# Appendix C: Projected Intersection Volumes and Level of Service

## C.1 Roosevelt Signal System: Intersection Volumes

**AM Peak Period Adjusted for Seasonal[a]**

| | | | SB | | | WB | | | NB | | | EB | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| State | Growth Rate | Raw | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Existing (2007) | 38 | 11 | 20 | 32 | 365 | 55 | 20 | 16 | 11 | 7 | 382 | 96 | 1054 |
| | 0.0334 | 2012 | 45 | 13 | 24 | 38 | 431 | 65 | 24 | 19 | 13 | 8 | 450 | 113 | 1243 |
| | 0.0334 | 2020 | 58 | 17 | 31 | 49 | 560 | 85 | 31 | 24 | 17 | 10 | 586 | 146 | 1616 |
| | 0.0334 | 2035 | 95 | 29 | 51 | 80 | 917 | 139 | 51 | 40 | 29 | 17 | 959 | 240 | 2646 |
| Lagoon | Growth Rate | Raw | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Existing (2007) | 29 | 434 | 29 | 58 | 40 | 106 | 49 | 439 | 20 | 43 | 46 | 39 | 1333 |
| | 0.0334 | 2012 | 34 | 512 | 34 | 69 | 47 | 125 | 58 | 517 | 23 | 51 | 54 | 46 | 1571 |
| | 0.0334 | 2020 | 44 | 666 | 44 | 89 | 62 | 163 | 76 | 673 | 30 | 66 | 71 | 60 | 2044 |
| | 0.0334 | 2035 | 72 | 1090 | 72 | 146 | 101 | 266 | 124 | 1101 | 49 | 108 | 116 | 99 | 3345 |
| East 200 N | Growth Rate | Raw | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Existing (2007) | 33 | 133 | 30 | 55 | 250 | 250 | 283 | 187 | 40 | 80 | 200 | 30 | 1572 |
| | 0.0334 | 2012 | 39 | 157 | 35 | 65 | 295 | 295 | 334 | 220 | 47 | 94 | 236 | 35 | 1853 |
| | 0.0334 | 2020 | 51 | 204 | 46 | 85 | 383 | 383 | 434 | 286 | 61 | 123 | 307 | 46 | 2410 |
| | 0.0334 | 2035 | 84 | 335 | 75 | 139 | 627 | 627 | 711 | 468 | 100 | 201 | 502 | 75 | 3944 |
| North 600 E | Growth Rate | Raw | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Existing (2007) | 45 | 16 | 45 | 19 | 478 | 8 | 16 | 16 | 33 | 15 | 465 | 32 | 1189 |
| | 0.0334 | 2012 | 54 | 19 | 54 | 22 | 563 | 10 | 19 | 19 | 38 | 18 | 549 | 38 | 1401 |
| | 0.0334 | 2020 | 70 | 24 | 70 | 29 | 732 | 13 | 24 | 24 | 50 | 23 | 713 | 49 | 1822 |
| | 0.0334 | 2035 | 114 | 40 | 114 | 48 | 1198 | 21 | 40 | 40 | 82 | 38 | 1168 | 80 | 2982 |

Note: No count information for AM Peak, used PM and average peak difference in Vernal – 1.58 greater volumes used 1.5.

[a] April adjusted to August peak. April is 0.961 and August is 1.098; correction is 0.137. Assumes no intersection or other roadway improvements are completed between 2007 and 2035.

