


# Gabrovo – Shipka Highway Project Cost Benefit Analysis


## Appendices to the Main Report



Prepared by:

  
Edmund Salt  
Consultant, Transportation

Checked by:

  
Graham Powell  
Regional Director, Transportation

Approved by:

  
Martin Bright  
Director, Transportation

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Colmore Plaza, Colmore Circus Queensway, Birmingham B4 6AT  
Telephone: 0121 262 1900 Website: <http://www.aecom.com>

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# 1 Model Flows

**Table 1.1 Traffic Flow in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass and Tunnel Option A**

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	3,164	6,476	3,547	7,186	3,740	7,839
	10657	10658	-	-	2,215	2,164	2,378	2,315	2,494	2,419
	10658	10659	-	-	2,215	2,164	2,378	2,315	2,494	2,419
	10659	10611	-	-	2,215	2,164	2,378	2,315	2,494	2,419
	10611	10612	-	-	11,914	9,087	12,433	9,235	12,693	9,417
	10612	10640	-	-	5,071	3,045	5,233	2,936	5,371	3,053
	10640	10641	-	-	5,071	660	5,233	678	5,371	678
	10641	10642	-	-	4,723	122	5,101	127	5,323	128
	10642	10643	-	-	4,723	122	5,101	127	5,323	128
	10643	10644	-	-	4,723	122	5,101	127	5,323	128
	10644	17005	-	-	4,723		5,101		5,323	
17005	10645	-	-	4,723	11,848	5,101	13,144	5,323	14,089	
IV-5522	10656	12104	-	-	1,315		1,505		1,583	
	12104	12103	-	-	1,315		1,505		1,583	
	12103	12102	-	-	1,315		1,505		1,583	
	12102	12101	-	-	1,315		1,505		1,583	
III-552	12101	12505	-	-	3,159	783	3,325	804	3,399	806
	12505	10641	-	-	3,159	783	3,325	804	3,399	806
IV-5006	10640	12031	-	-		2,385		2,258		2,375
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	9,699	6,923	10,055	6,921	10,199	6,998
	10610	10609	-	-	6,896	4,490	7,173	4,627	7,195	4,620
	10609	10608	-	-	6,896	4,490	7,173	4,627	7,195	4,620
Minor Rd	13,057	13,058	-	-	1,835	5,719	1,978	6,720	2,074	7,342
	13,058	10,608	-	-	1,835	5,719	1,978	6,720	2,074	7,342
II-55	10,646	10,839	-	-	5,080	2,435	5,787	2,872	6,546	3,266
	10,839	10,840	-	-	5,080	2,435	5,787	2,872	6,546	3,266
	10,840	10,841	-	-	5,281	2,466	6,162	2,904	6,739	3,300
	10,841	10,842	-	-	5,281	2,466	6,162	2,904	6,739	3,300

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,842	10,843	-	-	5,281	2,466	6,162	2,904	6,739	3,300
	10,843	10,844	-	-	5,281	2,466	6,162	2,904	6,739	3,300
	10,844	10,845	-	-	5,281	2,466	6,162	2,904	6,739	3,300
	10,845	10,846	-	-	6,463	2,565	7,306	3,011	7,877	3,408
	10,846	10,847	-	-	6,463	2,565	7,306	3,011	7,877	3,408
	10,847	10,848	-	-	6,463	2,565	7,306	3,011	7,877	3,408
	10,848	10,849	-	-	6,463	2,565	7,306	3,011	7,877	3,408
	10,849	10,850	-	-	6,463	2,565	7,306	3,011	7,877	3,408
	10,850	10,851	-	-	6,463	2,565	7,306	3,011	7,877	3,408
	10,851	10,852	-	-	6,947	4,861	7,830	5,495	8,421	6,052
	10,852	10,853	-	-	7,020	5,215	7,910	5,873	8,575	6,441
I-6	10,853	10,910	-	-	5,640	7,146	6,155	7,799	6,892	8,333
	10,910	10,909	-	-	5,640	7,146	6,155	7,799	6,892	8,333
	10,909	10,908	-	-	6,174	7,677	6,754	8,391	7,538	8,973
	10,908	10,907	-	-	6,174	7,677	6,754	8,391	7,538	8,973
	10,907	10,906	-	-	6,174	7,677	6,754	8,391	7,538	8,973
	10,906	10,639	-	-	7,208	8,735	7,814	9,477	8,606	10,067
I-5	10,639	10,638	-	-	11,524	16,362	12,531	18,027	13,418	19,183
	10,645	10,687	-	-	2,950	8,986	3,113	9,908	3,280	10,499
	10,687	10,638	-	-	2,950	8,986	3,113	9,908	3,280	10,499
	10,647	10,648	-	-	5,053	7,072	5,518	7,814	5,785	8,478
	10,648	10,649	-	-	5,053	7,072	5,518	7,814	5,785	8,478
	10,649	10,650	-	-	5,251	7,268	5,719	8,012	5,983	8,672
	10,650	10,651	-	-	4,640	6,523	5,239	7,232	5,307	7,883
	10,651	10,652	-	-	4,421	6,476	4,991	7,186	5,259	7,839
	10,652	10,653	-	-	4,421	6,476	4,991	7,186	5,259	7,839
	10,653	10,654	-	-	4,421	6,476	4,991	7,186	5,259	7,839
	10,654	10,655	-	-	4,421	6,476	4,991	7,186	5,259	7,839
10,655	10,656	-	-	4,421	6,476	4,991	7,186	5,259	7,839	
III-609	10,650	11,999	-	-	2,064	1,892	2,287	1,941	2,100	1,936
	11,999	12,000	-	-	777	597	974	622	797	626
	12,000	12,001	-	-	576	567	599	589	604	593
	12,001	12,002	-	-	576	567	599	589	604	593

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	12,002	12,003	-	-	576	567	599	589	604	593
	12,003	12,004	-	-	576	567	599	589	604	593
	12,004	12,005	-	-	576	567	599	589	604	593
	10,840	12,167	-	-	201	30	375	32	193	33
	12,167	12,000	-	-	201	30	375	32	193	33
III-552	10,845	12,544	-	-	1,182	99	1,144	107	1,138	108
	12,544	12,545	-	-	1,182	99	1,144	107	1,138	108
	12,545	12,546	-	-	1,182	99	1,144	107	1,138	108
	12,546	12,547	-	-	1,182	99	1,144	107	1,138	108
	12,547	12,005	-	-	1,182	99	1,144	107	1,138	108
	12,005	13,198	-	-	1,757	666	1,742	696	1,742	701
	13,198	12,504	-	-	1,844	783	1,821	804	1,815	806
	12,504	13,108	-	-	1,844	783	1,821	804	1,815	806
	13,108	13,107	-	-	1,844	783	1,821	804	1,815	806
	13,107	13,106	-	-	1,844	783	1,821	804	1,815	806
13,106	12,101	-	-	1,844	783	1,821	804	1,815	806	
Stage 1	11,987	11,988	-	-	2,858	4,312	3,226	4,872	3,384	5,420
	11,988	10,610	-	-	2,802	4,312	2,882	4,872	3,004	5,420
	10,657	13,045	-	-	949	5,719	1,169	6,720	1,246	7,342
	13,045	11,987	-	-	949	5,719	1,169	6,720	1,246	7,342
	11,987	13,057	-	-	1,835	5,719	1,978	6,720	2,074	7,342
Stage 2	10,608	17,000	-	-	-	9,340	-	10,759	-	11,587
	17000	13,093	-	-	-	9,340	-	10,759	-	11,587
Stage 3	13093	12,031	-	-	-	9,340	-	10,759	-	11,587
Stage 4	12031	17,001	-	-	-	11,725	-	13,017	-	13,961
	17001	17,002	-	-	-	11,725	-	13,017	-	13,961
Stage Connection	10644	17,002	-	-	-	122	-	127	-	128
Stage 5	17002	17,003	-	-	-	11,848	-	13,144	-	14,089
	17003	17,004	-	-	-	11,848	-	13,144	-	14,089
	17004	17,005	-	-	-	11,848	-	13,144	-	14,089

**Table 1.2 Car Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass and Tunnel Option A**

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	76%	69%	77%	68%	76%	66%
	10657	10658	-	-	76%	76%	76%	76%	75%	75%
	10658	10659	-	-	76%	76%	76%	76%	75%	75%
	10659	10611	-	-	76%	76%	76%	76%	75%	75%
	10611	10612	-	-	82%	83%	82%	86%	81%	86%
	10612	10640	-	-	66%	62%	64%	68%	62%	66%
	10640	10641	-	-	66%	85%	64%	85%	62%	86%
	10641	10642	-	-	65%	72%	64%	72%	61%	72%
	10642	10643	-	-	65%	72%	64%	72%	61%	72%
	10643	10644	-	-	65%	72%	64%	72%	61%	72%
	10644	17005	-	-	65%		64%		61%	
17005	10645	-	-	65%	70%	64%	69%	61%	67%	
IV-5522	10656	12104	-	-	50%		49%		48%	
	12104	12103	-	-	50%		49%		48%	
	12103	12102	-	-	50%		49%		48%	
	12102	12101	-	-	50%		49%		48%	
III-552	12101	12505	-	-	54%	83%	51%	83%	50%	83%
	12505	10641	-	-	54%	83%	51%	83%	50%	83%
IV-5006	10640	12031	-	-		55%		62%	61%	
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	84%	85%	83%	89%	83%	90%
	10610	10609	-	-	84%	86%	83%	87%	83%	87%
	10609	10608	-	-	84%	86%	83%	87%	83%	87%
Minor Rd	13,057	13,058	-	-	85%	72%	85%	68%	86%	65%
	13,058	10,608	-	-	85%	72%	85%	68%	86%	65%
II-55	10,646	10,839	-	-	65%	53%	63%	51%	59%	48%
	10,839	10,840	-	-	65%	53%	63%	51%	59%	48%
	10,840	10,841	-	-	63%	54%	62%	51%	60%	48%
	10,841	10,842	-	-	63%	54%	62%	51%	60%	48%
	10,842	10,843	-	-	63%	54%	62%	51%	60%	48%
	10,843	10,844	-	-	63%	54%	62%	51%	60%	48%
	10,844	10,845	-	-	63%	54%	62%	51%	60%	48%
	10,845	10,846	-	-	59%	55%	58%	52%	56%	49%
	10,846	10,847	-	-	59%	55%	58%	52%	56%	49%
	10,847	10,848	-	-	59%	55%	58%	52%	56%	49%
	10,848	10,849	-	-	59%	55%	58%	52%	56%	49%
	10,849	10,850	-	-	59%	55%	58%	52%	56%	49%
	10,850	10,851	-	-	59%	55%	58%	52%	56%	49%
	10,851	10,852	-	-	66%	62%	64%	60%	63%	58%
10,852	10,853	-	-	66%	64%	64%	62%	63%	60%	
I-6	10,853	10,910	-	-	71%	64%	68%	62%	66%	62%

