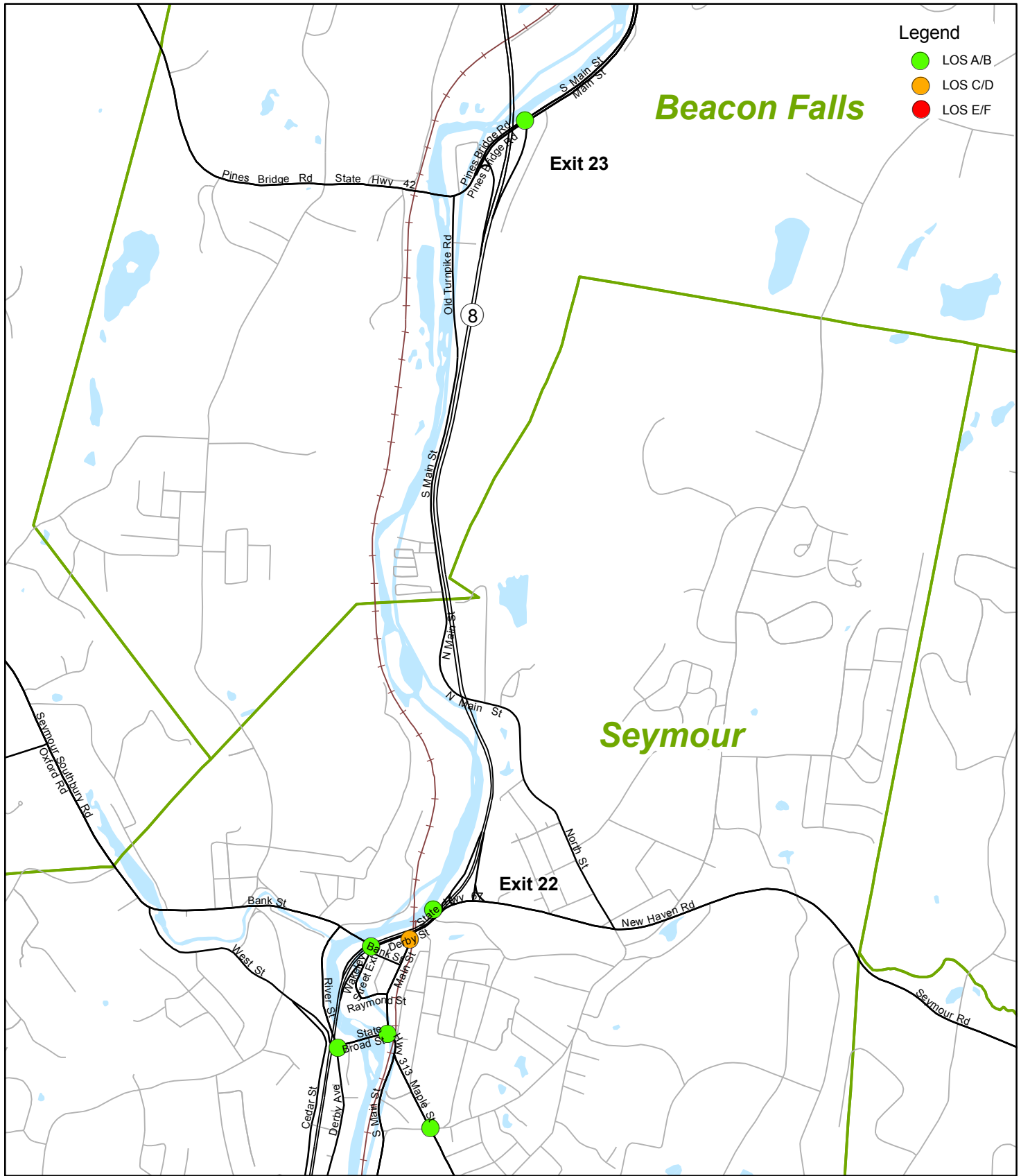




Vanasse Hangen Brustlin, Inc.

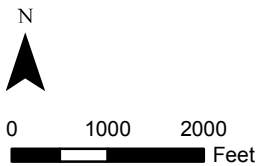
Figure 2-3 (Sheet 3 of 3)
Route 8 Deficiencies/Needs Study
State Project 124-164
Mainline/Ramp/Weave Capacity Analysis
2008 Existing Conditions - Evening Peak Hour

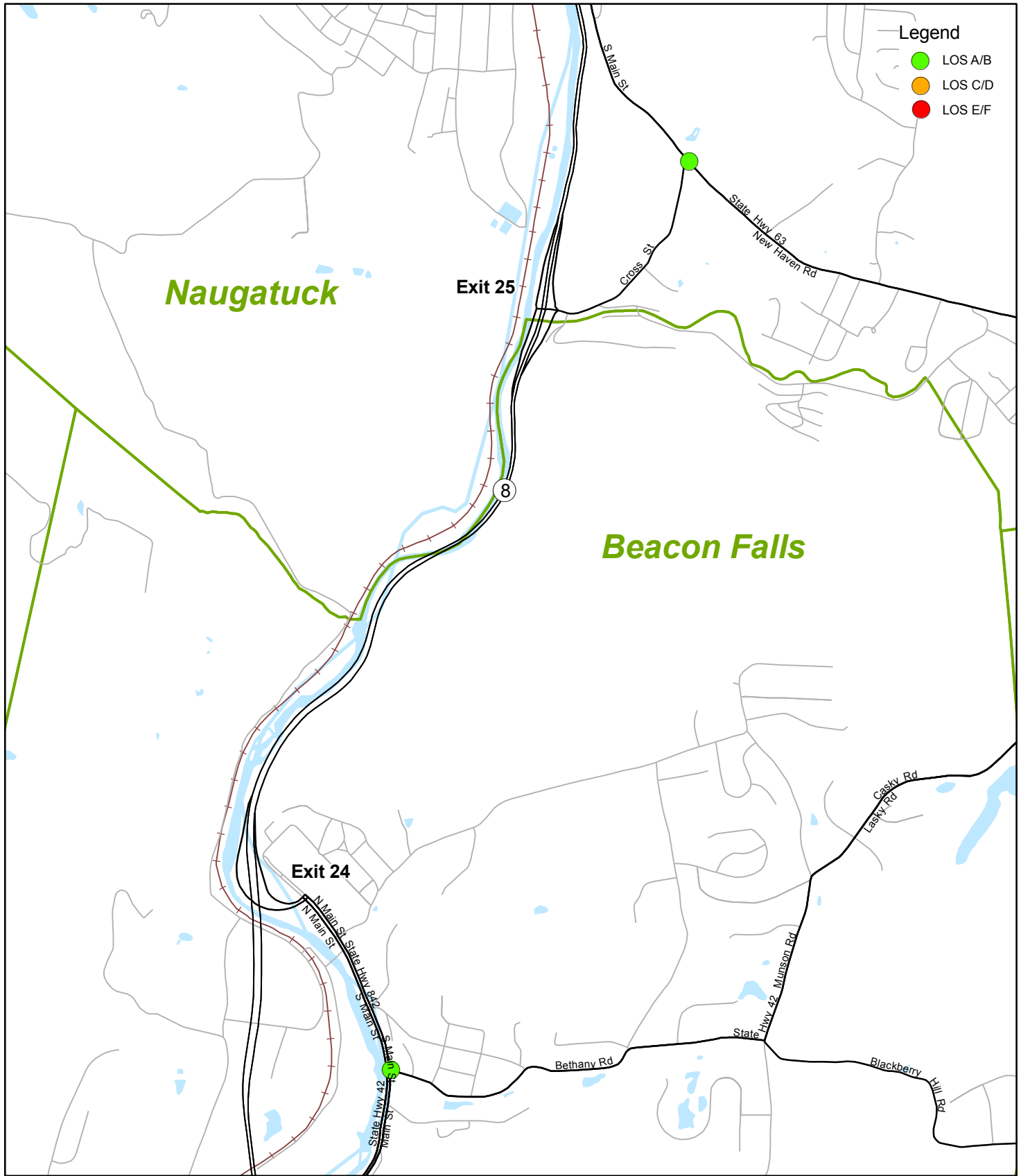




Vanasse Hangen Brustlin, Inc.

