

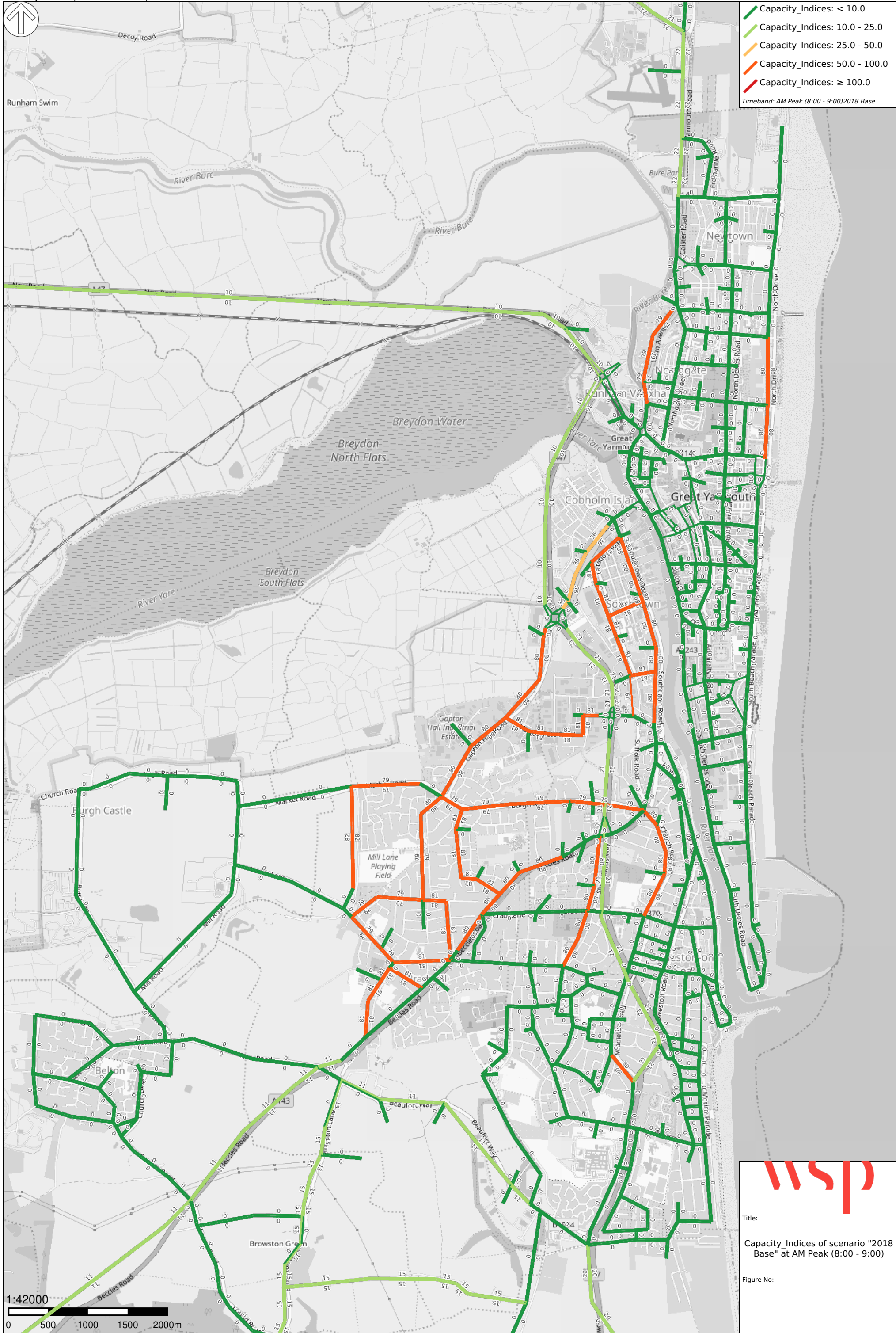



## **CLARIFICATION #1 – LINKS WITH SPEED FLOW CURVES**

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- Capacity\_Indices: < 10.0
  - Capacity\_Indices: 10.0 - 25.0
  - Capacity\_Indices: 25.0 - 50.0
  - Capacity\_Indices: 50.0 - 100.0
  - Capacity\_Indices: ≥ 100.0
- Timeband: AM Peak (8:00 - 9:00)2018 Base

Title:  
Capacity\_Indices of scenario "2018 Base" at AM Peak (8:00 - 9:00)