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	71%	64%	68%	62%	66%	62%
	10,909	10,908	-	-	73%	66%	70%	64%	68%	65%
	10,908	10,907	-	-	73%	66%	70%	64%	68%	65%
	10,907	10,906	-	-	73%	66%	70%	64%	68%	65%
	10,906	10,639	-	-	74%	67%	72%	66%	70%	66%
I-5	10,639	10,638	-	-	73%	71%	72%	70%	71%	70%
	10,645	10,687	-	-	66%	70%	64%	69%	60%	68%
	10,687	10,638	-	-	66%	70%	64%	69%	60%	68%
	10,647	10,648	-	-	69%	69%	69%	69%	68%	67%
	10,648	10,649	-	-	69%	69%	69%	69%	68%	67%
	10,649	10,650	-	-	69%	68%	68%	68%	67%	66%
	10,650	10,651	-	-	66%	69%	66%	68%	68%	66%
	10,651	10,652	-	-	68%	69%	69%	68%	68%	66%
	10,652	10,653	-	-	68%	69%	69%	68%	68%	66%
	10,653	10,654	-	-	68%	69%	69%	68%	68%	66%
	10,654	10,655	-	-	68%	69%	69%	68%	68%	66%
10,655	10,656	-	-	68%	69%	69%	68%	68%	66%	
III-609	10,650	11,999	-	-	68%	75%	69%	75%	76%	75%
	11,999	12,000	-	-	60%	77%	63%	77%	79%	76%
	12,000	12,001	-	-	77%	77%	77%	77%	76%	76%
	12,001	12,002	-	-	77%	77%	77%	77%	76%	76%
	12,002	12,003	-	-	77%	77%	77%	77%	76%	76%
	12,003	12,004	-	-	77%	77%	77%	77%	76%	76%
	12,004	12,005	-	-	77%	77%	77%	77%	76%	76%
	10,840	12,167	-	-	13%	82%	42%	82%	89%	81%
12,167	12,000	-	-	13%	82%	42%	82%	89%	81%	
III-552	10,845	12,544	-	-	42%	83%	34%	83%	33%	84%
	12,544	12,545	-	-	42%	83%	34%	83%	33%	84%
	12,545	12,546	-	-	42%	83%	34%	83%	33%	84%
	12,546	12,547	-	-	42%	83%	34%	83%	33%	84%
	12,547	12,005	-	-	42%	83%	34%	83%	33%	84%
	12,005	13,198	-	-	53%	78%	49%	78%	48%	77%
	13,198	12,504	-	-	57%	83%	52%	83%	52%	83%
	12,504	13,108	-	-	57%	83%	52%	83%	52%	83%
	13,108	13,107	-	-	57%	83%	52%	83%	52%	83%
	13,107	13,106	-	-	57%	83%	52%	83%	52%	83%
	13,106	12,101	-	-	57%	83%	52%	83%	52%	83%
Stage 1	11,987	11,988	-	-	81%	65%	81%	65%	82%	62%
	11,988	10,610	-	-	84%	65%	84%	65%	84%	62%
	10,657	13,045	-	-	75%	72%	77%	68%	76%	65%
	13,045	11,987	-	-	75%	72%	77%	68%	76%	65%
	11,987	13,057	-	-	85%	72%	85%	68%	86%	65%
Stage 2	10,608	17,000	-	-		73%		70%		68%
	17000	13,093	-	-		73%		70%		68%
Stage 3	13093	12,031	-	-		73%		70%		68%



Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		69%		69%		67%
	17001	17,002	-	-		69%		69%		67%
Stage Connection	10644	17,002	-	-		72%		72%		72%
Stage 5	17002	17,003	-	-		70%		69%		67%
	17003	17,004	-	-		70%		69%		67%
	17004	17,005	-	-		70%		69%		67%

**Table 1.3 HGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass and Tunnel Option A**

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	12%	21%	13%	23%	15%	26%
	10657	10658	-	-	12%	12%	13%	14%	16%	16%
	10658	10659	-	-	12%	12%	13%	14%	16%	16%
	10659	10611	-	-	12%	12%	13%	14%	16%	16%
	10611	10612	-	-	9%	7%	10%	5%	11%	6%
	10612	10640	-	-	23%	27%	26%	23%	30%	25%
	10640	10641	-	-	23%	4%	26%	4%	30%	5%
	10641	10642	-	-	23%	11%	26%	12%	30%	14%
	10642	10643	-	-	23%	11%	26%	12%	30%	14%
	10643	10644	-	-	23%	11%	26%	12%	30%	14%
	10644	17005	-	-	23%		26%		30%	
17005	10645	-	-	23%	22%	26%	24%	30%	27%	
IV-5522	10656	12104	-	-	36%		40%		43%	
	12104	12103	-	-	36%		40%		43%	
	12103	12102	-	-	36%		40%		43%	
	12102	12101	-	-	36%		40%		43%	
III-552	12101	12505	-	-	34%	5%	39%	6%	41%	6%
	12505	10641	-	-	34%	5%	39%	6%	41%	6%
IV-5006	10640	12031	-	-		33%		29%		31%
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	8%	6%	9%	3%	10%	3%
	10610	10609	-	-	7%	3%	8%	3%	10%	4%
	10609	10608	-	-	7%	3%	8%	3%	10%	4%
Minor Rd	13,057	13,058	-	-	3%	19%	3%	24%	3%	27%
	13,058	10,608	-	-	3%	19%	3%	24%	3%	27%
II-55	10,646	10,839	-	-	25%	37%	29%	42%	35%	46%
	10,839	10,840	-	-	25%	37%	29%	42%	35%	46%
	10,840	10,841	-	-	28%	37%	30%	41%	34%	46%
	10,841	10,842	-	-	28%	37%	30%	41%	34%	46%
	10,842	10,843	-	-	28%	37%	30%	41%	34%	46%
	10,843	10,844	-	-	28%	37%	30%	41%	34%	46%
	10,844	10,845	-	-	28%	37%	30%	41%	34%	46%
	10,845	10,846	-	-	32%	36%	35%	40%	38%	44%
	10,846	10,847	-	-	32%	36%	35%	40%	38%	44%
	10,847	10,848	-	-	32%	36%	35%	40%	38%	44%
	10,848	10,849	-	-	32%	36%	35%	40%	38%	44%
	10,849	10,850	-	-	32%	36%	35%	40%	38%	44%
	10,850	10,851	-	-	32%	36%	35%	40%	38%	44%
	10,851	10,852	-	-	25%	29%	28%	32%	31%	36%
10,852	10,853	-	-	25%	27%	28%	30%	30%	34%	
I-6	10,853	10,910	-	-	21%	28%	25%	30%	28%	31%

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	21%	28%	25%	30%	28%	31%
	10,909	10,908	-	-	20%	26%	23%	28%	26%	29%
	10,908	10,907	-	-	20%	26%	23%	28%	26%	29%
	10,907	10,906	-	-	20%	26%	23%	28%	26%	29%
	10,906	10,639	-	-	17%	23%	20%	26%	23%	26%
I-5	10,639	10,638	-	-	18%	20%	19%	22%	21%	23%
	10,645	10,687	-	-	23%	22%	25%	24%	31%	26%
	10,687	10,638	-	-	23%	22%	25%	24%	31%	26%
	10,647	10,648	-	-	18%	21%	20%	22%	23%	26%
	10,648	10,649	-	-	18%	21%	20%	22%	23%	26%
	10,649	10,650	-	-	18%	20%	20%	22%	23%	26%
	10,650	10,651	-	-	22%	21%	23%	23%	23%	26%
	10,651	10,652	-	-	19%	21%	20%	23%	23%	26%
	10,652	10,653	-	-	19%	21%	20%	23%	23%	26%
	10,653	10,654	-	-	19%	21%	20%	23%	23%	26%
	10,654	10,655	-	-	19%	21%	20%	23%	23%	26%
10,655	10,656	-	-	19%	21%	20%	23%	23%	26%	
III-609	10,650	11,999	-	-	17%	9%	17%	10%	11%	12%
	11,999	12,000	-	-	30%	10%	28%	12%	11%	13%
	12,000	12,001	-	-	10%	10%	11%	11%	13%	13%
	12,001	12,002	-	-	10%	10%	11%	11%	13%	13%
	12,002	12,003	-	-	10%	10%	11%	11%	13%	13%
	12,003	12,004	-	-	10%	10%	11%	11%	13%	13%
	12,004	12,005	-	-	10%	10%	11%	11%	13%	13%
	10,840	12,167	-	-	86%	11%	54%	12%	3%	14%
12,167	12,000	-	-	86%	11%	54%	12%	3%	14%	
III-552	10,845	12,544	-	-	49%	12%	58%	13%	60%	12%
	12,544	12,545	-	-	49%	12%	58%	13%	60%	12%
	12,545	12,546	-	-	49%	12%	58%	13%	60%	12%
	12,546	12,547	-	-	49%	12%	58%	13%	60%	12%
	12,547	12,005	-	-	49%	12%	58%	13%	60%	12%
	12,005	13,198	-	-	36%	10%	42%	12%	44%	13%
	13,198	12,504	-	-	33%	5%	38%	6%	40%	6%
	12,504	13,108	-	-	33%	5%	38%	6%	40%	6%
	13,108	13,107	-	-	33%	5%	38%	6%	40%	6%
	13,107	13,106	-	-	33%	5%	38%	6%	40%	6%
13,106	12,101	-	-	33%	5%	38%	6%	40%	6%	
Stage 1	11,987	11,988	-	-	81%	26%	7%	27%	7%	31%
	11,988	10,610	-	-	84%	26%	11%	27%	11%	31%
	10,657	13,045	-	-	75%	19%	12%	24%	13%	27%
	13,045	11,987	-	-	75%	19%	12%	24%	13%	27%
	11,987	13,057	-	-	85%	19%	3%	24%	3%	27%
Stage 2	10,608	17,000	-	-		19%		23%		26%
	17000	13,093	-	-		19%		23%		26%
Stage 3	13093	12,031	-	-		19%		23%		26%

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		22%		24%		27%
	17001	17,002	-	-		22%		24%		27%
Stage Connection	10644	17,002	-	-		11%		12%		14%
Stage 5	17002	17,003	-	-		22%		24%		27%
	17003	17,004	-	-		22%		24%		27%
	17004	17,005	-	-		22%		24%		27%

**Table 1.4 LGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass and Tunnel Option A**

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	7%	5%	6%	5%	6%	4%
	10657	10658	-	-	6%	6%	6%	6%	5%	5%
	10658	10659	-	-	6%	6%	6%	6%	5%	5%
	10659	10611	-	-	6%	6%	6%	6%	5%	5%
	10611	10612	-	-	6%	6%	6%	6%	5%	6%
	10612	10640	-	-	5%	4%	5%	4%	4%	4%
	10640	10641	-	-	5%	8%	5%	7%	4%	7%
	10641	10642	-	-	6%	6%	5%	6%	5%	5%
	10642	10643	-	-	6%	6%	5%	6%	5%	5%
	10643	10644	-	-	6%	6%	5%	6%	5%	5%
	10644	17005	-	-	6%		5%		5%	
17005	10645	-	-	6%	4%	5%	3%	5%	3%	
IV-5522	10656	12104	-	-	6%		5%		4%	
	12104	12103	-	-	6%		5%		4%	
	12103	12102	-	-	6%		5%		4%	
	12102	12101	-	-	6%		5%		4%	
III-552	12101	12505	-	-	6%	7%	5%	7%	4%	7%
	12505	10641	-	-	6%	7%	5%	7%	4%	7%
IV-5006	10640	12031	-	-		3%		3%		3%
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	6%	6%	6%	6%	5%	6%
	10610	10609	-	-	8%	9%	7%	9%	6%	8%
	10609	10608	-	-	8%	9%	7%	9%	6%	8%
Minor Rd	13,057	13,058	-	-	10%	6%	10%	6%	10%	5%
	13,058	10,608	-	-	10%	6%	10%	6%	10%	5%
II-55	10,646	10,839	-	-	4%	2%	3%	2%	3%	2%
	10,839	10,840	-	-	4%	2%	3%	2%	3%	2%
	10,840	10,841	-	-	3%	2%	3%	2%	3%	2%
	10,841	10,842	-	-	3%	2%	3%	2%	3%	2%
	10,842	10,843	-	-	3%	2%	3%	2%	3%	2%
	10,843	10,844	-	-	3%	2%	3%	2%	3%	2%
	10,844	10,845	-	-	3%	2%	3%	2%	3%	2%
	10,845	10,846	-	-	3%	2%	3%	2%	3%	2%
	10,846	10,847	-	-	3%	2%	3%	2%	3%	2%
	10,847	10,848	-	-	3%	2%	3%	2%	3%	2%
	10,848	10,849	-	-	3%	2%	3%	2%	3%	2%
	10,849	10,850	-	-	3%	2%	3%	2%	3%	2%
	10,850	10,851	-	-	3%	2%	3%	2%	3%	2%
	10,851	10,852	-	-	3%	3%	3%	3%	3%	2%
10,852	10,853	-	-	3%	3%	3%	3%	3%	2%	
I-6	10,853	10,910	-	-	4%	4%	4%	4%	3%	3%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	4%	4%	4%	4%	3%	3%
	10,909	10,908	-	-	4%	4%	4%	4%	3%	3%
	10,908	10,907	-	-	4%	4%	4%	4%	3%	3%
	10,907	10,906	-	-	4%	4%	4%	4%	3%	3%
	10,906	10,639	-	-	4%	4%	4%	4%	4%	4%
I-5	10,639	10,638	-	-	4%	4%	4%	4%	4%	3%
	10,645	10,687	-	-	5%	4%	5%	3%	4%	3%
	10,687	10,638	-	-	5%	4%	5%	3%	4%	3%
	10,647	10,648	-	-	7%	6%	6%	5%	6%	5%
	10,648	10,649	-	-	7%	6%	6%	5%	6%	5%
	10,649	10,650	-	-	7%	6%	6%	5%	6%	5%
	10,650	10,651	-	-	6%	5%	6%	5%	5%	4%
	10,651	10,652	-	-	6%	5%	6%	5%	5%	4%
	10,652	10,653	-	-	6%	5%	6%	5%	5%	4%
	10,653	10,654	-	-	6%	5%	6%	5%	5%	4%
	10,654	10,655	-	-	6%	5%	6%	5%	5%	4%
III-609	10,655	10,656	-	-	6%	5%	6%	5%	5%	4%
	10,650	11,999	-	-	6%	6%	6%	6%	6%	6%
	11,999	12,000	-	-	6%	8%	6%	8%	7%	7%
	12,000	12,001	-	-	8%	8%	8%	8%	7%	7%
	12,001	12,002	-	-	8%	8%	8%	8%	7%	7%
	12,002	12,003	-	-	8%	8%	8%	8%	7%	7%
	12,003	12,004	-	-	8%	8%	8%	8%	7%	7%
	12,004	12,005	-	-	8%	8%	8%	8%	7%	7%
	10,840	12,167	-	-	1%	3%	4%	3%	8%	3%
III-552	12,167	12,000	-	-	1%	3%	4%	3%	8%	3%
	10,845	12,544	-	-	4%	3%	3%	3%	3%	3%
	12,544	12,545	-	-	4%	3%	3%	3%	3%	3%
	12,545	12,546	-	-	4%	3%	3%	3%	3%	3%
	12,546	12,547	-	-	4%	3%	3%	3%	3%	3%
	12,547	12,005	-	-	4%	3%	3%	3%	3%	3%
	12,005	13,198	-	-	5%	8%	5%	7%	4%	7%
	13,198	12,504	-	-	5%	7%	5%	7%	4%	7%
	12,504	13,108	-	-	5%	7%	5%	7%	4%	7%
	13,108	13,107	-	-	5%	7%	5%	7%	4%	7%
	13,107	13,106	-	-	5%	7%	5%	7%	4%	7%
Stage 1	13,106	12,101	-	-	5%	7%	5%	7%	4%	7%
	11,987	11,988	-	-	9%	5%	9%	4%	9%	4%
	11,988	10,610	-	-	2%	5%	2%	4%	2%	4%
	10,657	13,045	-	-	7%	6%	7%	6%	7%	5%
	13,045	11,987	-	-	7%	6%	7%	6%	7%	5%
Stage 2	11,987	13,057	-	-	10%	6%	10%	6%	10%	5%
	10,608	17,000	-	-		4%		3%		3%
Stage 3	17000	13,093	-	-		4%		3%		3%
	13093	12,031	-	-		4%		3%		3%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		4%		3%		3%
	17001	17,002	-	-		4%		3%		3%
Stage Connection	10644	17,002	-	-		6%		6%		5%
Stage 5	17002	17,003	-	-		4%		3%		3%
	17003	17,004	-	-		4%		3%		3%
	17004	17,005	-	-		4%		3%		3%