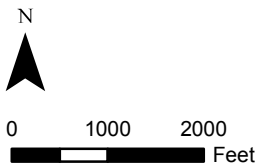
Figure 2-4 (Sheet 1 of 3)
Route 8 Deficiencies/Needs Study
State Project 124-164
2008 Signalized Intersection Capacity Analysis
Morning Peak Hour

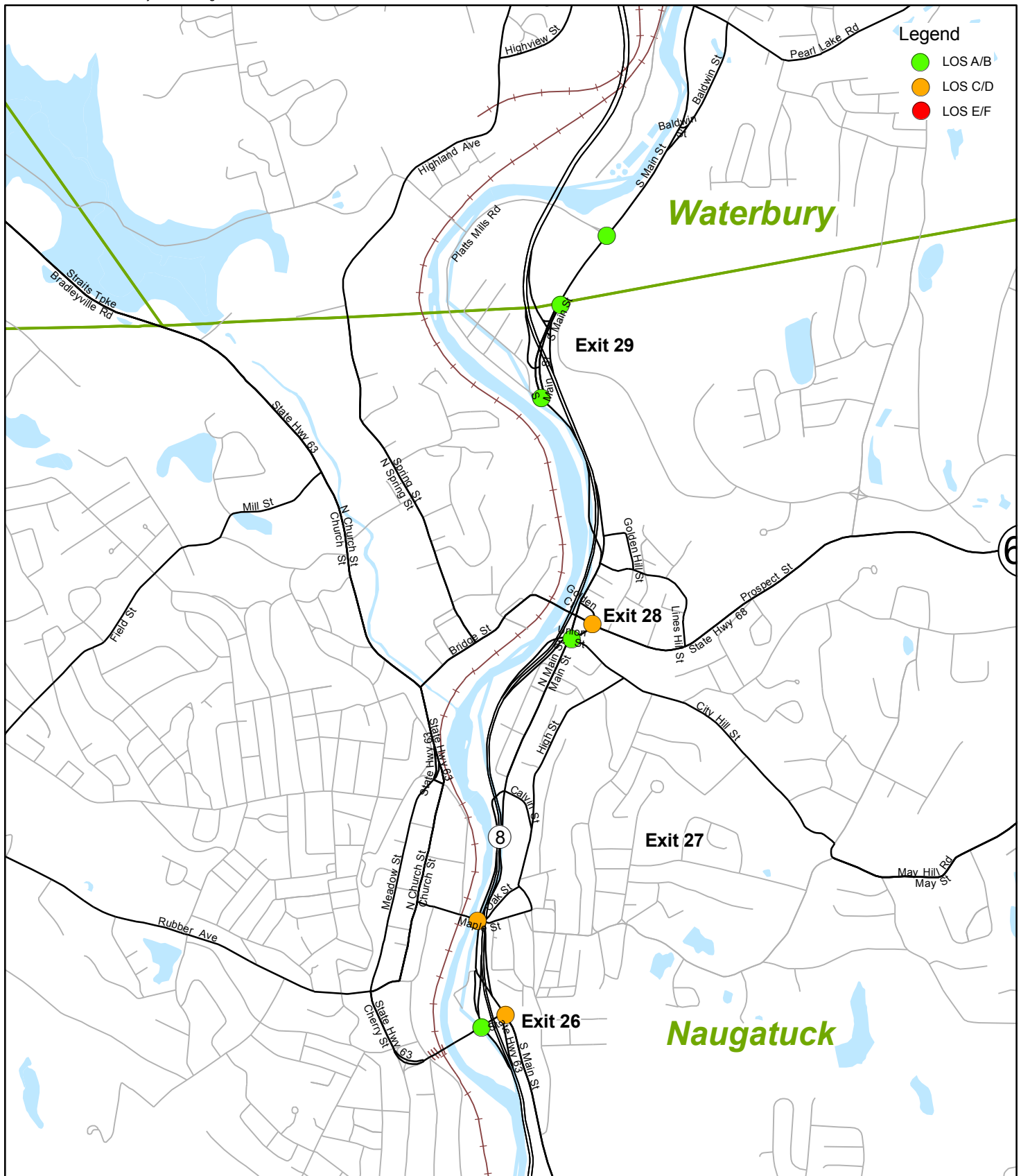




Vanasse Hangen Brustlin, Inc.

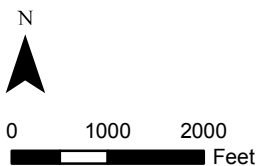
Figure 2-4 (Sheet 2 of 3)
Route 8 Deficiencies/Needs Study
State Project 124-164
2008 Signalized Intersection Capacity Analysis
Morning Peak Hour

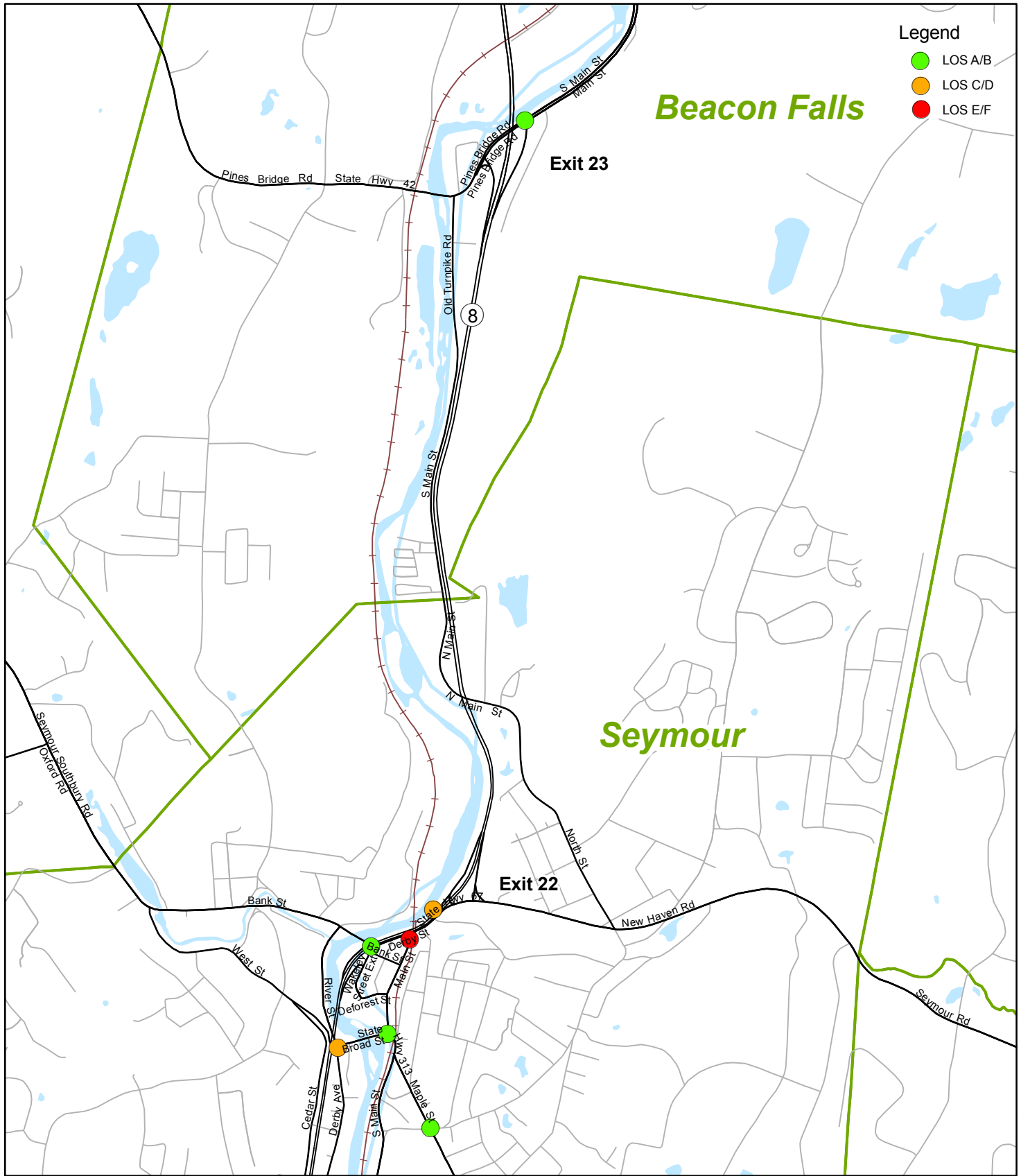




Vanasse Hangen Brustlin, Inc.

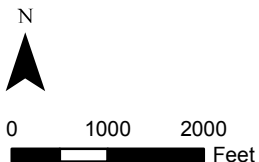
Figure 2-4 (Sheet 3 of 3)
Route 8 Deficiencies/Needs Study
State Project 124-164
2008 Signalized Intersection Capacity Analysis
Morning Peak Hour