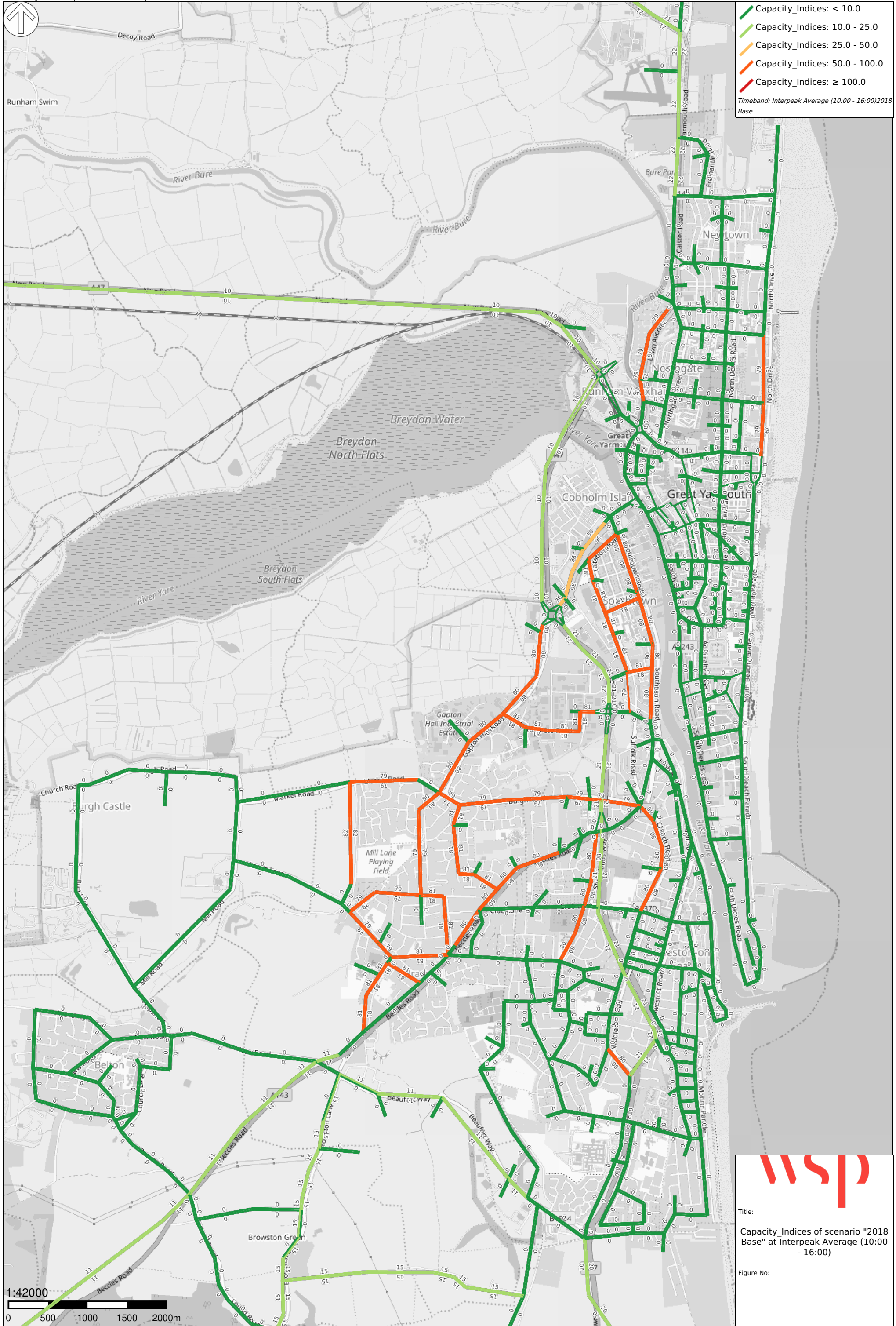
Figure No:





Capacity\_Indices: < 10.0  
 Capacity\_Indices: 10.0 - 25.0  
 Capacity\_Indices: 25.0 - 50.0  
 Capacity\_Indices: 50.0 - 100.0  
 Capacity\_Indices: ≥ 100.0