**Table 1.5 Traffic Flow in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass and Tunnel Option B**

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	3,164	6,487	3,547	7,200	3,740	7,852
	10657	10658	-	-	2,215	2,163	2,378	2,313	2,494	2,418
	10658	10659	-	-	2,215	2,163	2,378	2,313	2,494	2,418
	10659	10611	-	-	2,215	2,163	2,378	2,313	2,494	2,418
	10611	10612	-	-	11,914	9,082	12,433	9,229	12,693	9,411
	10612	10640	-	-	5,071	3,058	5,233	2,949	5,371	3,067
	10640	10641	-	-	5,071	660	5,233	677	5,371	678
	10641	10642	-	-	4,723	124	5,101	128	5,323	129
	10642	10643	-	-	4,723	124	5,101	128	5,323	129
	10643	10644	-	-	4,723	124	5,101	128	5,323	129
	10644	17005	-	-	4,723		5,101		5,323	
17005	10645	-	-	4,723	11,896	5,101	13,212	5,323	14,182	
IV-5522	10656	12104	-	-	1,315		1,505		1,583	
	12104	12103	-	-	1,315		1,505		1,583	
	12103	12102	-	-	1,315		1,505		1,583	
	12102	12101	-	-	1,315		1,505		1,583	
III-552	12101	12505	-	-	3,159	783	3,325	805	3,399	807
	12505	10641	-	-	3,159	783	3,325	805	3,399	807
IV-5006	10640	12031	-	-		2,399		2,272		2,390
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	9,699	6,919	10,055	6,916	10,199	6,993
	10610	10609	-	-	6,896	4,486	7,173	4,622	7,195	4,615
	10609	10608	-	-	6,896	4,486	7,173	4,622	7,195	4,615
Minor Rd	13,057	13,058	-	-	1,835	5,731	1,978	6,736	2,074	7,386
	13,058	10,608	-	-	1,835	5,731	1,978	6,736	2,074	7,386
II-55	10,646	10,839	-	-	5,080	2,435	5,787	2,858	6,546	3,238
	10,839	10,840	-	-	5,080	2,435	5,787	2,858	6,546	3,238
	10,840	10,841	-	-	5,281	2,465	6,162	2,890	6,739	3,271
	10,841	10,842	-	-	5,281	2,465	6,162	2,890	6,739	3,271
	10,842	10,843	-	-	5,281	2,465	6,162	2,890	6,739	3,271
	10,843	10,844	-	-	5,281	2,465	6,162	2,890	6,739	3,271
	10,844	10,845	-	-	5,281	2,465	6,162	2,890	6,739	3,271
	10,845	10,846	-	-	6,463	2,565	7,306	2,997	7,877	3,379
	10,846	10,847	-	-	6,463	2,565	7,306	2,997	7,877	3,379
	10,847	10,848	-	-	6,463	2,565	7,306	2,997	7,877	3,379
	10,848	10,849	-	-	6,463	2,565	7,306	2,997	7,877	3,379
	10,849	10,850	-	-	6,463	2,565	7,306	2,997	7,877	3,379
	10,850	10,851	-	-	6,463	2,565	7,306	2,997	7,877	3,379
	10,851	10,852	-	-	6,947	4,862	7,830	5,482	8,421	6,025
10,852	10,853	-	-	7,020	5,217	7,910	5,860	8,575	6,415	
I-6	10,853	10,910	-	-	5,640	7,152	6,155	7,817	6,892	8,340



Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	5,640	7,152	6,155	7,817	6,892	8,340
	10,909	10,908	-	-	6,174	7,683	6,754	8,409	7,538	8,981
	10,908	10,907	-	-	6,174	7,683	6,754	8,409	7,538	8,981
	10,907	10,906	-	-	6,174	7,683	6,754	8,409	7,538	8,981
	10,906	10,639	-	-	7,208	8,742	7,814	9,495	8,606	10,075
I-5	10,639	10,638	-	-	11,524	16,383	12,531	18,061	13,418	19,241
	10,645	10,687	-	-	2,950	9,024	3,113	9,961	3,280	10,578
	10,687	10,638	-	-	2,950	9,024	3,113	9,961	3,280	10,578
	10,647	10,648	-	-	5,053	7,081	5,518	7,827	5,785	8,491
	10,648	10,649	-	-	5,053	7,081	5,518	7,827	5,785	8,491
	10,649	10,650	-	-	5,251	7,277	5,719	8,025	5,983	8,685
	10,650	10,651	-	-	4,640	6,534	5,239	7,246	5,307	7,897
	10,651	10,652	-	-	4,421	6,487	4,991	7,200	5,259	7,852
	10,652	10,653	-	-	4,421	6,487	4,991	7,200	5,259	7,852
	10,653	10,654	-	-	4,421	6,487	4,991	7,200	5,259	7,852
	10,654	10,655	-	-	4,421	6,487	4,991	7,200	5,259	7,852
10,655	10,656	-	-	4,421	6,487	4,991	7,200	5,259	7,852	
III-609	10,650	11,999	-	-	2,064	1,891	2,287	1,941	2,100	1,936
	11,999	12,000	-	-	777	597	974	622	797	626
	12,000	12,001	-	-	576	567	599	589	604	593
	12,001	12,002	-	-	576	567	599	589	604	593
	12,002	12,003	-	-	576	567	599	589	604	593
	12,003	12,004	-	-	576	567	599	589	604	593
	12,004	12,005	-	-	576	567	599	589	604	593
	10,840	12,167	-	-	201	30	375	32	193	33
12,167	12,000	-	-	201	30	375	32	193	33	
III-552	10,845	12,544	-	-	1,182	99	1,144	107	1,138	108
	12,544	12,545	-	-	1,182	99	1,144	107	1,138	108
	12,545	12,546	-	-	1,182	99	1,144	107	1,138	108
	12,546	12,547	-	-	1,182	99	1,144	107	1,138	108
	12,547	12,005	-	-	1,182	99	1,144	107	1,138	108
	12,005	13,198	-	-	1,757	666	1,742	696	1,742	701
	13,198	12,504	-	-	1,844	783	1,821	805	1,815	807
	12,504	13,108	-	-	1,844	783	1,821	805	1,815	807
	13,108	13,107	-	-	1,844	783	1,821	805	1,815	807
	13,107	13,106	-	-	1,844	783	1,821	805	1,815	807
	13,106	12,101	-	-	1,844	783	1,821	805	1,815	807
Stage 1	11,987	11,988	-	-	2,858	4,324	3,226	4,886	3,384	5,435
	11,988	10,610	-	-	2,802	4,324	2,882	4,886	3,004	5,435
	10,657	13,045	-	-	949	5,731	1,169	6,736	1,246	7,386
	13,045	11,987	-	-	949	5,731	1,169	6,736	1,246	7,386
	11,987	13,057	-	-	1,835	5,731	1,978	6,736	2,074	7,386
Stage 2	10,608	17,000	-	-	-	9,374	-	10,812	-	11,663
	17000	13,093	-	-	-	9,374	-	10,812	-	11,663
Stage 3	13093	12,031	-	-	-	9,374	-	10,812	-	11,663

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-	-	11,772	-	13,084	-	14,053
	17001	17,002	-	-	-	11,772	-	13,084	-	14,053
Stage Connection	10644	17,002	-	-	-	124	-	128	-	129
Stage 5	17002	17,003	-	-	-	11,896	-	13,212	-	14,182
	17003	17,004	-	-	-	11,896	-	13,212	-	14,182
	17004	17,005	-	-	-	11,896	-	13,212	-	14,182

**Table 1.6 Car Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass and Tunnel Option B**

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	76%	69%	77%	68%	76%	66%
	10657	10658	-	-	76%	76%	76%	76%	75%	75%
	10658	10659	-	-	76%	76%	76%	76%	75%	75%
	10659	10611	-	-	76%	76%	76%	76%	75%	75%
	10611	10612	-	-	82%	83%	82%	86%	81%	86%
	10612	10640	-	-	66%	62%	64%	68%	62%	67%
	10640	10641	-	-	66%	85%	64%	85%	62%	86%
	10641	10642	-	-	65%	72%	64%	72%	61%	72%
	10642	10643	-	-	65%	72%	64%	72%	61%	72%
	10643	10644	-	-	65%	72%	64%	72%	61%	72%
	10644	17005	-	-	65%		64%		61%	
17005	10645	-	-	65%	70%	64%	69%	61%	67%	
IV-5522	10656	12104	-	-	50%		49%		48%	
	12104	12103	-	-	50%		49%		48%	
	12103	12102	-	-	50%		49%		48%	
	12102	12101	-	-	50%		49%		48%	
III-552	12101	12505	-	-	54%	83%	51%	83%	50%	83%
	12505	10641	-	-	54%	83%	51%	83%	50%	83%
IV-5006	10640	12031	-	-		55%		63%		61%
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	84%	85%	83%	89%	83%	90%
	10610	10609	-	-	84%	86%	83%	87%	83%	87%
	10609	10608	-	-	84%	86%	83%	87%	83%	87%
Minor Rd	13,057	13,058	-	-	85%	72%	85%	68%	86%	66%
	13,058	10,608	-	-	85%	72%	85%	68%	86%	66%
II-55	10,646	10,839	-	-	65%	53%	63%	51%	59%	47%
	10,839	10,840	-	-	65%	53%	63%	51%	59%	47%
	10,840	10,841	-	-	63%	54%	62%	51%	60%	48%
	10,841	10,842	-	-	63%	54%	62%	51%	60%	48%
	10,842	10,843	-	-	63%	54%	62%	51%	60%	48%
	10,843	10,844	-	-	63%	54%	62%	51%	60%	48%
	10,844	10,845	-	-	63%	54%	62%	51%	60%	48%
	10,845	10,846	-	-	59%	55%	58%	52%	56%	49%
	10,846	10,847	-	-	59%	55%	58%	52%	56%	49%
	10,847	10,848	-	-	59%	55%	58%	52%	56%	49%
	10,848	10,849	-	-	59%	55%	58%	52%	56%	49%
	10,849	10,850	-	-	59%	55%	58%	52%	56%	49%
	10,850	10,851	-	-	59%	55%	58%	52%	56%	49%
	10,851	10,852	-	-	66%	62%	64%	60%	63%	57%
10,852	10,853	-	-	66%	64%	64%	62%	63%	59%	
I-6	10,853	10,910	-	-	71%	64%	68%	62%	66%	62%