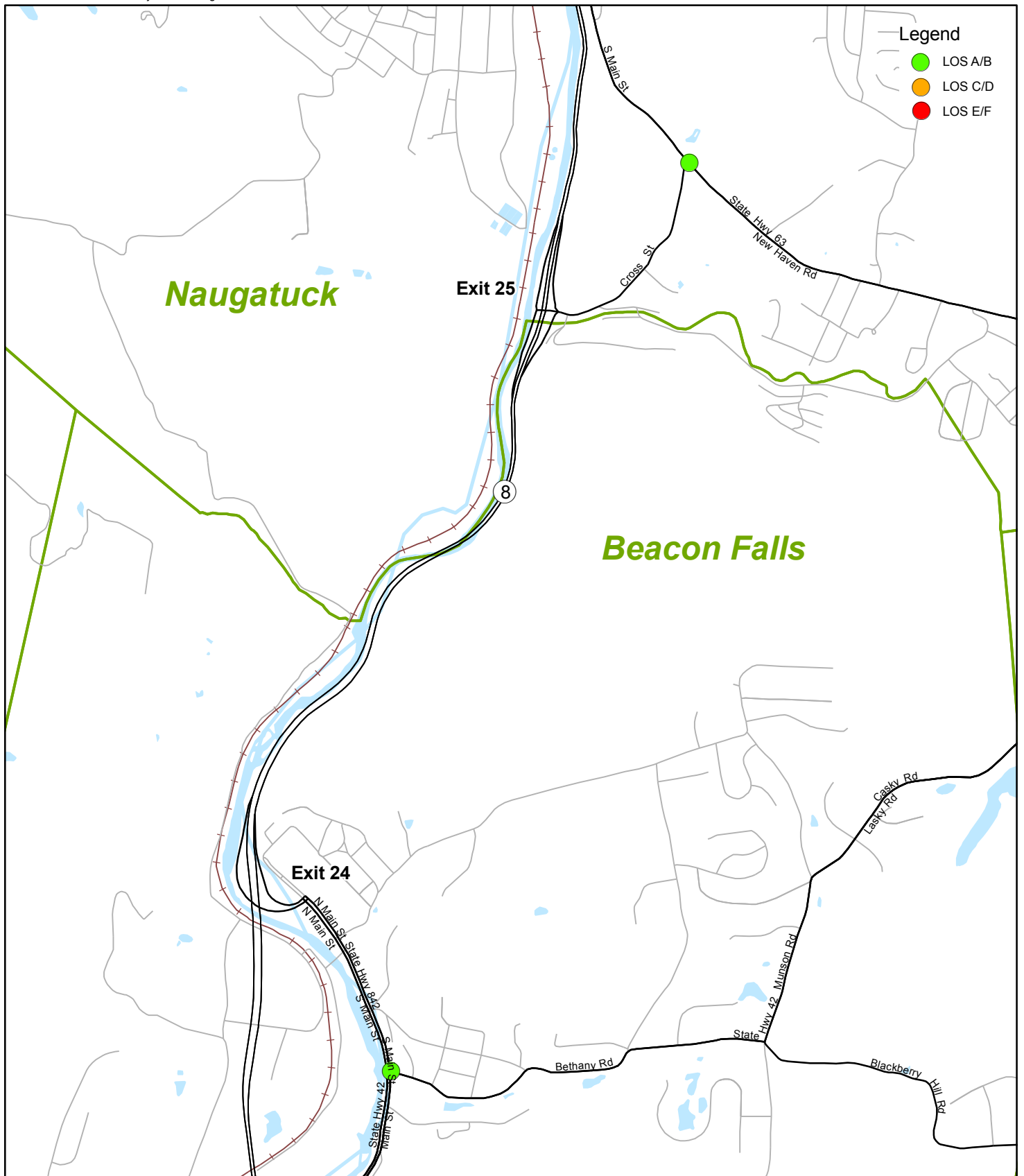




Vanasse Hangen Brustlin, Inc.

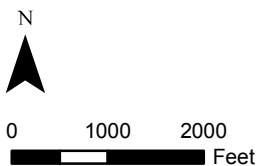
Figure 2-5 (Sheet 1 of 3)
Route 8 Deficiencies/Needs Study
State Project 124-164
2008 Signalized Intersection Capacity Analysis
Evening Peak Hour

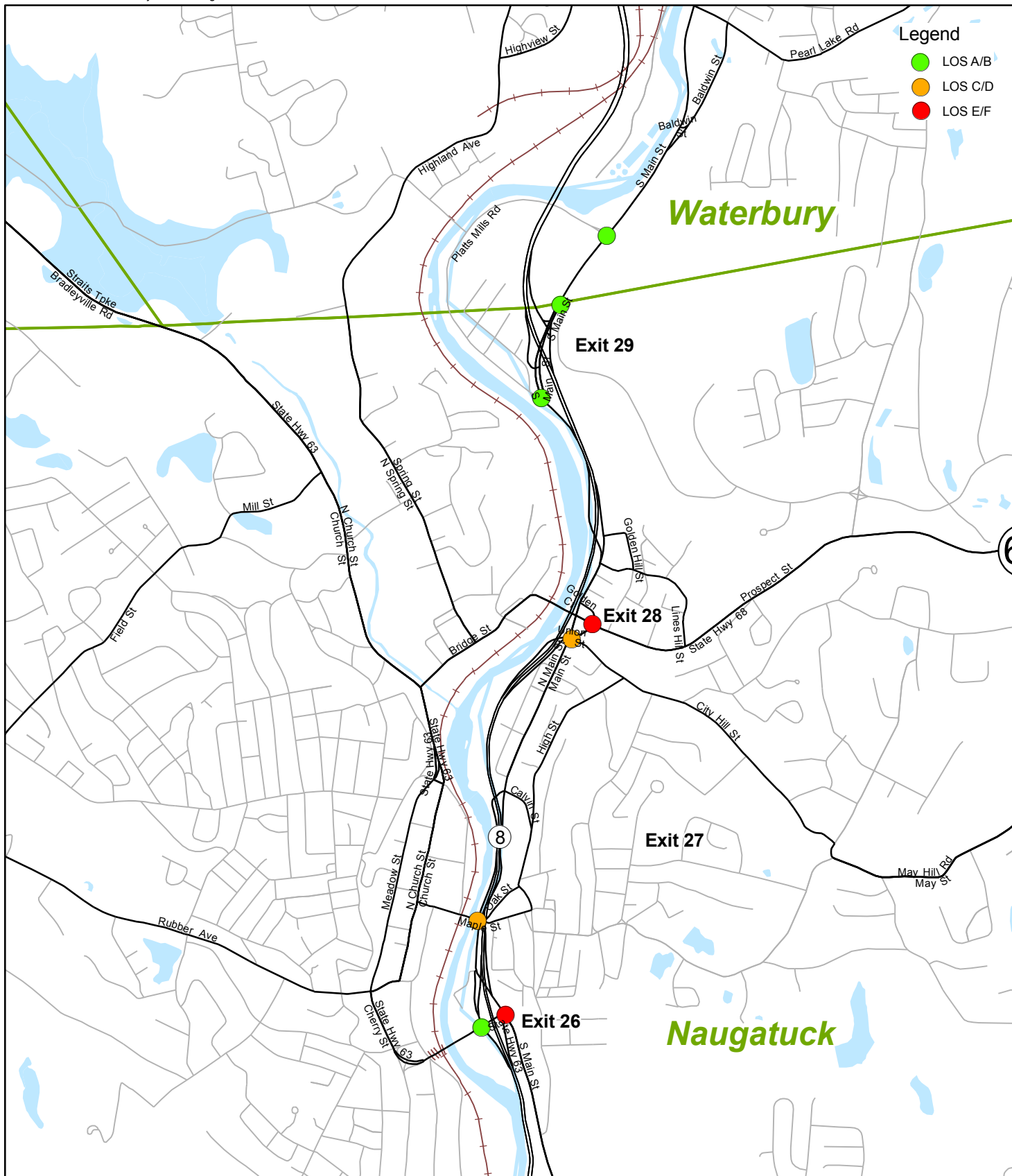




Vanasse Hangen Brustlin, Inc.

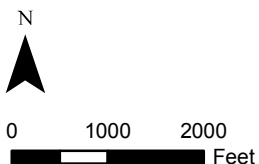
Figure 2-5 (Sheet 2 of 3)
Route 8 Deficiencies/Needs Study
State Project 124-164
2008 Signalized Intersection Capacity Analysis
Evening Peak Hour

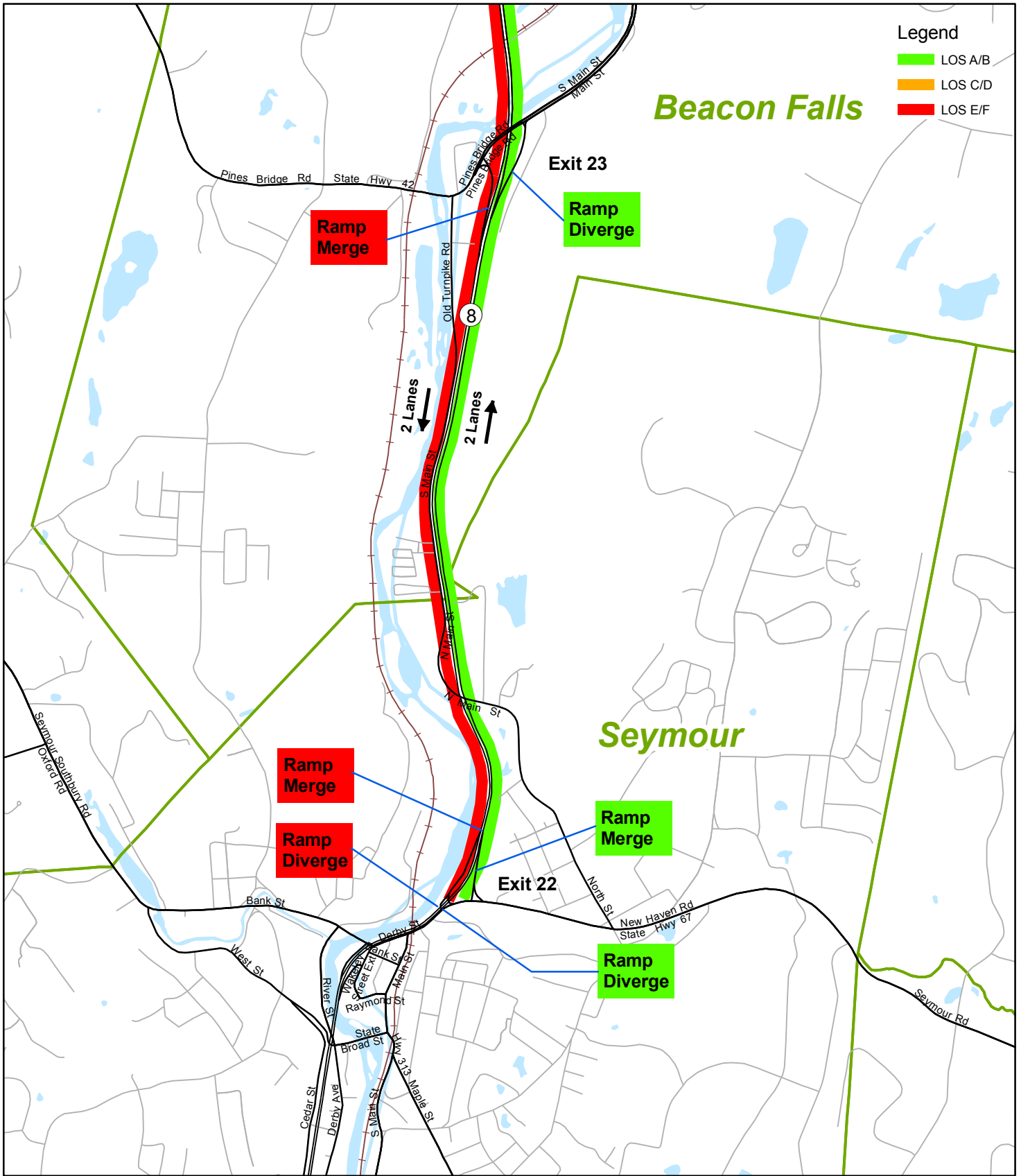




Vanasse Hangen Brustlin, Inc.