## PM Peak Period Adjusted for Seasonal[a]

| | | | SB | | | WB | | | NB | | | EB | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| State | Growth Rate | Raw | 50 | 15 | 27 | 42 | 482 | 73 | 27 | 21 | 15 | 9 | 504 | 126 | 1391 |
| | | Existing (2007) | 57 | 17 | 31 | 48 | 548 | 83 | 31 | 24 | 17 | 10 | 573 | 143 | 1582 |
| | 0.0334 | 2012 | 67 | 20 | 36 | 56 | 646 | 98 | 36 | 28 | 20 | 12 | 675 | 169 | 1864 |
| | 0.0334 | 2020 | 87 | 26 | 47 | 73 | 840 | 127 | 47 | 37 | 26 | 16 | 878 | 220 | 2424 |
| | 0.0334 | 2035 | 143 | 43 | 77 | 120 | 1375 | 208 | 77 | 60 | 43 | 26 | 1438 | 359 | 3968 |
| Lagoon | Growth Rate | Raw | 38 | 573 | 38 | 77 | 53 | 140 | 65 | 579 | 26 | 57 | 61 | 52 | 1759 |
| | | Existing (2007) | 43 | 652 | 43 | 88 | 60 | 159 | 74 | 658 | 30 | 65 | 69 | 59 | 2000 |
| | 0.0334 | 2012 | 51 | 768 | 51 | 103 | 71 | 188 | 87 | 776 | 35 | 76 | 82 | 70 | 2357 |
| | 0.0334 | 2020 | 66 | 999 | 66 | 134 | 92 | 244 | 113 | 1009 | 45 | 99 | 106 | 91 | 3066 |
| | 0.0334 | 2035 | 108 | 1635 | 108 | 220 | 151 | 399 | 185 | 1652 | 74 | 163 | 174 | 148 | 5018 |
| East 200 N[b] | Growth Rate | Raw | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Existing (2007) | 50 | 200 | 45 | 83 | 375 | 375 | 425 | 280 | 60 | 120 | 300 | 45 | 2358 |
| | 0.0334 | 2012 | 59 | 236 | 53 | 98 | 442 | 442 | 501 | 330 | 71 | 141 | 354 | 53 | 2779 |
| | 0.0334 | 2020 | 77 | 307 | 69 | 127 | 575 | 575 | 651 | 429 | 92 | 184 | 460 | 69 | 3614 |
| | 0.0334 | 2035 | 125 | 502 | 113 | 208 | 941 | 941 | 1066 | 703 | 151 | 301 | 753 | 113 | 5916 |
| North 600 E | Growth Rate | Raw | 60 | 21 | 60 | 25 | 630 | 11 | 21 | 21 | 43 | 20 | 614 | 42 | 1568 |
| | | Existing (2007) | 68 | 24 | 68 | 28 | 716 | 13 | 24 | 24 | 49 | 23 | 698 | 48 | 1783 |
| | 0.0334 | 2012 | 80 | 28 | 80 | 33 | 844 | 15 | 28 | 28 | 58 | 27 | 823 | 56 | 2101 |
| | 0.0334 | 2020 | 105 | 37 | 105 | 44 | 1098 | 19 | 37 | 37 | 75 | 35 | 1070 | 73 | 2733 |
| | 0.0334 | 2035 | 171 | 60 | 171 | 71 | 1797 | 31 | 60 | 60 | 123 | 57 | 1752 | 120 | 4473 |

No count information for AM Peak, used PM and average peak difference in Vernal – 1.58 greater volumes used 1.5.

[a] April adjusted to August Peak. April is 0.961 and August is 1.098; correction is 0.137. Assumes no intersection or other roadway improvements are completed between 2007 and 2035.

[b] No count information for East 200 N – balance flow for adjacent intersections and estimated remaining volumes.