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	71%	64%	68%	62%	66%	62%
	10,909	10,908	-	-	73%	66%	70%	64%	68%	65%
	10,908	10,907	-	-	73%	66%	70%	64%	68%	65%
	10,907	10,906	-	-	73%	66%	70%	64%	68%	65%
	10,906	10,639	-	-	74%	67%	72%	66%	70%	66%
I-5	10,639	10,638	-	-	73%	71%	72%	70%	71%	70%
	10,645	10,687	-	-	66%	70%	64%	69%	60%	68%
	10,687	10,638	-	-	66%	70%	64%	69%	60%	68%
	10,647	10,648	-	-	69%	69%	69%	69%	68%	67%
	10,648	10,649	-	-	69%	69%	69%	69%	68%	67%
	10,649	10,650	-	-	69%	69%	68%	68%	67%	66%
	10,650	10,651	-	-	66%	69%	66%	68%	68%	66%
	10,651	10,652	-	-	68%	69%	69%	68%	68%	66%
	10,652	10,653	-	-	68%	69%	69%	68%	68%	66%
	10,653	10,654	-	-	68%	69%	69%	68%	68%	66%
	10,654	10,655	-	-	68%	69%	69%	68%	68%	66%
III-609	10,650	11,999	-	-	68%	74%	69%	75%	76%	75%
	11,999	12,000	-	-	60%	77%	63%	77%	79%	76%
	12,000	12,001	-	-	77%	77%	77%	77%	76%	76%
	12,001	12,002	-	-	77%	77%	77%	77%	76%	76%
	12,002	12,003	-	-	77%	77%	77%	77%	76%	76%
	12,003	12,004	-	-	77%	77%	77%	77%	76%	76%
	12,004	12,005	-	-	77%	77%	77%	77%	76%	76%
	10,840	12,167	-	-	13%	82%	42%	82%	89%	81%
III-552	12,167	12,000	-	-	13%	82%	42%	82%	89%	81%
	10,845	12,544	-	-	42%	83%	34%	83%	33%	84%
	12,544	12,545	-	-	42%	83%	34%	83%	33%	84%
	12,545	12,546	-	-	42%	83%	34%	83%	33%	84%
	12,546	12,547	-	-	42%	83%	34%	83%	33%	84%
	12,547	12,005	-	-	42%	83%	34%	83%	33%	84%
	12,005	13,198	-	-	53%	78%	49%	78%	48%	77%
	13,198	12,504	-	-	57%	83%	52%	83%	52%	83%
	12,504	13,108	-	-	57%	83%	52%	83%	52%	83%
	13,108	13,107	-	-	57%	83%	52%	83%	52%	83%
	13,107	13,106	-	-	57%	83%	52%	83%	52%	83%
Stage 1	13,106	12,101	-	-	57%	83%	52%	83%	52%	83%
	11,987	11,988	-	-	81%	65%	81%	65%	82%	62%
	11,988	10,610	-	-	84%	65%	84%	65%	84%	62%
	10,657	13,045	-	-	75%	72%	77%	68%	76%	66%
	13,045	11,987	-	-	75%	72%	77%	68%	76%	66%
Stage 2	11,987	13,057	-	-	85%	72%	85%	68%	86%	66%
	10,608	17,000	-	-		73%		70%		68%
Stage 3	17000	13,093	-	-		73%		70%		68%
	13093	12,031	-	-		73%		70%		68%

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		70%		69%		67%
	17001	17,002	-	-		70%		69%		67%
Stage Connection	10644	17,002	-	-		72%		72%		72%
Stage 5	17002	17,003	-	-		70%		69%		67%
	17003	17,004	-	-		70%		69%		67%
	17004	17,005	-	-		70%		69%		67%

**Table 1.7 HGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass and Tunnel Option B**

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	12%	21%	13%	23%	15%	26%
	10657	10658	-	-	12%	12%	13%	14%	16%	16%
	10658	10659	-	-	12%	12%	13%	14%	16%	16%
	10659	10611	-	-	12%	12%	13%	14%	16%	16%
	10611	10612	-	-	9%	7%	10%	5%	11%	6%
	10612	10640	-	-	23%	27%	26%	23%	30%	25%
	10640	10641	-	-	23%	4%	26%	4%	30%	5%
	10641	10642	-	-	23%	11%	26%	12%	30%	14%
	10642	10643	-	-	23%	11%	26%	12%	30%	14%
	10643	10644	-	-	23%	11%	26%	12%	30%	14%
	10644	17005	-	-	23%		26%		30%	
17005	10645	-	-	23%	22%	26%	24%	30%	27%	
IV-5522	10656	12104	-	-	36%		40%		43%	
	12104	12103	-	-	36%		40%		43%	
	12103	12102	-	-	36%		40%		43%	
	12102	12101	-	-	36%		40%		43%	
III-552	12101	12505	-	-	34%	5%	39%	6%	41%	6%
	12505	10641	-	-	34%	5%	39%	6%	41%	6%
IV-5006	10640	12031	-	-		33%		28%		31%
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	8%	6%	9%	3%	10%	3%
	10610	10609	-	-	7%	3%	8%	3%	10%	4%
	10609	10608	-	-	7%	3%	8%	3%	10%	4%
Minor Rd	13,057	13,058	-	-	3%	19%	3%	24%	3%	26%
	13,058	10,608	-	-	3%	19%	3%	24%	3%	26%
II-55	10,646	10,839	-	-	25%	37%	29%	41%	35%	46%
	10,839	10,840	-	-	25%	37%	29%	41%	35%	46%
	10,840	10,841	-	-	28%	37%	30%	41%	34%	46%
	10,841	10,842	-	-	28%	37%	30%	41%	34%	46%
	10,842	10,843	-	-	28%	37%	30%	41%	34%	46%
	10,843	10,844	-	-	28%	37%	30%	41%	34%	46%
	10,844	10,845	-	-	28%	37%	30%	41%	34%	46%
	10,845	10,846	-	-	32%	36%	35%	40%	38%	45%
	10,846	10,847	-	-	32%	36%	35%	40%	38%	45%
	10,847	10,848	-	-	32%	36%	35%	40%	38%	45%
	10,848	10,849	-	-	32%	36%	35%	40%	38%	45%
	10,849	10,850	-	-	32%	36%	35%	40%	38%	45%
	10,850	10,851	-	-	32%	36%	35%	40%	38%	45%
	10,851	10,852	-	-	25%	29%	28%	32%	31%	36%
10,852	10,853	-	-	25%	27%	28%	30%	30%	34%	
I-6	10,853	10,910	-	-	21%	28%	25%	30%	28%	31%

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	21%	28%	25%	30%	28%	31%
	10,909	10,908	-	-	20%	26%	23%	28%	26%	29%
	10,908	10,907	-	-	20%	26%	23%	28%	26%	29%
	10,907	10,906	-	-	20%	26%	23%	28%	26%	29%
	10,906	10,639	-	-	17%	23%	20%	26%	23%	26%
I-5	10,639	10,638	-	-	18%	20%	19%	22%	21%	23%
	10,645	10,687	-	-	23%	21%	25%	24%	31%	26%
	10,687	10,638	-	-	23%	21%	25%	24%	31%	26%
	10,647	10,648	-	-	18%	21%	20%	22%	23%	26%
	10,648	10,649	-	-	18%	21%	20%	22%	23%	26%
	10,649	10,650	-	-	18%	20%	20%	22%	23%	26%
	10,650	10,651	-	-	22%	21%	23%	23%	23%	26%
	10,651	10,652	-	-	19%	21%	20%	23%	23%	26%
	10,652	10,653	-	-	19%	21%	20%	23%	23%	26%
	10,653	10,654	-	-	19%	21%	20%	23%	23%	26%
	10,654	10,655	-	-	19%	21%	20%	23%	23%	26%
10,655	10,656	-	-	19%	21%	20%	23%	23%	26%	
III-609	10,650	11,999	-	-	17%	9%	17%	10%	11%	12%
	11,999	12,000	-	-	30%	10%	28%	12%	11%	13%
	12,000	12,001	-	-	10%	10%	11%	11%	13%	13%
	12,001	12,002	-	-	10%	10%	11%	11%	13%	13%
	12,002	12,003	-	-	10%	10%	11%	11%	13%	13%
	12,003	12,004	-	-	10%	10%	11%	11%	13%	13%
	12,004	12,005	-	-	10%	10%	11%	11%	13%	13%
	10,840	12,167	-	-	86%	11%	54%	12%	3%	14%
12,167	12,000	-	-	86%	11%	54%	12%	3%	14%	
III-552	10,845	12,544	-	-	49%	12%	58%	13%	60%	12%
	12,544	12,545	-	-	49%	12%	58%	13%	60%	12%
	12,545	12,546	-	-	49%	12%	58%	13%	60%	12%
	12,546	12,547	-	-	49%	12%	58%	13%	60%	12%
	12,547	12,005	-	-	49%	12%	58%	13%	60%	12%
	12,005	13,198	-	-	36%	10%	42%	12%	44%	13%
	13,198	12,504	-	-	33%	5%	38%	6%	40%	6%
	12,504	13,108	-	-	33%	5%	38%	6%	40%	6%
	13,108	13,107	-	-	33%	5%	38%	6%	40%	6%
	13,107	13,106	-	-	33%	5%	38%	6%	40%	6%
13,106	12,101	-	-	33%	5%	38%	6%	40%	6%	
Stage 1	11,987	11,988	-	-	81%	26%	7%	27%	7%	31%
	11,988	10,610	-	-	84%	26%	11%	27%	11%	31%
	10,657	13,045	-	-	75%	19%	12%	24%	13%	26%
	13,045	11,987	-	-	75%	19%	12%	24%	13%	26%
	11,987	13,057	-	-	85%	19%	3%	24%	3%	26%
Stage 2	10,608	17,000	-	-		19%		23%		26%
	17000	13,093	-	-		19%		23%		26%
Stage 3	13093	12,031	-	-		19%		23%		26%

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		22%		24%		27%
	17001	17,002	-	-		22%		24%		27%
Stage Connection	10644	17,002	-	-		11%		12%		14%
Stage 5	17002	17,003	-	-		22%		24%		27%
	17003	17,004	-	-		22%		24%		27%
	17004	17,005	-	-		22%		24%		27%