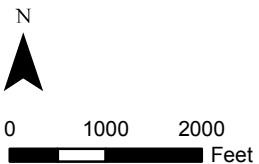
Figure 2-5 (Sheet 3 of 3)
Route 8 Deficiencies/Needs Study
State Project 124-164
2008 Signalized Intersection Capacity Analysis
Evening Peak Hour

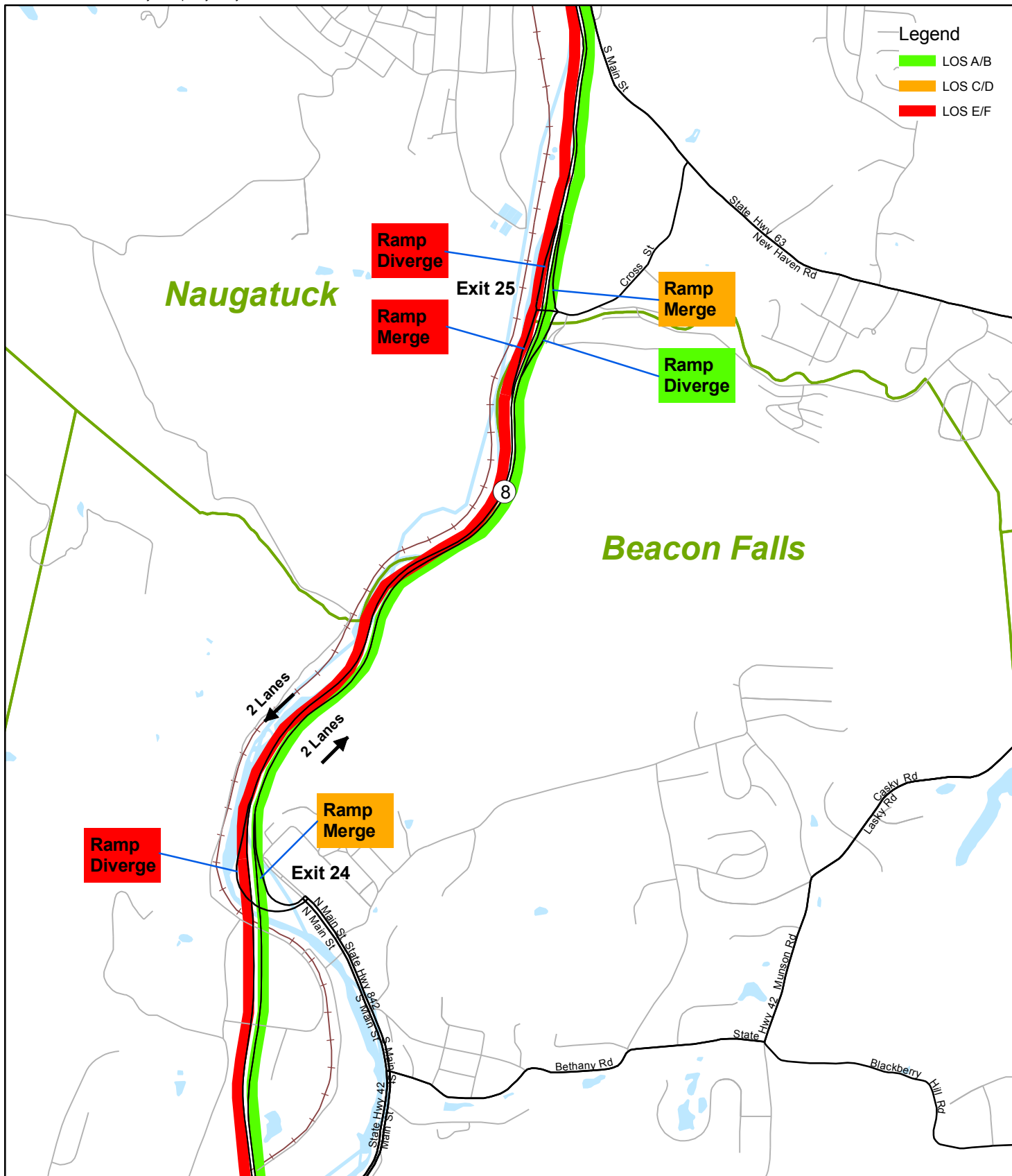




Vanasse Hangen Brustlin, Inc.

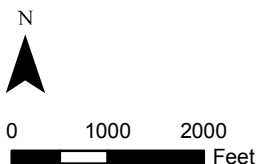
Figure 4-1 (Sheet 1 of 3)
Route 8 Deficiencies/Needs Study
State Project 124-164
Mainline/Ramp/Weave Capacity Analysis
2030 Future Conditions - Morning Peak Hour

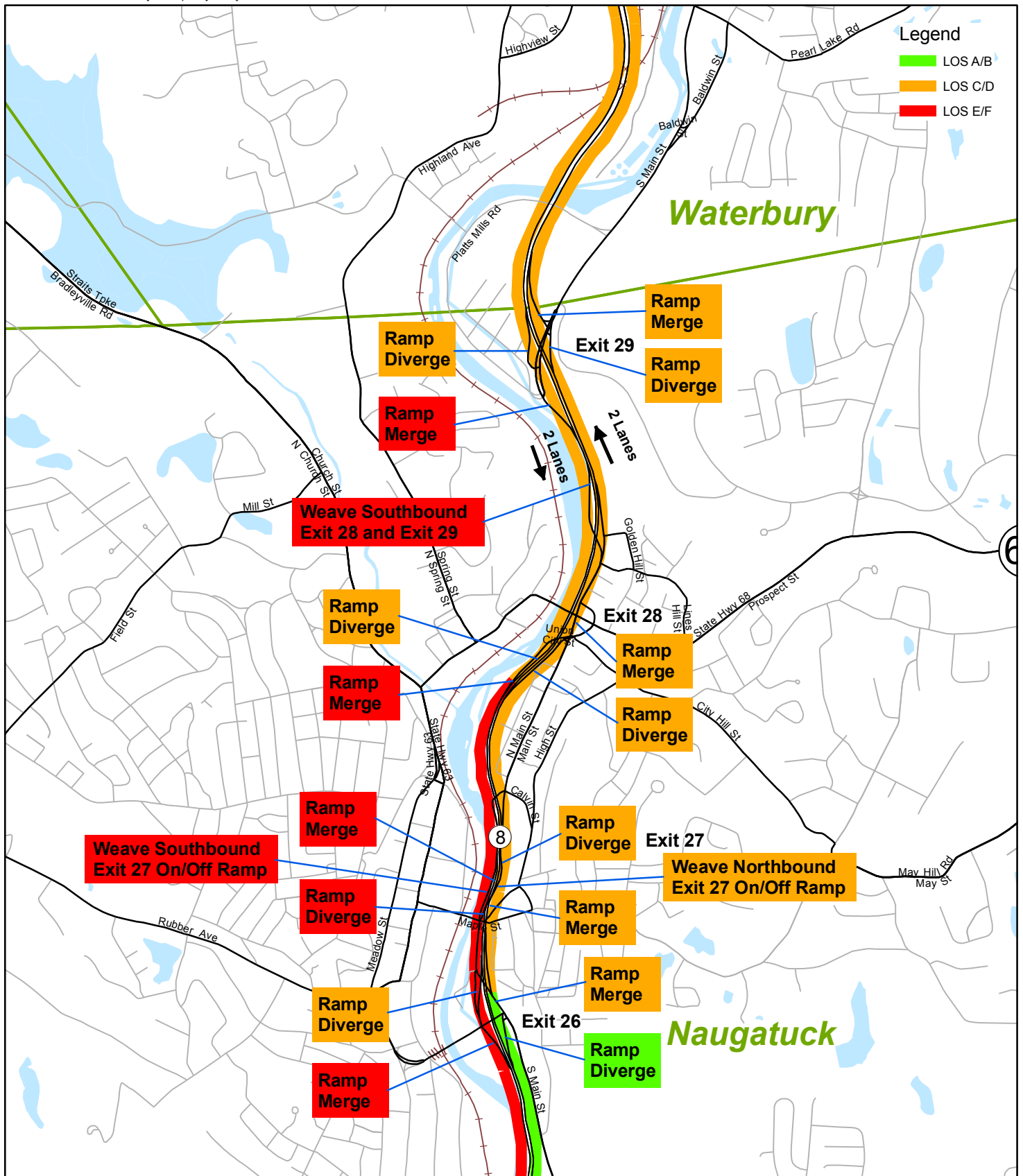




Vanasse Hangen Brustlin, Inc.