Timeband: Interpeak Average (10:00 - 16:00) 2018  
 Base



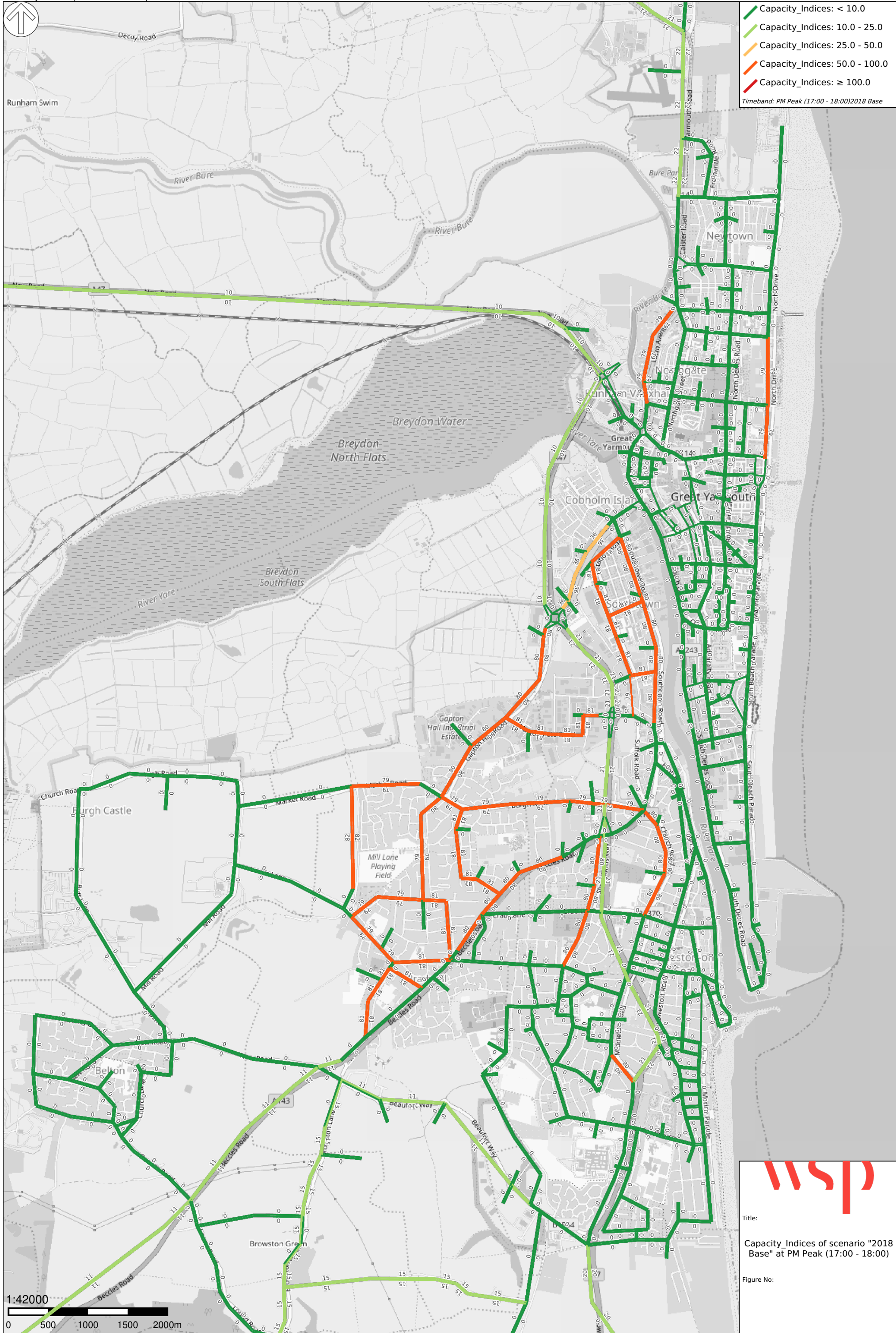

Title:  
 Capacity\_Indices of scenario "2018 Base" at Interpeak Average (10:00 - 16:00)

Figure No:





- Capacity\_Indices: < 10.0
  - Capacity\_Indices: 10.0 - 25.0
  - Capacity\_Indices: 25.0 - 50.0
  - Capacity\_Indices: 50.0 - 100.0
  - Capacity\_Indices: ≥ 100.0
- Timeband: PM Peak (17:00 - 18:00) 2018 Base

Title:  
Capacity\_Indices of scenario "2018 Base" at PM Peak (17:00 - 18:00)

Figure No:

Index	Description	S0	S2	Capacity	N
10	Single 2-lane (7.3m) TD9	87	45	1640	2.2
11	Single 2-lane (7.3m)	78	45	1380	2.1
12	Typical Single 2-lane (7.3m)	67	45	1010	1.8
13	Poor Single	61	25	1270	2.3
14	Typically Developed Small Town	47	30	880	2.5
15	Country Road	50	40	800	2
17	Country B Road	67	45	1300	1.8
20	Motorway D2	110	45	4360	5
21	Dual Carriageway	78	35	3460	3.3
22	Dual Carriageway	71	35	2540	2
36	Poor Dual Carriageway	64	35	2900	2
79	Urban	40	25	1050	1.4
80	Urban	50	25	1100	1.4
81	Urban	47	25	850	1.4
82	Urban	40	15	450	1.4