**Table 1.8 LGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass and Tunnel Option B**

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	7%	5%	6%	5%	6%	4%
	10657	10658	-	-	6%	6%	6%	6%	5%	5%
	10658	10659	-	-	6%	6%	6%	6%	5%	5%
	10659	10611	-	-	6%	6%	6%	6%	5%	5%
	10611	10612	-	-	6%	6%	6%	6%	5%	6%
	10612	10640	-	-	5%	4%	5%	4%	4%	4%
	10640	10641	-	-	5%	8%	5%	7%	4%	7%
	10641	10642	-	-	6%	6%	5%	6%	5%	5%
	10642	10643	-	-	6%	6%	5%	6%	5%	5%
	10643	10644	-	-	6%	6%	5%	6%	5%	5%
	10644	17005	-	-	6%		5%		5%	
17005	10645	-	-	6%	4%	5%	3%	5%	3%	
IV-5522	10656	12104	-	-	6%		5%		4%	
	12104	12103	-	-	6%		5%		4%	
	12103	12102	-	-	6%		5%		4%	
	12102	12101	-	-	6%		5%		4%	
III-552	12101	12505	-	-	6%	7%	5%	7%	4%	7%
	12505	10641	-	-	6%	7%	5%	7%	4%	7%
IV-5006	10640	12031	-	-		3%		3%	3%	
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	6%	6%	6%	6%	5%	6%
	10610	10609	-	-	8%	9%	7%	9%	6%	8%
	10609	10608	-	-	8%	9%	7%	9%	6%	8%
Minor Rd	13,057	13,058	-	-	10%	6%	10%	6%	10%	5%
	13,058	10,608	-	-	10%	6%	10%	6%	10%	5%
II-55	10,646	10,839	-	-	4%	2%	3%	2%	3%	2%
	10,839	10,840	-	-	4%	2%	3%	2%	3%	2%
	10,840	10,841	-	-	3%	2%	3%	2%	3%	2%
	10,841	10,842	-	-	3%	2%	3%	2%	3%	2%
	10,842	10,843	-	-	3%	2%	3%	2%	3%	2%
	10,843	10,844	-	-	3%	2%	3%	2%	3%	2%
	10,844	10,845	-	-	3%	2%	3%	2%	3%	2%
	10,845	10,846	-	-	3%	2%	3%	2%	3%	2%
	10,846	10,847	-	-	3%	2%	3%	2%	3%	2%
	10,847	10,848	-	-	3%	2%	3%	2%	3%	2%
	10,848	10,849	-	-	3%	2%	3%	2%	3%	2%
	10,849	10,850	-	-	3%	2%	3%	2%	3%	2%
	10,850	10,851	-	-	3%	2%	3%	2%	3%	2%
	10,851	10,852	-	-	3%	3%	3%	3%	3%	2%
10,852	10,853	-	-	3%	3%	3%	3%	3%	3%	
I-6	10,853	10,910	-	-	4%	4%	4%	4%	3%	3%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	4%	4%	4%	4%	3%	3%
	10,909	10,908	-	-	4%	4%	4%	4%	3%	3%
	10,908	10,907	-	-	4%	4%	4%	4%	3%	3%
	10,907	10,906	-	-	4%	4%	4%	4%	3%	3%
	10,906	10,639	-	-	4%	4%	4%	4%	4%	4%
I-5	10,639	10,638	-	-	4%	4%	4%	4%	4%	3%
	10,645	10,687	-	-	5%	4%	5%	3%	4%	3%
	10,687	10,638	-	-	5%	4%	5%	3%	4%	3%
	10,647	10,648	-	-	7%	6%	6%	5%	6%	5%
	10,648	10,649	-	-	7%	6%	6%	5%	6%	5%
	10,649	10,650	-	-	7%	6%	6%	5%	6%	5%
	10,650	10,651	-	-	6%	5%	6%	5%	5%	4%
	10,651	10,652	-	-	6%	5%	6%	5%	5%	4%
	10,652	10,653	-	-	6%	5%	6%	5%	5%	4%
	10,653	10,654	-	-	6%	5%	6%	5%	5%	4%
	10,654	10,655	-	-	6%	5%	6%	5%	5%	4%
III-609	10,655	10,656	-	-	6%	5%	6%	5%	5%	4%
	10,650	11,999	-	-	6%	6%	6%	6%	6%	6%
	11,999	12,000	-	-	6%	8%	6%	8%	7%	7%
	12,000	12,001	-	-	8%	8%	8%	8%	7%	7%
	12,001	12,002	-	-	8%	8%	8%	8%	7%	7%
	12,002	12,003	-	-	8%	8%	8%	8%	7%	7%
	12,003	12,004	-	-	8%	8%	8%	8%	7%	7%
	12,004	12,005	-	-	8%	8%	8%	8%	7%	7%
III-552	10,840	12,167	-	-	1%	3%	4%	3%	8%	3%
	12,167	12,000	-	-	1%	3%	4%	3%	8%	3%
	10,845	12,544	-	-	4%	3%	3%	3%	3%	3%
	12,544	12,545	-	-	4%	3%	3%	3%	3%	3%
	12,545	12,546	-	-	4%	3%	3%	3%	3%	3%
	12,546	12,547	-	-	4%	3%	3%	3%	3%	3%
	12,547	12,005	-	-	4%	3%	3%	3%	3%	3%
	12,005	13,198	-	-	5%	8%	5%	7%	4%	7%
	13,198	12,504	-	-	5%	7%	5%	7%	4%	7%
	12,504	13,108	-	-	5%	7%	5%	7%	4%	7%
Stage 1	13,108	13,107	-	-	5%	7%	5%	7%	4%	7%
	13,107	13,106	-	-	5%	7%	5%	7%	4%	7%
	13,106	12,101	-	-	5%	7%	5%	7%	4%	7%
	11,987	11,988	-	-	9%	5%	9%	4%	9%	4%
	11,988	10,610	-	-	2%	5%	2%	4%	2%	4%
Stage 2	10,657	13,045	-	-	7%	6%	7%	6%	7%	5%
	13,045	11,987	-	-	7%	6%	7%	6%	7%	5%
Stage 3	11,987	13,057	-	-	10%	6%	10%	6%	10%	5%
	10,608	17,000	-	-		4%		3%		3%
	17000	13,093	-	-		4%		3%		3%
	13093	12,031	-	-		4%		3%		3%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		4%		3%		3%
	17001	17,002	-	-		4%		3%		3%
Stage Connection	10644	17,002	-	-		6%		6%		5%
Stage 5	17002	17,003	-	-		4%		3%		3%
	17003	17,004	-	-		4%		3%		3%
	17004	17,005	-	-		4%		3%		3%

**Table 1.9 Traffic Flow in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass and Tunnel Option C**

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	3,164	6,483	3,547	7,195	3,740	7,848
	10657	10658	-	-	2,215	2,163	2,378	2,314	2,494	2,418
	10658	10659	-	-	2,215	2,163	2,378	2,314	2,494	2,418
	10659	10611	-	-	2,215	2,163	2,378	2,314	2,494	2,418
	10611	10612	-	-	11,914	9,084	12,433	9,231	12,693	9,413
	10612	10640	-	-	5,071	3,053	5,233	2,945	5,371	3,063
	10640	10641	-	-	5,071	660	5,233	677	5,371	678
	10641	10642	-	-	4,723	123	5,101	128	5,323	129
	10642	10643	-	-	4,723	123	5,101	128	5,323	129
	10643	10644	-	-	4,723	123	5,101	128	5,323	129
	10644	17005	-	-	4,723		5,101		5,323	
17005	10645	-	-	4,723	11,878	5,101	13,193	5,323	14,157	
IV-5522	10656	12104	-	-	1,315		1,505		1,583	
	12104	12103	-	-	1,315		1,505		1,583	
	12103	12102	-	-	1,315		1,505		1,583	
	12102	12101	-	-	1,315		1,505		1,583	
III-552	12101	12505	-	-	3,159	783	3,325	805	3,399	807
	12505	10641	-	-	3,159	783	3,325	805	3,399	807
IV-5006	10640	12031	-	-		2,393		2,267		2,385
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	9,699	6,921	10,055	6,917	10,199	6,995
	10610	10609	-	-	6,896	4,487	7,173	4,623	7,195	4,617
	10609	10608	-	-	6,896	4,487	7,173	4,623	7,195	4,617
Minor Rd	13,057	13,058	-	-	1,835	5,726	1,978	6,730	2,074	7,374
	13,058	10,608	-	-	1,835	5,726	1,978	6,730	2,074	7,374
II-55	10,646	10,839	-	-	5,080	2,435	5,787	2,859	6,546	3,245
	10,839	10,840	-	-	5,080	2,435	5,787	2,859	6,546	3,245
	10,840	10,841	-	-	5,281	2,466	6,162	2,891	6,739	3,278
	10,841	10,842	-	-	5,281	2,466	6,162	2,891	6,739	3,278
	10,842	10,843	-	-	5,281	2,466	6,162	2,891	6,739	3,278
	10,843	10,844	-	-	5,281	2,466	6,162	2,891	6,739	3,278
	10,844	10,845	-	-	5,281	2,466	6,162	2,891	6,739	3,278
	10,845	10,846	-	-	6,463	2,565	7,306	2,998	7,877	3,386
	10,846	10,847	-	-	6,463	2,565	7,306	2,998	7,877	3,386
	10,847	10,848	-	-	6,463	2,565	7,306	2,998	7,877	3,386
	10,848	10,849	-	-	6,463	2,565	7,306	2,998	7,877	3,386
	10,849	10,850	-	-	6,463	2,565	7,306	2,998	7,877	3,386
	10,850	10,851	-	-	6,463	2,565	7,306	2,998	7,877	3,386
	10,851	10,852	-	-	6,947	4,861	7,830	5,483	8,421	6,031
10,852	10,853	-	-	7,020	5,216	7,910	5,861	8,575	6,421	
I-6	10,853	10,910	-	-	5,640	7,150	6,155	7,814	6,892	8,338

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	5,640	7,150	6,155	7,814	6,892	8,338
	10,909	10,908	-	-	6,174	7,681	6,754	8,406	7,538	8,978
	10,908	10,907	-	-	6,174	7,681	6,754	8,406	7,538	8,978
	10,907	10,906	-	-	6,174	7,681	6,754	8,406	7,538	8,978
	10,906	10,639	-	-	7,208	8,740	7,814	9,492	8,606	10,073
I-5	10,639	10,638	-	-	11,524	16,375	12,531	18,052	13,418	19,227
	10,645	10,687	-	-	2,950	9,009	3,113	9,946	3,280	10,558
	10,687	10,638	-	-	2,950	9,009	3,113	9,946	3,280	10,558
	10,647	10,648	-	-	5,053	7,078	5,518	7,822	5,785	8,487
	10,648	10,649	-	-	5,053	7,078	5,518	7,822	5,785	8,487
	10,649	10,650	-	-	5,251	7,273	5,719	8,020	5,983	8,681
	10,650	10,651	-	-	4,640	6,530	5,239	7,241	5,307	7,893
	10,651	10,652	-	-	4,421	6,483	4,991	7,195	5,259	7,848
	10,652	10,653	-	-	4,421	6,483	4,991	7,195	5,259	7,848
	10,653	10,654	-	-	4,421	6,483	4,991	7,195	5,259	7,848
	10,654	10,655	-	-	4,421	6,483	4,991	7,195	5,259	7,848
10,655	10,656	-	-	4,421	6,483	4,991	7,195	5,259	7,848	
III-609	10,650	11,999	-	-	2,064	1,891	2,287	1,941	2,100	1,936
	11,999	12,000	-	-	777	597	974	622	797	626
	12,000	12,001	-	-	576	567	599	589	604	593
	12,001	12,002	-	-	576	567	599	589	604	593
	12,002	12,003	-	-	576	567	599	589	604	593
	12,003	12,004	-	-	576	567	599	589	604	593
	12,004	12,005	-	-	576	567	599	589	604	593
	10,840	12,167	-	-	201	30	375	32	193	33
12,167	12,000	-	-	201	30	375	32	193	33	
III-552	10,845	12,544	-	-	1,182	99	1,144	107	1,138	108
	12,544	12,545	-	-	1,182	99	1,144	107	1,138	108
	12,545	12,546	-	-	1,182	99	1,144	107	1,138	108
	12,546	12,547	-	-	1,182	99	1,144	107	1,138	108
	12,547	12,005	-	-	1,182	99	1,144	107	1,138	108
	12,005	13,198	-	-	1,757	666	1,742	696	1,742	701
	13,198	12,504	-	-	1,844	783	1,821	805	1,815	807
	12,504	13,108	-	-	1,844	783	1,821	805	1,815	807
	13,108	13,107	-	-	1,844	783	1,821	805	1,815	807
	13,107	13,106	-	-	1,844	783	1,821	805	1,815	807
	13,106	12,101	-	-	1,844	783	1,821	805	1,815	807
Stage 1	11,987	11,988	-	-	2,858	4,319	3,226	4,881	3,384	5,430
	11,988	10,610	-	-	2,802	4,319	2,882	4,881	3,004	5,430
	10,657	13,045	-	-	949	5,726	1,169	6,730	1,246	7,374
	13,045	11,987	-	-	949	5,726	1,169	6,730	1,246	7,374
	11,987	13,057	-	-	1,835	5,726	1,978	6,730	2,074	7,374
Stage 2	10,608	17,000	-	-	-	9,361	-	10,798	-	11,643
	17000	13,093	-	-	-	9,361	-	10,798	-	11,643
Stage 3	13093	12,031	-	-	-	9,361	-	10,798	-	11,643

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-	-	11,754	-	13,065	-	14,028
	17001	17,002	-	-	-	11,754	-	13,065	-	14,028
Stage Connection	10644	17,002	-	-	-	123	-	128	-	129
Stage 5	17002	17,003	-	-	-	11,878	-	13,193	-	14,157
	17003	17,004	-	-	-	11,878	-	13,193	-	14,157
	17004	17,005	-	-	-	11,878	-	13,193	-	14,157