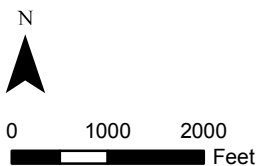
Figure 4-1 (Sheet 2 of 3)
Route 8 Deficiencies/Needs Study
State Project 124-164
Mainline/Ramp/Weave Capacity Analysis
2030 Future Conditions - Morning Peak Hour

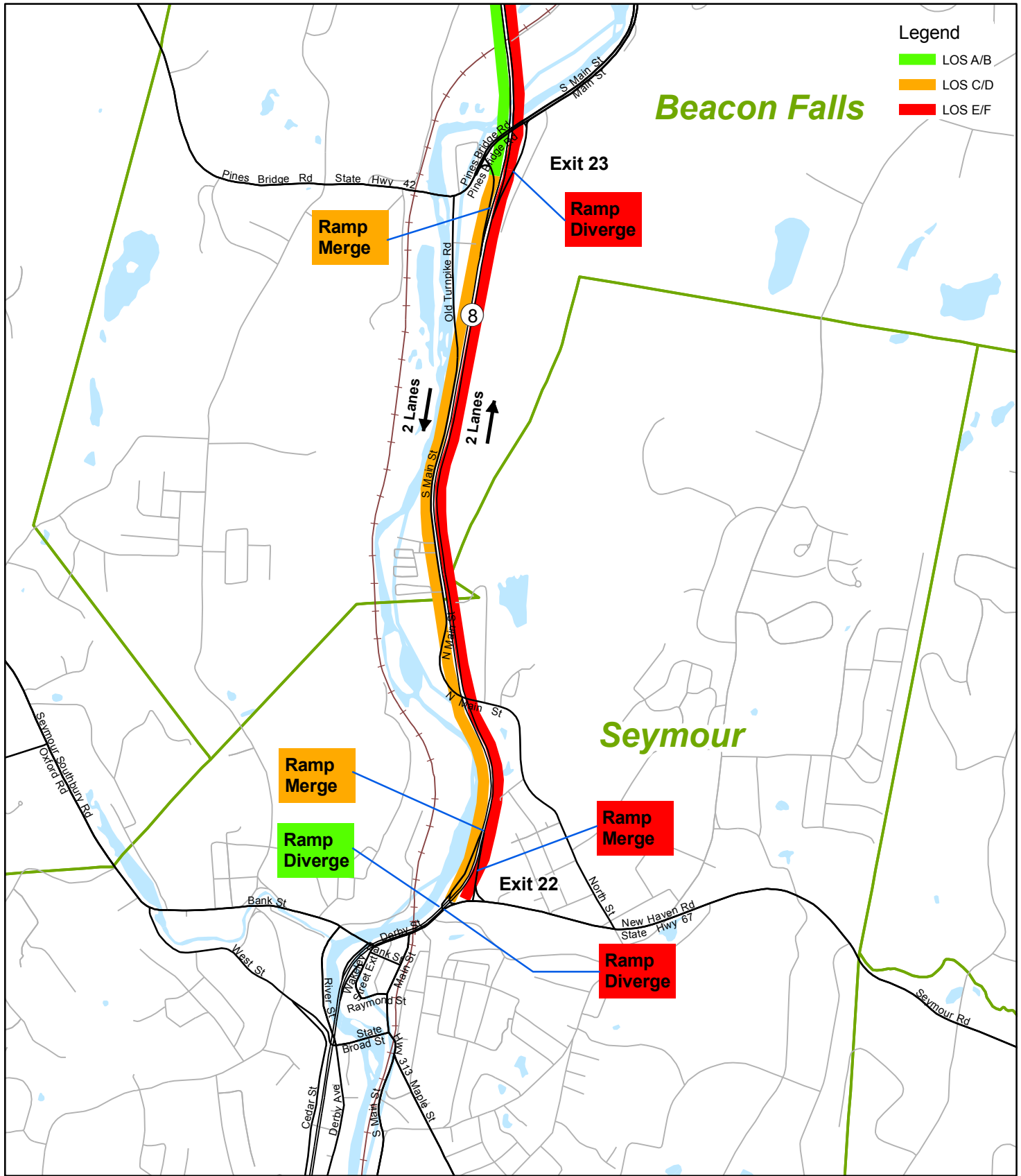




Vanasse Hangen Brustlin, Inc.

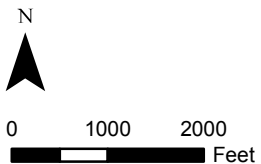
Figure 4-1 (Sheet 3 of 3)
Route 8 Deficiencies/Needs Study
State Project 124-164
Mainline/Ramp/Weave Capacity Analysis
2030 Future Conditions - Morning Peak Hour

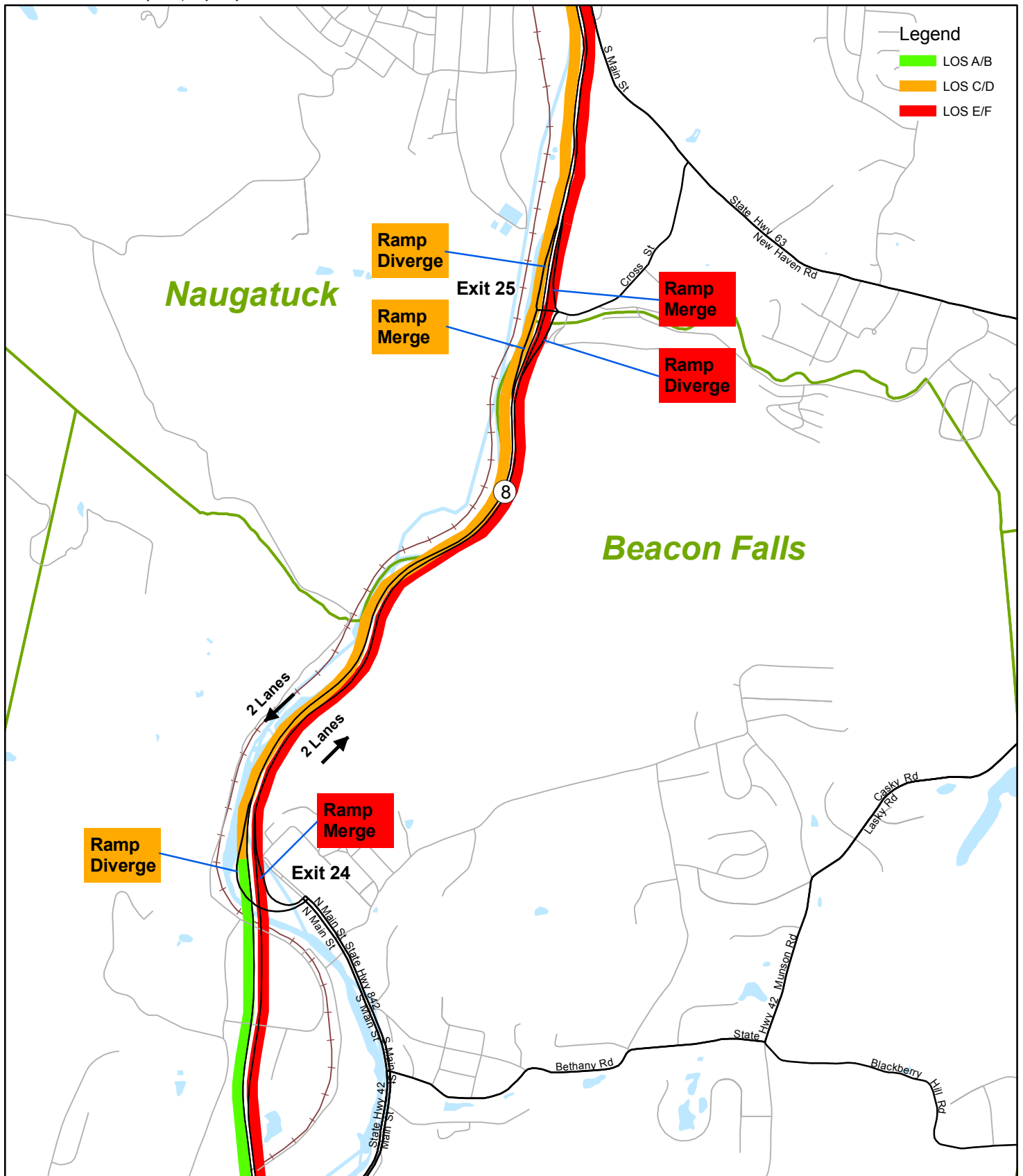




Vanasse Hangen Brustlin, Inc.

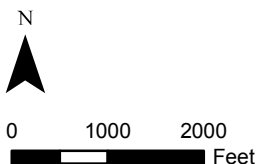
Figure 4-2 (Sheet 1 of 3)
Route 8 Deficiencies/Needs Study
State Project 124-164
Mainline/Ramp/Weave Capacity Analysis
2030 Future Conditions - Evening Peak Hour