# C.2 Vernal Signal System: Intersection Volumes

**AM Peak Period Adjusted for Seasonal[a]**

| | | | SB | | | WB | | | NB | | | EB | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| 100 South | Growth Rate | Raw | 71 | 131 | 87 | 10 | 416 | 6 | 7 | 91 | 86 | 77 | 439 | 36 | 1457 |
| | | Existing (2007) | 91 | 168 | 112 | 13 | 534 | 8 | 9 | 117 | 110 | 99 | 563 | 46 | 1869 |
| | 0.0139 | 2012 | 98 | 180 | 120 | 14 | 572 | 8 | 10 | 125 | 118 | 106 | 603 | 49 | 2003 |
| | 0.0139 | 2020 | 109 | 201 | 134 | 15 | 639 | 9 | 11 | 140 | 132 | 118 | 674 | 55 | 2237 |
| | 0.0139 | 2035 | 134 | 247 | 164 | 19 | 786 | 11 | 13 | 172 | 162 | 145 | 829 | 68 | 2751 |
| 500 West | Growth Rate | Raw | 62 | 65 | 45 | 69 | 468 | 41 | 32 | 125 | 71 | 39 | 507 | 17 | 1541 |
| | | Existing (2007) | 80 | 83 | 58 | 89 | 600 | 53 | 41 | 160 | 91 | 50 | 650 | 22 | 1977 |
| | 0.0139 | 2012 | 85 | 89 | 62 | 95 | 643 | 56 | 44 | 172 | 98 | 54 | 697 | 23 | 2118 |
| | 0.0139 | 2020 | 95 | 100 | 69 | 106 | 718 | 63 | 49 | 192 | 109 | 60 | 778 | 26 | 2366 |
| | 0.0139 | 2035 | 117 | 123 | 85 | 130 | 884 | 77 | 60 | 236 | 134 | 74 | 957 | 32 | 2910 |
| 100 West | Growth Rate | Raw | 9 | 9 | 7 | 11 | 541 | 2 | 9 | 9 | 3 | 10 | 603 | 18 | 1231 |
| | | Existing (2007) | 12 | 12 | 9 | 14 | 694 | 3 | 12 | 12 | 4 | 13 | 774 | 23 | 1579 |
| | 0.0139 | 2012 | 12 | 12 | 10 | 15 | 744 | 3 | 12 | 12 | 4 | 14 | 829 | 25 | 1692 |
| | 0.0139 | 2020 | 14 | 14 | 11 | 17 | 831 | 3 | 14 | 14 | 5 | 15 | 926 | 28 | 1890 |
| | 0.0139 | 2035 | 17 | 17 | 13 | 21 | 1022 | 4 | 17 | 17 | 6 | 19 | 1139 | 34 | 2325 |
| US 191 | Growth Rate | Raw | 81 | 74 | 102 | 68 | 466 | 21 | 45 | 93 | 46 | 30 | 528 | 55 | 1609 |
| | | Existing (2007) | 104 | 95 | 131 | 87 | 598 | 27 | 58 | 119 | 59 | 38 | 677 | 71 | 2064 |
| | 0.0139 | 2012 | 111 | 102 | 140 | 93 | 641 | 29 | 62 | 128 | 63 | 41 | 726 | 76 | 2212 |
| | 0.0139 | 2020 | 124 | 114 | 157 | 104 | 715 | 32 | 69 | 143 | 71 | 46 | 811 | 84 | 2470 |
| | 0.0139 | 2035 | 153 | 140 | 193 | 128 | 880 | 40 | 85 | 176 | 87 | 57 | 997 | 104 | 3038 |
| 500 East | Growth Rate | Raw | 44 | 47 | 42 | 40 | 440 | 11 | 43 | 45 | 39 | 39 | 562 | 44 | 1396 |
| | | Existing (2007) | 56 | 60 | 54 | 51 | 565 | 14 | 55 | 58 | 50 | 50 | 721 | 56 | 1791 |
| | 0.0139 | 2012 | 60 | 65 | 58 | 55 | 605 | 15 | 59 | 62 | 54 | 54 | 773 | 60 | 1919 |
| | 0.0139 | 2020 | 68 | 72 | 64 | 61 | 675 | 17 | 66 | 69 | 60 | 60 | 863 | 68 | 2143 |
| | 0.0139 | 2035 | 83 | 89 | 79 | 76 | 831 | 21 | 81 | 85 | 74 | 74 | 1061 | 83 | 2636 |

[a] January adjusted to August peak. January is 0.815 and August is 1.098; correction is 0.283. Assumes no intersection or other roadway improvements are completed between 2007 and 2035.