**Table 1.10 Car Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass and Tunnel Option C**

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	76%	69%	77%	68%	76%	66%
	10657	10658	-	-	76%	76%	76%	76%	75%	75%
	10658	10659	-	-	76%	76%	76%	76%	75%	75%
	10659	10611	-	-	76%	76%	76%	76%	75%	75%
	10611	10612	-	-	82%	83%	82%	86%	81%	86%
	10612	10640	-	-	66%	62%	64%	68%	62%	67%
	10640	10641	-	-	66%	85%	64%	85%	62%	86%
	10641	10642	-	-	65%	72%	64%	72%	61%	72%
	10642	10643	-	-	65%	72%	64%	72%	61%	72%
	10643	10644	-	-	65%	72%	64%	72%	61%	72%
	10644	17005	-	-	65%		64%		61%	
17005	10645	-	-	65%	70%	64%	69%	61%	67%	
IV-5522	10656	12104	-	-	50%		49%		48%	
	12104	12103	-	-	50%		49%		48%	
	12103	12102	-	-	50%		49%		48%	
	12102	12101	-	-	50%		49%		48%	
III-552	12101	12505	-	-	54%	83%	51%	83%	50%	83%
	12505	10641	-	-	54%	83%	51%	83%	50%	83%
IV-5006	10640	12031	-	-		55%		63%		61%
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	84%	85%	83%	89%	83%	90%
	10610	10609	-	-	84%	86%	83%	87%	83%	87%
	10609	10608	-	-	84%	86%	83%	87%	83%	87%
Minor Rd	13,057	13,058	-	-	85%	72%	85%	68%	86%	66%
	13,058	10,608	-	-	85%	72%	85%	68%	86%	66%
II-55	10,646	10,839	-	-	65%	53%	63%	51%	59%	48%
	10,839	10,840	-	-	65%	53%	63%	51%	59%	48%
	10,840	10,841	-	-	63%	54%	62%	51%	60%	48%
	10,841	10,842	-	-	63%	54%	62%	51%	60%	48%
	10,842	10,843	-	-	63%	54%	62%	51%	60%	48%
	10,843	10,844	-	-	63%	54%	62%	51%	60%	48%
	10,844	10,845	-	-	63%	54%	62%	51%	60%	48%
	10,845	10,846	-	-	59%	55%	58%	52%	56%	49%
	10,846	10,847	-	-	59%	55%	58%	52%	56%	49%
	10,847	10,848	-	-	59%	55%	58%	52%	56%	49%
	10,848	10,849	-	-	59%	55%	58%	52%	56%	49%
	10,849	10,850	-	-	59%	55%	58%	52%	56%	49%
	10,850	10,851	-	-	59%	55%	58%	52%	56%	49%
	10,851	10,852	-	-	66%	62%	64%	60%	63%	58%
10,852	10,853	-	-	66%	64%	64%	62%	63%	59%	
I-6	10,853	10,910	-	-	71%	64%	68%	62%	66%	62%

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	71%	64%	68%	62%	66%	62%
	10,909	10,908	-	-	73%	66%	70%	64%	68%	65%
	10,908	10,907	-	-	73%	66%	70%	64%	68%	65%
	10,907	10,906	-	-	73%	66%	70%	64%	68%	65%
	10,906	10,639	-	-	74%	67%	72%	66%	70%	66%
I-5	10,639	10,638	-	-	73%	71%	72%	70%	71%	70%
	10,645	10,687	-	-	66%	70%	64%	69%	60%	68%
	10,687	10,638	-	-	66%	70%	64%	69%	60%	68%
	10,647	10,648	-	-	69%	69%	69%	69%	68%	67%
	10,648	10,649	-	-	69%	69%	69%	69%	68%	67%
	10,649	10,650	-	-	69%	68%	68%	68%	67%	66%
	10,650	10,651	-	-	66%	69%	66%	68%	68%	66%
	10,651	10,652	-	-	68%	69%	69%	68%	68%	66%
	10,652	10,653	-	-	68%	69%	69%	68%	68%	66%
	10,653	10,654	-	-	68%	69%	69%	68%	68%	66%
	10,654	10,655	-	-	68%	69%	69%	68%	68%	66%
III-609	10,655	10,656	-	-	68%	69%	69%	68%	68%	66%
	10,650	11,999	-	-	68%	74%	69%	75%	76%	75%
	11,999	12,000	-	-	60%	77%	63%	77%	79%	76%
	12,000	12,001	-	-	77%	77%	77%	77%	76%	76%
	12,001	12,002	-	-	77%	77%	77%	77%	76%	76%
	12,002	12,003	-	-	77%	77%	77%	77%	76%	76%
	12,003	12,004	-	-	77%	77%	77%	77%	76%	76%
	12,004	12,005	-	-	77%	77%	77%	77%	76%	76%
III-552	10,840	12,167	-	-	13%	82%	42%	82%	89%	81%
	12,167	12,000	-	-	13%	82%	42%	82%	89%	81%
	10,845	12,544	-	-	42%	83%	34%	83%	33%	84%
	12,544	12,545	-	-	42%	83%	34%	83%	33%	84%
	12,545	12,546	-	-	42%	83%	34%	83%	33%	84%
	12,546	12,547	-	-	42%	83%	34%	83%	33%	84%
	12,547	12,005	-	-	42%	83%	34%	83%	33%	84%
	12,005	13,198	-	-	53%	78%	49%	78%	48%	77%
	13,198	12,504	-	-	57%	83%	52%	83%	52%	83%
	12,504	13,108	-	-	57%	83%	52%	83%	52%	83%
	13,108	13,107	-	-	57%	83%	52%	83%	52%	83%
Stage 1	13,107	13,106	-	-	57%	83%	52%	83%	52%	83%
	13,106	12,101	-	-	57%	83%	52%	83%	52%	83%
	11,987	11,988	-	-	81%	65%	81%	65%	82%	62%
	11,988	10,610	-	-	84%	65%	84%	65%	84%	62%
	10,657	13,045	-	-	75%	72%	77%	68%	76%	66%
Stage 2	13,045	11,987	-	-	75%	72%	77%	68%	76%	66%
	11,987	13,057	-	-	85%	72%	85%	68%	86%	66%
Stage 3	10,608	17,000	-	-		73%		70%		68%
	17000	13,093	-	-		73%		70%		68%
Stage 3	13093	12,031	-	-		73%		70%		68%



Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		70%		69%		67%
	17001	17,002	-	-		70%		69%		67%
Stage Connection	10644	17,002	-	-		72%		72%		72%
Stage 5	17002	17,003	-	-		70%		69%		67%
	17003	17,004	-	-		70%		69%		67%
	17004	17,005	-	-		70%		69%		67%

**Table 1.11 HGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass and Tunnel Option C**

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	12%	21%	13%	23%	15%	26%
	10657	10658	-	-	12%	12%	13%	14%	16%	16%
	10658	10659	-	-	12%	12%	13%	14%	16%	16%
	10659	10611	-	-	12%	12%	13%	14%	16%	16%
	10611	10612	-	-	9%	7%	10%	5%	11%	6%
	10612	10640	-	-	23%	27%	26%	23%	30%	25%
	10640	10641	-	-	23%	4%	26%	4%	30%	5%
	10641	10642	-	-	23%	11%	26%	12%	30%	14%
	10642	10643	-	-	23%	11%	26%	12%	30%	14%
	10643	10644	-	-	23%	11%	26%	12%	30%	14%
	10644	17005	-	-	23%		26%		30%	
	17005	10645	-	-	23%	22%	26%	24%	30%	27%
IV-5522	10656	12104	-	-	36%		40%		43%	
	12104	12103	-	-	36%		40%		43%	
	12103	12102	-	-	36%		40%		43%	
	12102	12101	-	-	36%		40%		43%	
III-552	12101	12505	-	-	34%	5%	39%	6%	41%	6%
	12505	10641	-	-	34%	5%	39%	6%	41%	6%
IV-5006	10640	12031	-	-		33%		28%		31%
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	8%	6%	9%	3%	10%	3%
	10610	10609	-	-	7%	3%	8%	3%	10%	4%
	10609	10608	-	-	7%	3%	8%	3%	10%	4%
Minor Rd	13,057	13,058	-	-	3%	19%	3%	24%	3%	27%
	13,058	10,608	-	-	3%	19%	3%	24%	3%	27%
II-55	10,646	10,839	-	-	25%	37%	29%	41%	35%	46%
	10,839	10,840	-	-	25%	37%	29%	41%	35%	46%
	10,840	10,841	-	-	28%	37%	30%	41%	34%	46%
	10,841	10,842	-	-	28%	37%	30%	41%	34%	46%
	10,842	10,843	-	-	28%	37%	30%	41%	34%	46%
	10,843	10,844	-	-	28%	37%	30%	41%	34%	46%
	10,844	10,845	-	-	28%	37%	30%	41%	34%	46%
	10,845	10,846	-	-	32%	36%	35%	40%	38%	45%
	10,846	10,847	-	-	32%	36%	35%	40%	38%	45%
	10,847	10,848	-	-	32%	36%	35%	40%	38%	45%
	10,848	10,849	-	-	32%	36%	35%	40%	38%	45%
	10,849	10,850	-	-	32%	36%	35%	40%	38%	45%
	10,850	10,851	-	-	32%	36%	35%	40%	38%	45%
	10,851	10,852	-	-	25%	29%	28%	32%	31%	36%
10,852	10,853	-	-	25%	27%	28%	30%	30%	34%	

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-6	10,853	10,910	-	-	21%	28%	25%	30%	28%	31%
	10,910	10,909	-	-	21%	28%	25%	30%	28%	31%
	10,909	10,908	-	-	20%	26%	23%	28%	26%	29%
	10,908	10,907	-	-	20%	26%	23%	28%	26%	29%
	10,907	10,906	-	-	20%	26%	23%	28%	26%	29%
I-5	10,906	10,639	-	-	17%	23%	20%	26%	23%	26%
	10,639	10,638	-	-	18%	20%	19%	22%	21%	23%
	10,645	10,687	-	-	23%	22%	25%	24%	31%	26%
	10,687	10,638	-	-	23%	22%	25%	24%	31%	26%
	10,647	10,648	-	-	18%	21%	20%	22%	23%	26%
	10,648	10,649	-	-	18%	21%	20%	22%	23%	26%
	10,649	10,650	-	-	18%	20%	20%	22%	23%	26%
	10,650	10,651	-	-	22%	21%	23%	23%	23%	26%
	10,651	10,652	-	-	19%	21%	20%	23%	23%	26%
	10,652	10,653	-	-	19%	21%	20%	23%	23%	26%
	10,653	10,654	-	-	19%	21%	20%	23%	23%	26%
III-609	10,654	10,655	-	-	19%	21%	20%	23%	23%	26%
	10,655	10,656	-	-	19%	21%	20%	23%	23%	26%
	10,650	11,999	-	-	17%	9%	17%	10%	11%	12%
	11,999	12,000	-	-	30%	10%	28%	12%	11%	13%
	12,000	12,001	-	-	10%	10%	11%	11%	13%	13%
	12,001	12,002	-	-	10%	10%	11%	11%	13%	13%
	12,002	12,003	-	-	10%	10%	11%	11%	13%	13%
	12,003	12,004	-	-	10%	10%	11%	11%	13%	13%
III-552	12,004	12,005	-	-	10%	10%	11%	11%	13%	13%
	10,840	12,167	-	-	86%	11%	54%	12%	3%	14%
	12,167	12,000	-	-	86%	11%	54%	12%	3%	14%
	10,845	12,544	-	-	49%	12%	58%	13%	60%	12%
	12,544	12,545	-	-	49%	12%	58%	13%	60%	12%
	12,545	12,546	-	-	49%	12%	58%	13%	60%	12%
	12,546	12,547	-	-	49%	12%	58%	13%	60%	12%
	12,547	12,005	-	-	49%	12%	58%	13%	60%	12%
	12,005	13,198	-	-	36%	10%	42%	12%	44%	13%
	13,198	12,504	-	-	33%	5%	38%	6%	40%	6%
Stage 1	12,504	13,108	-	-	33%	5%	38%	6%	40%	6%
	13,108	13,107	-	-	33%	5%	38%	6%	40%	6%
	13,107	13,106	-	-	33%	5%	38%	6%	40%	6%
	13,106	12,101	-	-	33%	5%	38%	6%	40%	6%
	11,987	11,988	-	-	81%	26%	7%	27%	7%	31%
Stage 2	11,988	10,610	-	-	84%	26%	11%	27%	11%	31%
	10,657	13,045	-	-	75%	19%	12%	24%	13%	27%
Stage 1	13,045	11,987	-	-	75%	19%	12%	24%	13%	27%
	11,987	13,057	-	-	85%	19%	3%	24%	3%	27%
	10,608	17,000	-	-		19%		23%		26%
17000	13,093	-	-		19%		23%		26%	