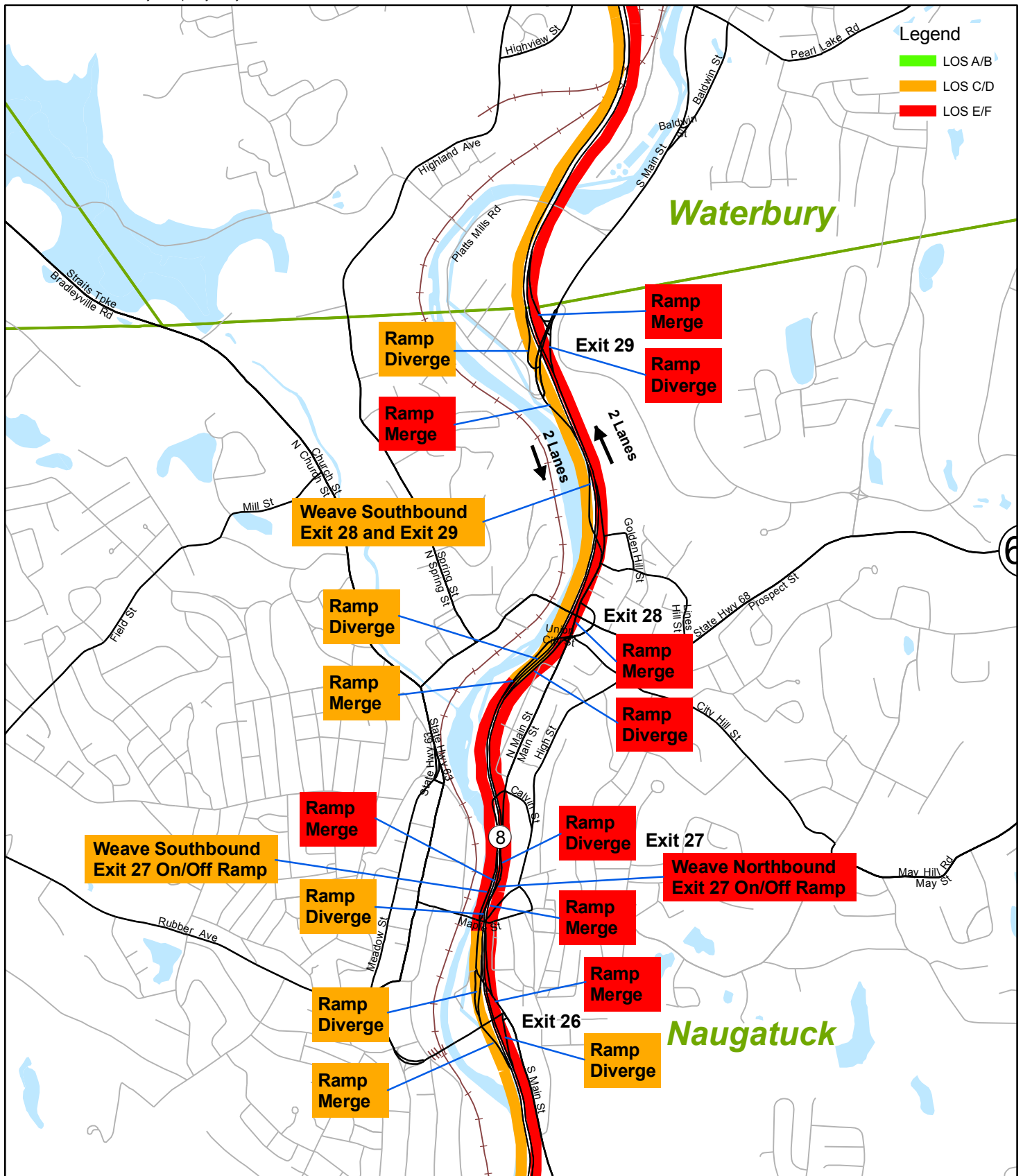




Vanasse Hangen Brustlin, Inc.

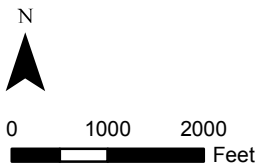
Figure 4-2 (Sheet 2 of 3)
Route 8 Deficiencies/Needs Study
State Project 124-164
Mainline/Ramp/Weave Capacity Analysis
2030 Future Conditions - Evening Peak Hour

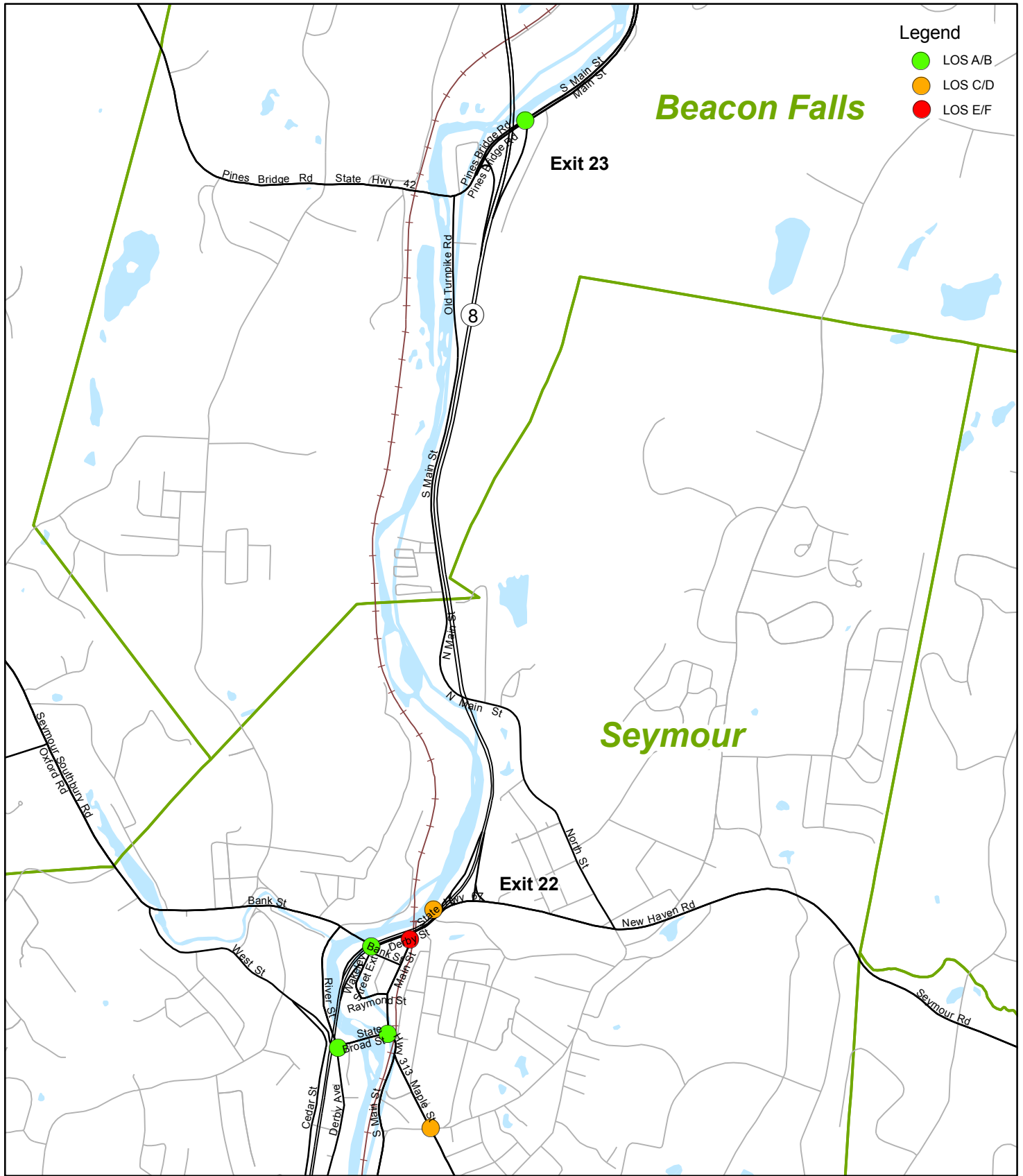




Vanasse Hangen Brustlin, Inc.

Figure 4-2 (Sheet 3 of 3)
Route 8 Deficiencies/Needs Study
State Project 124-164
Mainline/Ramp/Weave Capacity Analysis
2030 Future Conditions - Evening Peak Hour