## PM Peak Period Adjusted for Seasonal[a]

| | | | SB | | | WB | | | NB | | | EB | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| 100 South | Growth Rate | Raw | 113 | 78 | 110 | 49 | 905 | 16 | 11 | 78 | 214 | 124 | 616 | 90 | 2404 |
| | | Existing (2007) | 145 | 100 | 141 | 63 | 1161 | 21 | 14 | 100 | 275 | 159 | 790 | 115 | 3084 |
| | 0.0139 | 2012 | 155 | 107 | 151 | 67 | 1244 | 22 | 15 | 107 | 294 | 170 | 847 | 124 | 3305 |
| | 0.0139 | 2020 | 173 | 120 | 169 | 75 | 1389 | 25 | 17 | 120 | 329 | 190 | 946 | 138 | 3691 |
| | 0.0139 | 2035 | 213 | 147 | 208 | 93 | 1709 | 30 | 21 | 147 | 404 | 234 | 1163 | 170 | 4540 |
| 500 West | Growth Rate | Raw | 131 | 153 | 95 | 136 | 911 | 77 | 43 | 122 | 84 | 27 | 704 | 51 | 2534 |
| | | Existing (2007) | 168 | 196 | 122 | 174 | 1169 | 99 | 55 | 157 | 108 | 35 | 903 | 65 | 3251 |
| | 0.0139 | 2012 | 180 | 210 | 131 | 187 | 1252 | 106 | 59 | 168 | 115 | 37 | 968 | 70 | 3483 |
| | 0.0139 | 2020 | 201 | 235 | 146 | 209 | 1399 | 118 | 66 | 187 | 129 | 41 | 1081 | 78 | 3890 |
| | 0.0139 | 2035 | 247 | 289 | 179 | 257 | 1720 | 145 | 81 | 230 | 159 | 51 | 1329 | 96 | 4785 |
| 100 West | Growth Rate | Raw | 43 | 21 | 17 | 29 | 1117 | 12 | 18 | 18 | 37 | 31 | 755 | 21 | 2119 |
| | | Existing (2007) | 55 | 27 | 22 | 37 | 1433 | 15 | 23 | 23 | 47 | 40 | 969 | 27 | 2719 |
| | 0.0139 | 2012 | 59 | 29 | 23 | 40 | 1536 | 16 | 25 | 25 | 51 | 43 | 1038 | 29 | 2913 |
| | 0.0139 | 2020 | 66 | 32 | 26 | 45 | 1715 | 18 | 28 | 28 | 57 | 48 | 1159 | 32 | 3253 |
| | 0.0139 | 2035 | 81 | 40 | 32 | 55 | 2109 | 23 | 34 | 34 | 70 | 59 | 1426 | 40 | 4001 |
| US 191 | Growth Rate | Raw | 199 | 141 | 86 | 85 | 810 | 39 | 29 | 110 | 97 | 74 | 523 | 152 | 2345 |
| | | Existing (2007) | 255 | 181 | 110 | 109 | 1039 | 50 | 37 | 141 | 124 | 95 | 671 | 195 | 3009 |
| | 0.0139 | 2012 | 274 | 194 | 118 | 117 | 1113 | 54 | 40 | 151 | 133 | 102 | 719 | 209 | 3224 |
| | 0.0139 | 2020 | 306 | 216 | 132 | 130 | 1244 | 60 | 45 | 169 | 149 | 114 | 803 | 233 | 3600 |
| | 0.0139 | 2035 | 376 | 266 | 162 | 161 | 1530 | 74 | 55 | 208 | 183 | 140 | 988 | 287 | 4428 |
| 500 East | Growth Rate | Raw | 49 | 60 | 90 | 102 | 909 | 40 | 42 | 58 | 61 | 36 | 512 | 52 | 2011 |
| | | Existing (2007) | 63 | 77 | 115 | 131 | 1166 | 51 | 54 | 74 | 78 | 46 | 657 | 67 | 2580 |
| | 0.0139 | 2012 | 67 | 82 | 124 | 140 | 1250 | 55 | 58 | 80 | 84 | 49 | 704 | 71 | 2764 |
| | 0.0139 | 2020 | 75 | 92 | 138 | 157 | 1395 | 61 | 64 | 89 | 94 | 55 | 786 | 80 | 3087 |
| | 0.0139 | 2035 | 93 | 113 | 170 | 193 | 1717 | 76 | 79 | 110 | 115 | 68 | 967 | 98 | 3798 |

[a] January adjusted to August peak. January is 0.815 and August is 1.098; correction is 0.283. Assumes no intersection or other roadway improvements are completed between 2007 and 2035.