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 3	13093	12,031	-	-		19%		23%		26%
Stage 4	12031	17,001	-	-		22%		24%		27%
	17001	17,002	-	-		22%		24%		27%
Stage Connection	10644	17,002	-	-		11%		12%		14%
Stage 5	17002	17,003	-	-		22%		24%		27%
	17003	17,004	-	-		22%		24%		27%
	17004	17,005	-	-		22%		24%		27%

**Table 1.12 LGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass and Tunnel Option C**

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	7%	5%	6%	5%	6%	4%
	10657	10658	-	-	6%	6%	6%	6%	5%	5%
	10658	10659	-	-	6%	6%	6%	6%	5%	5%
	10659	10611	-	-	6%	6%	6%	6%	5%	5%
	10611	10612	-	-	6%	6%	6%	6%	5%	6%
	10612	10640	-	-	5%	4%	5%	4%	4%	4%
	10640	10641	-	-	5%	8%	5%	7%	4%	7%
	10641	10642	-	-	6%	6%	5%	6%	5%	5%
	10642	10643	-	-	6%	6%	5%	6%	5%	5%
	10643	10644	-	-	6%	6%	5%	6%	5%	5%
	10644	17005	-	-	6%		5%		5%	
17005	10645	-	-	6%	4%	5%	3%	5%	3%	
IV-5522	10656	12104	-	-	6%		5%		4%	
	12104	12103	-	-	6%		5%		4%	
	12103	12102	-	-	6%		5%		4%	
	12102	12101	-	-	6%		5%		4%	
III-552	12101	12505	-	-	6%	7%	5%	7%	4%	7%
	12505	10641	-	-	6%	7%	5%	7%	4%	7%
IV-5006	10640	12031	-	-		3%		3%		
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	6%	6%	6%	6%	5%	6%
	10610	10609	-	-	8%	9%	7%	9%	6%	8%
	10609	10608	-	-	8%	9%	7%	9%	6%	8%
Minor Rd	13,057	13,058	-	-	10%	6%	10%	6%	10%	5%
	13,058	10,608	-	-	10%	6%	10%	6%	10%	5%
II-55	10,646	10,839	-	-	4%	2%	3%	2%	3%	2%
	10,839	10,840	-	-	4%	2%	3%	2%	3%	2%
	10,840	10,841	-	-	3%	2%	3%	2%	3%	2%
	10,841	10,842	-	-	3%	2%	3%	2%	3%	2%
	10,842	10,843	-	-	3%	2%	3%	2%	3%	2%
	10,843	10,844	-	-	3%	2%	3%	2%	3%	2%
	10,844	10,845	-	-	3%	2%	3%	2%	3%	2%
	10,845	10,846	-	-	3%	2%	3%	2%	3%	2%
	10,846	10,847	-	-	3%	2%	3%	2%	3%	2%
	10,847	10,848	-	-	3%	2%	3%	2%	3%	2%
	10,848	10,849	-	-	3%	2%	3%	2%	3%	2%
	10,849	10,850	-	-	3%	2%	3%	2%	3%	2%
	10,850	10,851	-	-	3%	2%	3%	2%	3%	2%
	10,851	10,852	-	-	3%	3%	3%	3%	3%	2%
10,852	10,853	-	-	3%	3%	3%	3%	3%	3%	
I-6	10,853	10,910	-	-	4%	4%	4%	4%	3%	3%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	4%	4%	4%	4%	3%	3%
	10,909	10,908	-	-	4%	4%	4%	4%	3%	3%
	10,908	10,907	-	-	4%	4%	4%	4%	3%	3%
	10,907	10,906	-	-	4%	4%	4%	4%	3%	3%
	10,906	10,639	-	-	4%	4%	4%	4%	4%	4%
I-5	10,639	10,638	-	-	4%	4%	4%	4%	4%	3%
	10,645	10,687	-	-	5%	4%	5%	3%	4%	3%
	10,687	10,638	-	-	5%	4%	5%	3%	4%	3%
	10,647	10,648	-	-	7%	6%	6%	5%	6%	5%
	10,648	10,649	-	-	7%	6%	6%	5%	6%	5%
	10,649	10,650	-	-	7%	6%	6%	5%	6%	5%
	10,650	10,651	-	-	6%	5%	6%	5%	5%	4%
	10,651	10,652	-	-	6%	5%	6%	5%	5%	4%
	10,652	10,653	-	-	6%	5%	6%	5%	5%	4%
	10,653	10,654	-	-	6%	5%	6%	5%	5%	4%
	10,654	10,655	-	-	6%	5%	6%	5%	5%	4%
III-609	10,655	10,656	-	-	6%	5%	6%	5%	5%	4%
	10,650	11,999	-	-	6%	6%	6%	6%	6%	6%
	11,999	12,000	-	-	6%	8%	6%	8%	7%	7%
	12,000	12,001	-	-	8%	8%	8%	8%	7%	7%
	12,001	12,002	-	-	8%	8%	8%	8%	7%	7%
	12,002	12,003	-	-	8%	8%	8%	8%	7%	7%
	12,003	12,004	-	-	8%	8%	8%	8%	7%	7%
	12,004	12,005	-	-	8%	8%	8%	8%	7%	7%
III-552	10,840	12,167	-	-	1%	3%	4%	3%	8%	3%
	12,167	12,000	-	-	1%	3%	4%	3%	8%	3%
	10,845	12,544	-	-	4%	3%	3%	3%	3%	3%
	12,544	12,545	-	-	4%	3%	3%	3%	3%	3%
	12,545	12,546	-	-	4%	3%	3%	3%	3%	3%
	12,546	12,547	-	-	4%	3%	3%	3%	3%	3%
	12,547	12,005	-	-	4%	3%	3%	3%	3%	3%
	12,005	13,198	-	-	5%	8%	5%	7%	4%	7%
	13,198	12,504	-	-	5%	7%	5%	7%	4%	7%
	12,504	13,108	-	-	5%	7%	5%	7%	4%	7%
Stage 1	13,108	13,107	-	-	5%	7%	5%	7%	4%	7%
	13,107	13,106	-	-	5%	7%	5%	7%	4%	7%
	13,106	12,101	-	-	5%	7%	5%	7%	4%	7%
	11,987	11,988	-	-	9%	5%	9%	4%	9%	4%
	11,988	10,610	-	-	2%	5%	2%	4%	2%	4%
Stage 2	10,657	13,045	-	-	7%	6%	7%	6%	7%	5%
	13,045	11,987	-	-	7%	6%	7%	6%	7%	5%
Stage 3	11,987	13,057	-	-	10%	6%	10%	6%	10%	5%
	10,608	17,000	-	-		4%		3%		3%
	17000	13,093	-	-		4%		3%		3%
	13093	12,031	-	-		4%		3%		3%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		4%		3%		3%
	17001	17,002	-	-		4%		3%		3%
Stage Connection	10644	17,002	-	-		6%		6%		5%
Stage 5	17002	17,003	-	-		4%		3%		3%
	17003	17,004	-	-		4%		3%		3%
	17004	17,005	-	-		4%		3%		3%

**Table 1.13 Traffic Flow in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass and Tunnel Option D**

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	3,164	5,717	3,547	7,170	3,740	7,818
	10657	10658	-	-	2,215	2,165	2,378	2,314	2,494	2,419
	10658	10659	-	-	2,215	2,165	2,378	2,314	2,494	2,419
	10659	10611	-	-	2,215	2,165	2,378	2,314	2,494	2,419
	10611	10612	-	-	11,914	9,090	12,433	9,572	12,693	9,420
	10612	10640	-	-	5,071	3,046	5,233	3,267	5,371	3,054
	10640	10641	-	-	5,071	660	5,233	678	5,371	679
	10641	10642	-	-	4,723	869	5,101	127	5,323	128
	10642	10643	-	-	4,723	869	5,101	127	5,323	128
	10643	10644	-	-	4,723	869	5,101	127	5,323	128
	10644	17005	-	-	4,723		5,101		5,323	
	17005	10645	-	-	4,723	11,807	5,101	13,052	5,323	14,014
IV-5522	10656	12104	-	-	1,315	747	1,505		1,583	
	12104	12103	-	-	1,315	747	1,505		1,583	
	12103	12102	-	-	1,315	747	1,505		1,583	
	12102	12101	-	-	1,315	747	1,505		1,583	
III-552	12101	12505	-	-	3,159	1,529	3,325	804	3,399	806
	12505	10641	-	-	3,159	1,529	3,325	804	3,399	806
IV-5006	10640	12031	-	-		2,386		2,590		2,375
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	9,699	6,925	10,055	7,257	10,199	7,000
	10610	10609	-	-	6,896	4,492	7,173	4,630	7,195	4,623
	10609	10608	-	-	6,896	4,492	7,173	4,630	7,195	4,623
Minor Rd	13,057	13,058	-	-	1,835	4,959	1,978	6,369	2,074	7,314
	13,058	10,608	-	-	1,835	4,959	1,978	6,369	2,074	7,314
II-55	10,646	10,839	-	-	5,080	2,435	5,787	2,903	6,546	3,268
	10,839	10,840	-	-	5,080	2,435	5,787	2,903	6,546	3,268
	10,840	10,841	-	-	5,281	2,466	6,162	2,935	6,739	3,302
	10,841	10,842	-	-	5,281	2,466	6,162	2,935	6,739	3,302
	10,842	10,843	-	-	5,281	2,466	6,162	2,935	6,739	3,302
	10,843	10,844	-	-	5,281	2,466	6,162	2,935	6,739	3,302
	10,844	10,845	-	-	5,281	2,466	6,162	2,935	6,739	3,302
	10,845	10,846	-	-	6,463	2,565	7,306	3,042	7,877	3,410
	10,846	10,847	-	-	6,463	2,565	7,306	3,042	7,877	3,410
	10,847	10,848	-	-	6,463	2,565	7,306	3,042	7,877	3,410
	10,848	10,849	-	-	6,463	2,565	7,306	3,042	7,877	3,410
	10,849	10,850	-	-	6,463	2,565	7,306	3,042	7,877	3,410
	10,850	10,851	-	-	6,463	2,565	7,306	3,042	7,877	3,410
	10,851	10,852	-	-	6,947	4,861	7,830	5,526	8,421	6,055
10,852	10,853	-	-	7,020	5,215	7,910	5,903	8,575	6,443	
I-6	10,853	10,910	-	-	5,640	7,141	6,155	7,749	6,892	8,313



Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	5,640	7,141	6,155	7,749	6,892	8,313
	10,909	10,908	-	-	6,174	7,672	6,754	8,342	7,538	8,954
	10,908	10,907	-	-	6,174	7,672	6,754	8,342	7,538	8,954
	10,907	10,906	-	-	6,174	7,672	6,754	8,342	7,538	8,954
	10,906	10,639	-	-	7,208	8,730	7,814	9,427	8,606	10,048
I-5	10,639	10,638	-	-	11,524	16,342	12,531	17,960	13,418	19,141
	10,645	10,687	-	-	2,950	8,955	3,113	9,828	3,280	10,445
	10,687	10,638	-	-	2,950	8,955	3,113	9,828	3,280	10,445
	10,647	10,648	-	-	5,053	7,060	5,518	7,799	5,785	8,459
	10,648	10,649	-	-	5,053	7,060	5,518	7,799	5,785	8,459
	10,649	10,650	-	-	5,251	7,256	5,719	7,997	5,983	8,653
	10,650	10,651	-	-	4,640	6,511	5,239	7,216	5,307	7,863
	10,651	10,652	-	-	4,421	6,464	4,991	7,170	5,259	7,818
	10,652	10,653	-	-	4,421	6,464	4,991	7,170	5,259	7,818
	10,653	10,654	-	-	4,421	6,464	4,991	7,170	5,259	7,818
	10,654	10,655	-	-	4,421	6,464	4,991	7,170	5,259	7,818
10,655	10,656	-	-	4,421	6,464	4,991	7,170	5,259	7,818	
III-609	10,650	11,999	-	-	2,064	1,891	2,287	1,941	2,100	1,935
	11,999	12,000	-	-	777	598	974	622	797	626
	12,000	12,001	-	-	576	567	599	589	604	593
	12,001	12,002	-	-	576	567	599	589	604	593
	12,002	12,003	-	-	576	567	599	589	604	593
	12,003	12,004	-	-	576	567	599	589	604	593
	12,004	12,005	-	-	576	567	599	589	604	593
	10,840	12,167	-	-	201	30	375	32	193	33
12,167	12,000	-	-	201	30	375	32	193	33	
III-552	10,845	12,544	-	-	1,182	99	1,144	107	1,138	108
	12,544	12,545	-	-	1,182	99	1,144	107	1,138	108
	12,545	12,546	-	-	1,182	99	1,144	107	1,138	108
	12,546	12,547	-	-	1,182	99	1,144	107	1,138	108
	12,547	12,005	-	-	1,182	99	1,144	107	1,138	108
	12,005	13,198	-	-	1,757	666	1,742	697	1,742	701
	13,198	12,504	-	-	1,844	783	1,821	804	1,815	806
	12,504	13,108	-	-	1,844	783	1,821	804	1,815	806
	13,108	13,107	-	-	1,844	783	1,821	804	1,815	806
	13,107	13,106	-	-	1,844	783	1,821	804	1,815	806
	13,106	12,101	-	-	1,844	783	1,821	804	1,815	806
Stage 1	11,987	11,988	-	-	2,858	3,553	3,226	4,855	3,384	5,399
	11,988	10,610	-	-	2,802	3,553	2,882	4,855	3,004	5,399
	10,657	13,045	-	-	949	4,959	1,169	6,369	1,246	7,314
	13,045	11,987	-	-	949	4,959	1,169	6,369	1,246	7,314
	11,987	13,057	-	-	1,835	4,959	1,978	6,369	2,074	7,314
Stage 2	10,608	17,000	-	-	-	8,552	-	10,335	-	11,511
	17000	13,093	-	-	-	8,552	-	10,335	-	11,511
Stage 3	13093	12,031	-	-	-	8,552	-	10,335	-	11,511