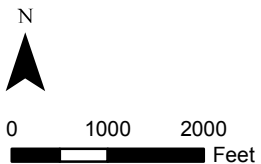


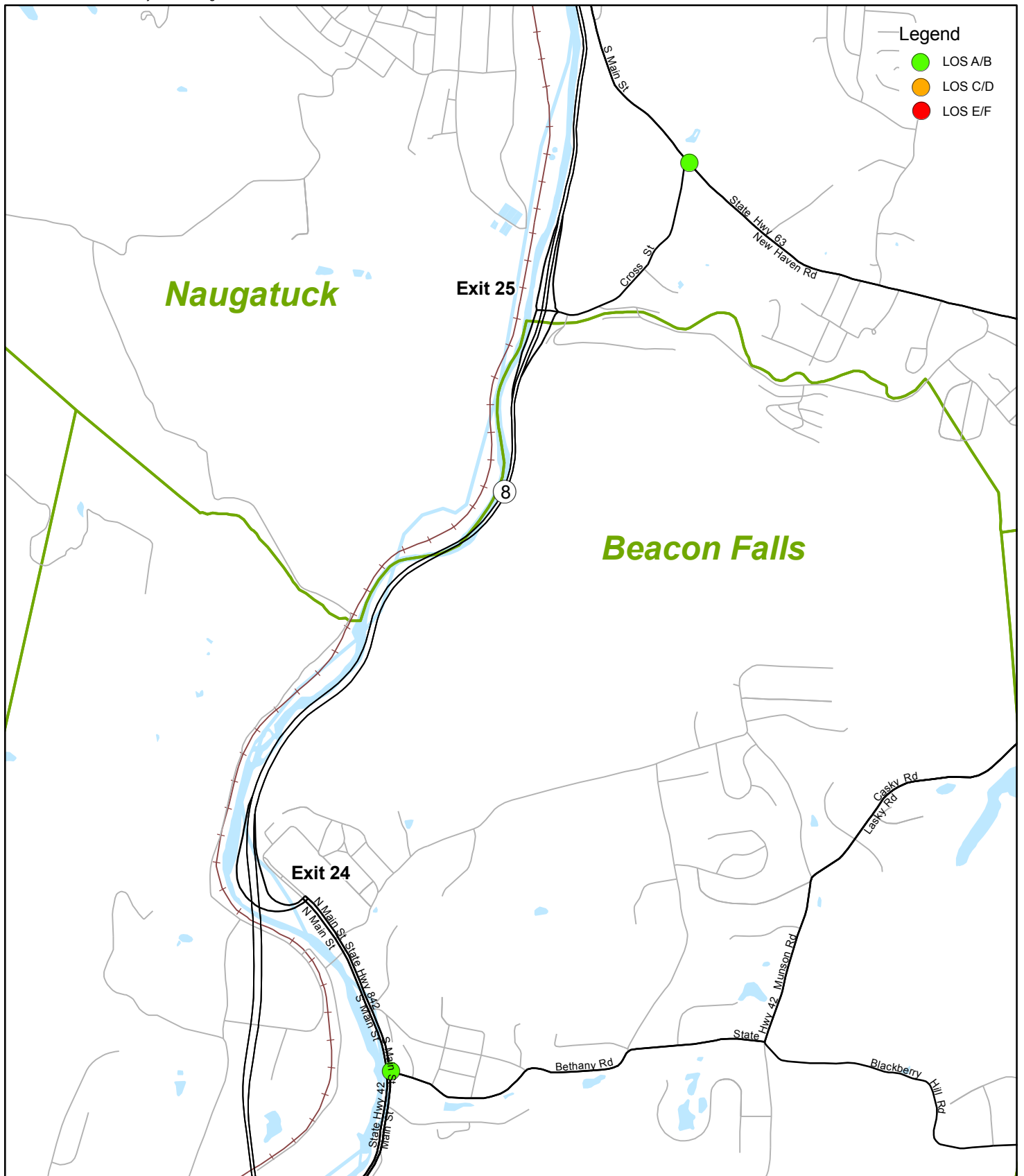
Legend

- LOS A/B
- LOS C/D
- LOS E/F

Vanasse Hangen Brustlin, Inc.

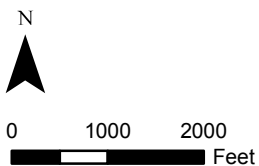
Figure 4-3 (Sheet 1 of 3)
 Route 8 Deficiencies/Needs Study
 State Project 124-164
 2030 Signalized Intersection Capacity Analysis
 Morning Peak Hour

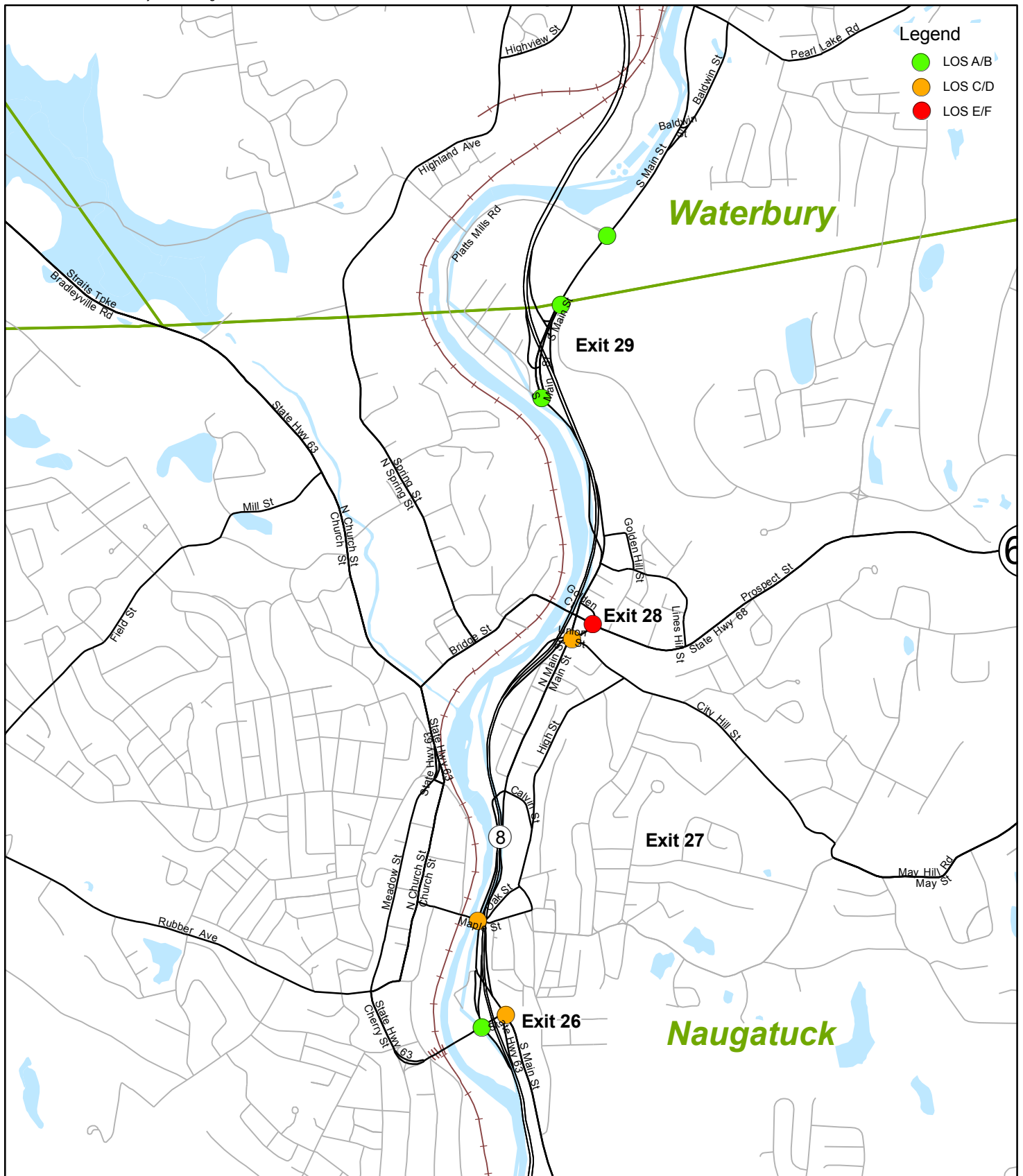




Vanasse Hangen Brustlin, Inc.

Figure 4-3 (Sheet 2 of 3)
Route 8 Deficiencies/Needs Study
State Project 124-164
2030 Signalized Intersection Capacity Analysis
Morning Peak Hour

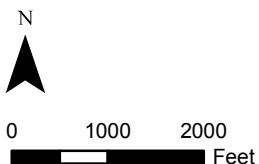


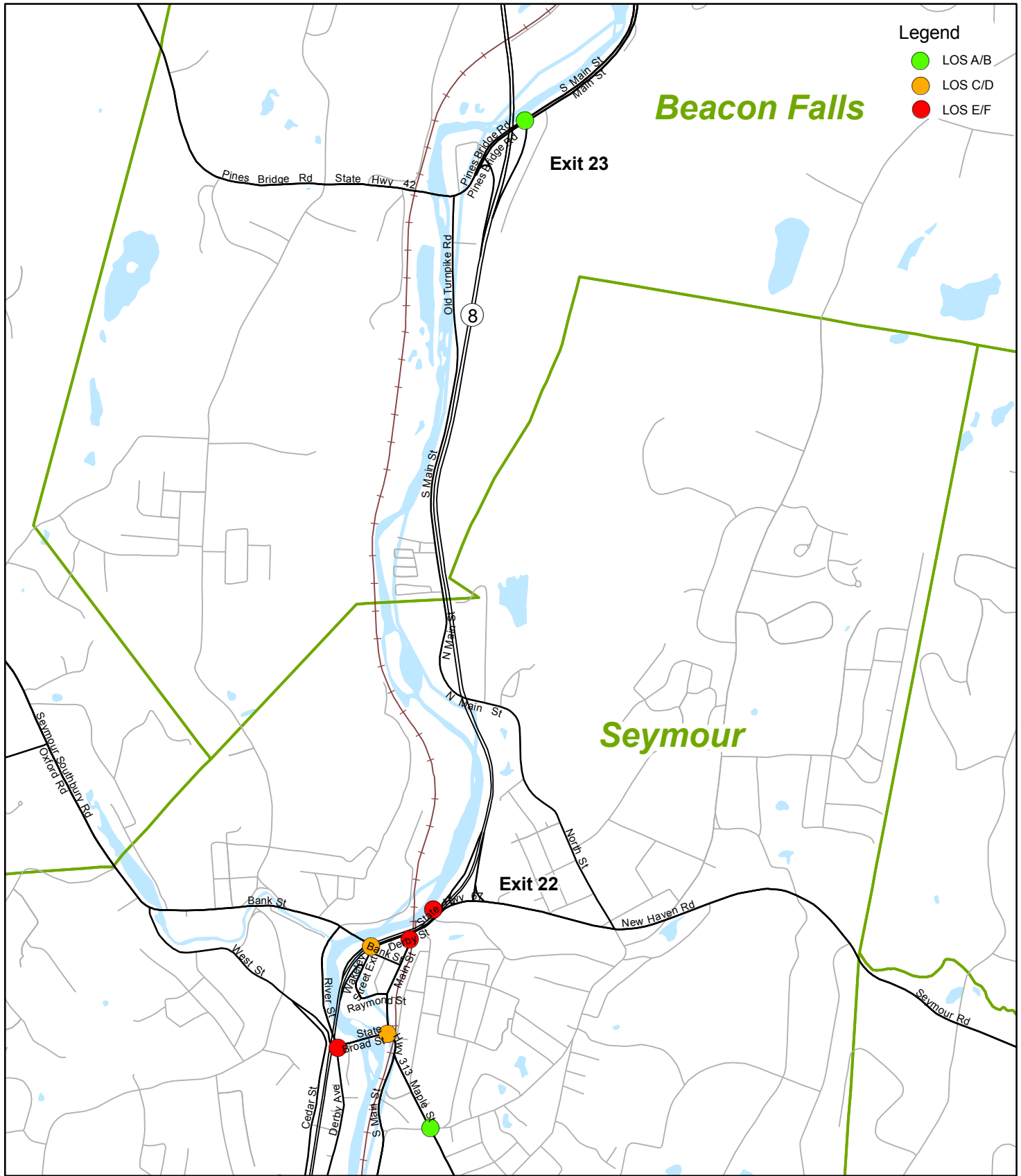


- Legend**
- LOS A/B
 - LOS C/D
 - LOS E/F

Vanasse Hangen Brustlin, Inc.