# C.3 Roosevelt Signal System Level of Service and Intersection Delay

### US 40 Roosevelt Traffic Signal System 2007 and 2035 Level of Service and Intersection Delay - AM Peak Period[a]

| | Level of Service and Intersection Delay in Seconds | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | US 40 | | | | Cross Street | | | | Overall Intersection LOS and Delay | |
| | Eastbound | | Westbound | | Northbound | | Southbound | | | |
| Intersection | 2007 | 2035 | 2007 | 2035 | 2007 | 2035 | 2007 | 2035 | 2007 | 2035 |
| State Street | A<br>1.9 sec | A<br>8.9 sec | A<br>0.4 sec | B<br>13.8 sec | C<br>29.5 sec | D<br>36.6 sec | C<br>29.6 sec | D<br>37.4 sec | A<br>4.2 sec | B<br>14.2 sec |
| Lagoon Street | A<br>7.8 sec | C<br>21.8 sec | A<br>7.7 sec | C<br>29.9 sec | B<br>17.1 sec | C<br>32.1 sec | B<br>13.3 sec | C<br>30.2 sec | B<br>13.1 sec | C<br>27.4 sec |
| 200 East | C<br>26 sec | C<br>29.7 sec | C<br>21.1 sec | C<br>34.5 sec | A<br>8.7 sec | D<br>36.8 sec | B<br>15.8 sec | C<br>22.7 sec | B<br>17.4 sec | C<br>32.8 sec |
| 600 East | A<br>2.2 sec | A<br>4.3 sec | A<br>2.9 sec | A<br>5.1 sec | C<br>26.9 sec | C<br>32.9 sec | C<br>26.9 sec | C<br>34.8 sec | A<br>6.3 sec | A<br>9.3 sec |

[a] Assumes no intersection or other roadway improvements are completed between 2007 and 2035.

## US 40 Roosevelt Traffic Signal System 2007 and 2035 Level of Service and Intersection Delay - PM Peak Period[a]

| | Level of Service and Intersection Delay in Seconds | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | US 40 | | | | Cross Street | | | | Overall Intersection LOS and Delay | |
| | Eastbound | | Westbound | | Northbound | | Southbound | | | |
| Intersection | 2007 | 2035 | 2007 | 2035 | 2007 | 2035 | 2007 | 2035 | 2007 | 2035 |
| State Street | A<br>2.5 sec | C<br>27.2 sec | A<br>2.3 sec | C<br>27.2 sec | C<br>30.4 sec | E<br>55.0 sec | C<br>30.7 sec | E<br>61.7 sec | A<br>5.7 sec | C<br>30.7 sec |
| Lagoon Street | A<br>9.5 sec | D<br>42.4 sec | A<br>9.5 sec | E<br>72.5 sec | B<br>18.0 sec | E<br>78.0 sec | B<br>18.3 sec | E<br>74.4 sec | B<br>15.7 sec | E<br>62.9 sec |
| 200 East | C<br>33.1 sec | D<br>54.1 sec | C<br>29.8 sec | D<br>41.3 sec | C<br>24.8 sec | C<br>27.8 sec | C<br>26.9 sec | D<br>51.6 sec | C<br>28.5 sec | D<br>40.7 sec |
| 600 East | A<br>3.4 sec | C<br>20.3 sec | A<br>3.5 sec | C<br>23.9 sec | C<br>28.7 sec | D<br>43.4 sec | C<br>28.8 sec | D<br>49.8 sec | A<br>7.4 sec | C<br>25.9 sec |

[a] Assumes no intersection or other roadway improvements are completed between 2007 and 2035.