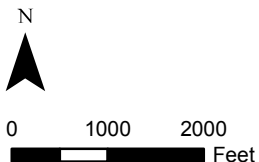
Figure 4-3 (Sheet 3 of 3)
Route 8 Deficiencies/Needs Study
State Project 124-164
2030 Signalized Intersection Capacity Analysis
Morning Peak Hour

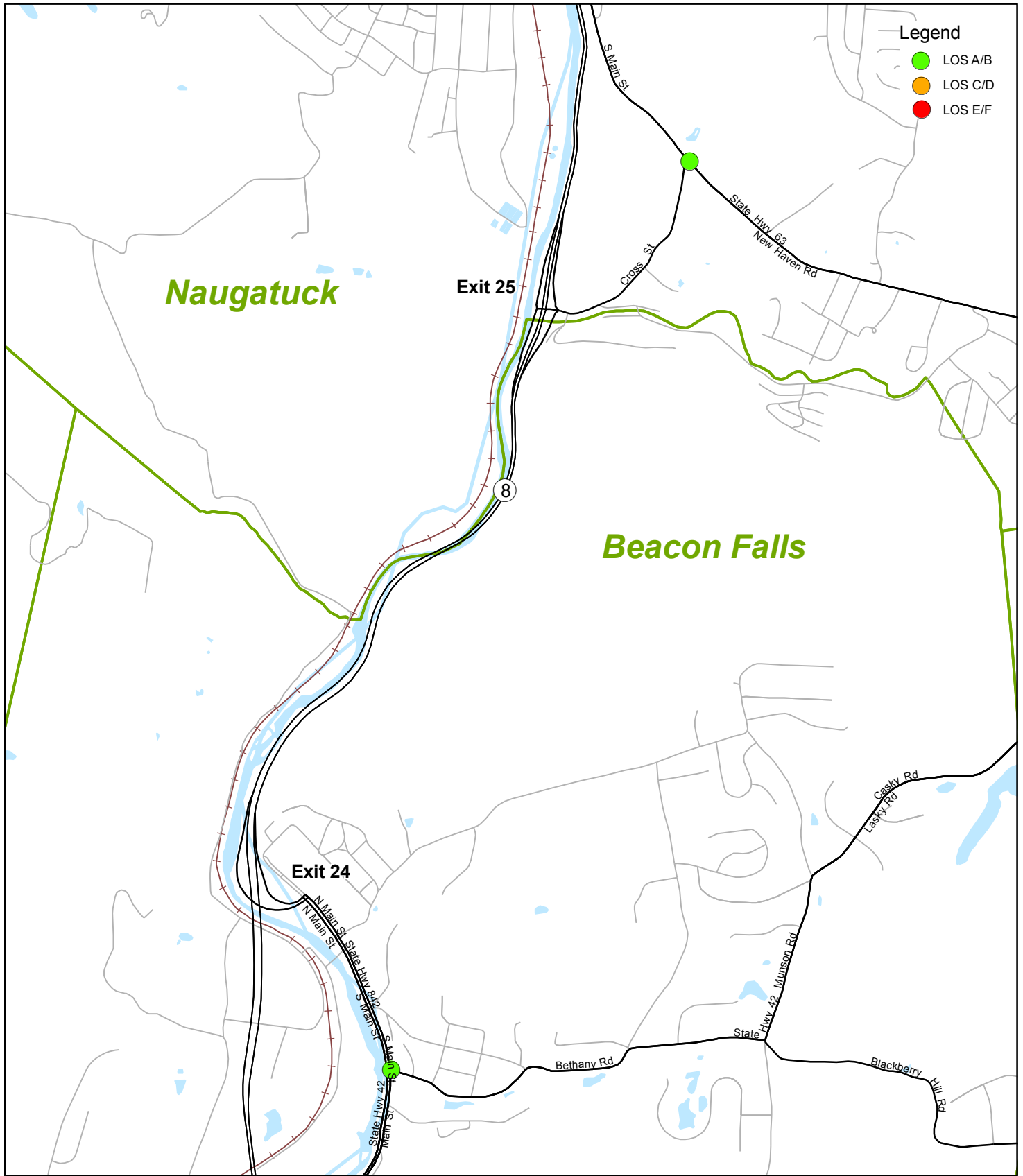




Vanasse Hangen Brustlin, Inc.

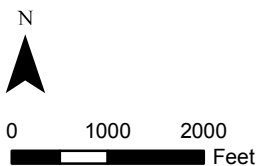
Figure 4-4 (Sheet 1 of 3)
Route 8 Deficiencies/Needs Study
State Project 124-164
2030 Signalized Intersection Capacity Analysis
Evening Peak Hour

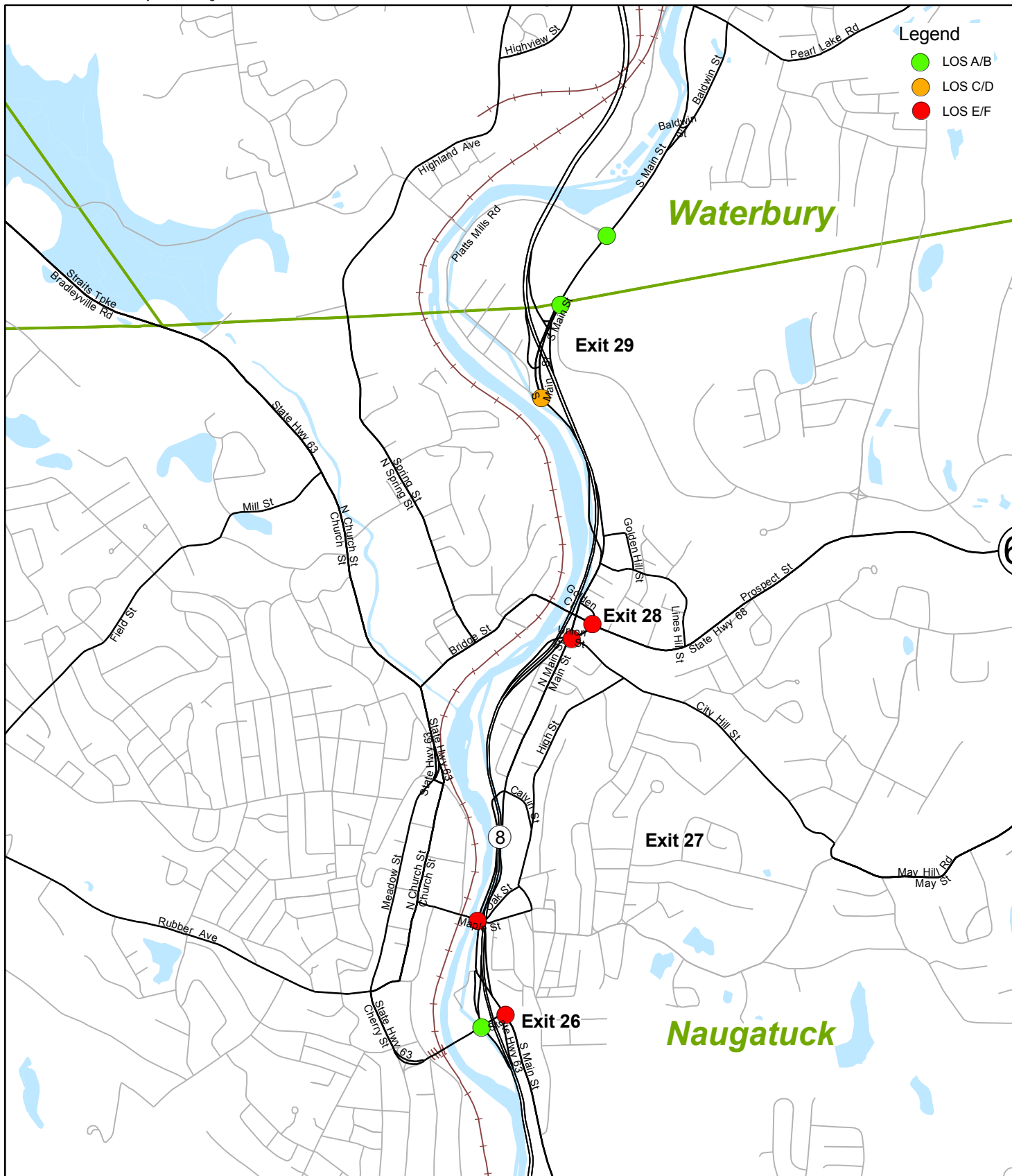




Vanasse Hangen Brustlin, Inc.

Figure 4-4 (Sheet 2 of 3)
Route 8 Deficiencies/Needs Study
State Project 124-164
2030 Signalized Intersection Capacity Analysis
Evening Peak Hour





Vanasse Hangen Brustlin, Inc.

Figure 4-4 (Sheet 3 of 3)
Route 8 Deficiencies/Needs Study
State Project 124-164
2030 Signalized Intersection Capacity Analysis
Evening Peak Hour