# C.4 Vernal Signal System Level of Service and Intersection Delay

### US 40 Vernal Traffic Signal System 2007 and 2035 Level of Service and Intersection Delay - AM Peak Period[a]

| | Level of Service and Intersection Delay in Seconds | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | US 40 | | | | Cross Street | | | | Overall Intersection LOS and Delay | |
| | Eastbound | | Westbound | | Northbound | | Southbound | | | |
| Intersection | 2007 | 2035 | 2007 | 2035 | 2007 | 2035 | 2007 | 2035 | 2007 | 2035 |
| 100 South | B 19.3 sec | D 48.6 sec | B 18.5 sec | E 74.1 sec | E 56.5 sec | F 486.6 sec | C 24.3 sec | C 31.2 sec | C 27.2 sec | F 113.6 sec |
| 500 West | A 5.2 sec | C 20.3 sec | A 2.6 sec | A 9.9 sec | C 26.7 sec | C 34.9 sec | C 30.3 sec | C 28.7 sec | A 7.6 sec | B 19.5 sec |
| 100 West | A 1.1 sec | A 1.6 sec | A 1.5 sec | A 2.4 sec | C 34.9 sec | C 33.4 sec | C 34.7 sec | C 33.0 sec | A 3.6 sec | A 4.0 sec |
| Route 191 | A 3.5 sec | C 24.0 sec | A 5.4 sec | A 9.6 sec | C 24.1 sec | B 19.8 sec | C 27.1 sec | C 29.4 sec | B 10.2 sec | B 19.9 sec |
| 500 East | A 2.7 sec | A 9.0 sec | A 3.0 sec | A 5.9 sec | C 33.1 sec | C 31.3 sec | C 33.5 sec | C 30.9 sec | A 8.0 sec | B 11.6 sec |

[a] Assumes no intersection or other roadway improvements are completed between 2007 and 2035.

## US 40 Vernal Traffic Signal System 2007 and 2035 Level of Service and Intersection Delay - PM Peak Period[a]

| | Level of Service and Intersection Delay in Seconds | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | US 40 | | | | Cross Street | | | | Overall Intersection LOS and Delay | |
| | Eastbound | | Westbound | | Northbound | | Southbound | | | |
| Intersection | 2007 | 2035 | 2007 | 2035 | 2007 | 2035 | 2007 | 2035 | 2007 | 2035 |
| 100 South | C<br>34.0 sec | E<br>59.5 sec | D<br>50.6 sec | F<br>209.8 sec | E<br>86.7 sec | F<br>512.1 sec | D<br>22.9 sec | C<br>26.9 sec | D<br>46.2 sec | F<br>174.3 sec |
| 500 West | B<br>14.5 sec | C<br>34.7 sec | D<br>38.5 sec | F<br>342.0 sec | E<br>63.0 sec | F<br>310.3 sec | D<br>35.4 sec | F<br>84.4 sec | C<br>33.6 sec | F<br>216.1 sec |
| 100 West | A<br>1.2 sec | A<br>6.2 sec | A<br>2.8 sec | C<br>29.8 sec | D<br>44.2 sec | D<br>44.0 sec | D<br>41.0 sec | D<br>37.4 sec | A<br>5.7 sec | C<br>22.0 sec |
| Route 191 | F<br>164.8 sec | F<br>433.5 sec | A<br>7.6 sec | C<br>33.4 sec | F<br>112.8 sec | F<br>478.7 sec | C<br>32.5 sec | E<br>68.4 sec | E<br>74.1 sec | F<br>214.5 sec |
| 500 East | A<br>5.9 sec | D<br>41.2 sec | B<br>11.3 sec | F<br>87.1 sec | D<br>36.3 sec | F<br>83.0 sec | D<br>46.2 sec | F<br>160.9 sec | B<br>15.5 sec | F<br>81.3 sec |

[a] Assumes no intersection or other roadway improvements are completed between 2007 and 2035.