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-	-	10,938	-	12,925	-	13,886
	17001	17,002	-	-	-	10,938	-	12,925	-	13,886
Stage Connection	10644	17,002	-	-	-	869	-	127	-	128
Stage 5	17002	17,003	-	-	-	11,807	-	13,052	-	14,014
	17003	17,004	-	-	-	11,807	-	13,052	-	14,014
	17004	17,005	-	-	-	11,807	-	13,052	-	14,014

**Table 1.14 Car Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass and Tunnel Option D**

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	76%	77%	77%	68%	76%	66%
	10657	10658	-	-	76%	76%	76%	76%	75%	75%
	10658	10659	-	-	76%	76%	76%	76%	75%	75%
	10659	10611	-	-	76%	76%	76%	76%	75%	75%
	10611	10612	-	-	82%	83%	82%	83%	81%	86%
	10612	10640	-	-	66%	62%	64%	61%	62%	66%
	10640	10641	-	-	66%	85%	64%	85%	62%	86%
	10641	10642	-	-	65%	10%	64%	72%	61%	72%
	10642	10643	-	-	65%	10%	64%	72%	61%	72%
	10643	10644	-	-	65%	10%	64%	72%	61%	72%
	10644	17005	-	-	65%		64%		61%	
17005	10645	-	-	65%	69%	64%	69%	61%	67%	
IV-5522	10656	12104	-	-	50%		49%		48%	
	12104	12103	-	-	50%		49%		48%	
	12103	12102	-	-	50%		49%		48%	
	12102	12101	-	-	50%		49%		48%	
III-552	12101	12505	-	-	54%	43%	51%	83%	50%	83%
	12505	10641	-	-	54%	43%	51%	83%	50%	83%
IV-5006	10640	12031	-	-		55%		54%	61%	
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	84%	85%	83%	85%	83%	90%
	10610	10609	-	-	84%	86%	83%	87%	83%	87%
	10609	10608	-	-	84%	86%	83%	87%	83%	87%
Minor Rd	13,057	13,058	-	-	85%	82%	85%	71%	86%	65%
	13,058	10,608	-	-	85%	82%	85%	71%	86%	65%
II-55	10,646	10,839	-	-	65%	53%	63%	50%	59%	48%
	10,839	10,840	-	-	65%	53%	63%	50%	59%	48%
	10,840	10,841	-	-	63%	54%	62%	51%	60%	48%
	10,841	10,842	-	-	63%	54%	62%	51%	60%	48%
	10,842	10,843	-	-	63%	54%	62%	51%	60%	48%
	10,843	10,844	-	-	63%	54%	62%	51%	60%	48%
	10,844	10,845	-	-	63%	54%	62%	51%	60%	48%
	10,845	10,846	-	-	59%	55%	58%	52%	56%	49%
	10,846	10,847	-	-	59%	55%	58%	52%	56%	49%
	10,847	10,848	-	-	59%	55%	58%	52%	56%	49%
	10,848	10,849	-	-	59%	55%	58%	52%	56%	49%
	10,849	10,850	-	-	59%	55%	58%	52%	56%	49%
	10,850	10,851	-	-	59%	55%	58%	52%	56%	49%
	10,851	10,852	-	-	66%	62%	64%	60%	63%	58%
10,852	10,853	-	-	66%	64%	64%	61%	63%	60%	
I-6	10,853	10,910	-	-	71%	64%	68%	63%	66%	63%

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	71%	64%	68%	63%	66%	63%
	10,909	10,908	-	-	73%	66%	70%	65%	68%	65%
	10,908	10,907	-	-	73%	66%	70%	65%	68%	65%
	10,907	10,906	-	-	73%	66%	70%	65%	68%	65%
	10,906	10,639	-	-	74%	67%	72%	66%	70%	66%
I-5	10,639	10,638	-	-	73%	71%	72%	70%	71%	70%
	10,645	10,687	-	-	66%	70%	64%	69%	60%	68%
	10,687	10,638	-	-	66%	70%	64%	69%	60%	68%
	10,647	10,648	-	-	69%	69%	69%	69%	68%	66%
	10,648	10,649	-	-	69%	69%	69%	69%	68%	66%
	10,649	10,650	-	-	69%	68%	68%	68%	67%	66%
	10,650	10,651	-	-	66%	69%	66%	68%	68%	66%
	10,651	10,652	-	-	68%	68%	69%	68%	68%	66%
	10,652	10,653	-	-	68%	68%	69%	68%	68%	66%
	10,653	10,654	-	-	68%	68%	69%	68%	68%	66%
	10,654	10,655	-	-	68%	68%	69%	68%	68%	66%
III-609	10,655	10,656	-	-	68%	68%	69%	68%	68%	66%
	10,650	11,999	-	-	68%	75%	69%	75%	76%	75%
	11,999	12,000	-	-	60%	77%	63%	77%	79%	76%
	12,000	12,001	-	-	77%	77%	77%	77%	76%	76%
	12,001	12,002	-	-	77%	77%	77%	77%	76%	76%
	12,002	12,003	-	-	77%	77%	77%	77%	76%	76%
	12,003	12,004	-	-	77%	77%	77%	77%	76%	76%
	12,004	12,005	-	-	77%	77%	77%	77%	76%	76%
III-552	10,840	12,167	-	-	13%	82%	42%	82%	89%	81%
	12,167	12,000	-	-	13%	82%	42%	82%	89%	81%
	10,845	12,544	-	-	42%	83%	34%	83%	33%	84%
	12,544	12,545	-	-	42%	83%	34%	83%	33%	84%
	12,545	12,546	-	-	42%	83%	34%	83%	33%	84%
	12,546	12,547	-	-	42%	83%	34%	83%	33%	84%
	12,547	12,005	-	-	42%	83%	34%	83%	33%	84%
	12,005	13,198	-	-	53%	78%	49%	78%	48%	77%
	13,198	12,504	-	-	57%	83%	52%	83%	52%	83%
	12,504	13,108	-	-	57%	83%	52%	83%	52%	83%
	13,108	13,107	-	-	57%	83%	52%	83%	52%	83%
Stage 1	13,107	13,106	-	-	57%	83%	52%	83%	52%	83%
	13,106	12,101	-	-	57%	83%	52%	83%	52%	83%
	11,987	11,988	-	-	81%	78%	81%	64%	82%	62%
	11,988	10,610	-	-	84%	78%	84%	64%	84%	62%
	10,657	13,045	-	-	75%	82%	77%	71%	76%	65%
Stage 2	13,045	11,987	-	-	75%	82%	77%	71%	76%	65%
	11,987	13,057	-	-	85%	82%	85%	71%	86%	65%
Stage 3	10,608	17,000	-	-		79%		72%		68%
	17000	13,093	-	-		79%		72%		68%
Stage 3	13093	12,031	-	-		79%		72%		68%

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		74%		69%		67%
	17001	17,002	-	-		74%		69%		67%
Stage Connection	10644	17,002	-	-		10%		72%		72%
Stage 5	17002	17,003	-	-		69%		69%		67%
	17003	17,004	-	-		69%		69%		67%
	17004	17,005	-	-		69%		69%		67%

**Table 1.15 HGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass and Tunnel Option D**

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	12%	13%	13%	23%	15%	26%
	10657	10658	-	-	12%	12%	13%	14%	16%	16%
	10658	10659	-	-	12%	12%	13%	14%	16%	16%
	10659	10611	-	-	12%	12%	13%	14%	16%	16%
	10611	10612	-	-	9%	7%	10%	8%	11%	6%
	10612	10640	-	-	23%	27%	26%	29%	30%	25%
	10640	10641	-	-	23%	4%	26%	4%	30%	5%
	10641	10642	-	-	23%	77%	26%	12%	30%	14%
	10642	10643	-	-	23%	77%	26%	12%	30%	14%
	10643	10644	-	-	23%	77%	26%	12%	30%	14%
	10644	17005	-	-	23%		26%		30%	
17005	10645	-	-	23%	22%	26%	24%	30%	27%	
IV-5522	10656	12104	-	-	36%	88%	40%		43%	
	12104	12103	-	-	36%	88%	40%		43%	
	12103	12102	-	-	36%	88%	40%		43%	
	12102	12101	-	-	36%	88%	40%		43%	
III-552	12101	12505	-	-	34%	45%	39%	6%	41%	6%
	12505	10641	-	-	34%	45%	39%	6%	41%	6%
IV-5006	10640	12031	-	-		33%		36%		31%
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	8%	6%	9%	6%	10%	3%
	10610	10609	-	-	7%	3%	8%	3%	10%	4%
	10609	10608	-	-	7%	3%	8%	3%	10%	4%
Minor Rd	13,057	13,058	-	-	3%	9%	3%	21%	3%	27%
	13,058	10,608	-	-	3%	9%	3%	21%	3%	27%
II-55	10,646	10,839	-	-	25%	37%	29%	42%	35%	46%
	10,839	10,840	-	-	25%	37%	29%	42%	35%	46%
	10,840	10,841	-	-	28%	37%	30%	42%	34%	45%
	10,841	10,842	-	-	28%	37%	30%	42%	34%	45%
	10,842	10,843	-	-	28%	37%	30%	42%	34%	45%
	10,843	10,844	-	-	28%	37%	30%	42%	34%	45%
	10,844	10,845	-	-	28%	37%	30%	42%	34%	45%
	10,845	10,846	-	-	32%	36%	35%	41%	38%	44%
	10,846	10,847	-	-	32%	36%	35%	41%	38%	44%
	10,847	10,848	-	-	32%	36%	35%	41%	38%	44%
	10,848	10,849	-	-	32%	36%	35%	41%	38%	44%
	10,849	10,850	-	-	32%	36%	35%	41%	38%	44%
	10,850	10,851	-	-	32%	36%	35%	41%	38%	44%
	10,851	10,852	-	-	25%	29%	28%	33%	31%	36%
10,852	10,853	-	-	25%	27%	28%	31%	30%	34%	
I-6	10,853	10,910	-	-	21%	28%	25%	30%	28%	31%

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	21%	28%	25%	30%	28%	31%
	10,909	10,908	-	-	20%	26%	23%	28%	26%	29%
	10,908	10,907	-	-	20%	26%	23%	28%	26%	29%
	10,907	10,906	-	-	20%	26%	23%	28%	26%	29%
	10,906	10,639	-	-	17%	23%	20%	25%	23%	26%
I-5	10,639	10,638	-	-	18%	20%	19%	22%	21%	23%
	10,645	10,687	-	-	23%	22%	25%	23%	31%	26%
	10,687	10,638	-	-	23%	22%	25%	23%	31%	26%
	10,647	10,648	-	-	18%	21%	20%	22%	23%	26%
	10,648	10,649	-	-	18%	21%	20%	22%	23%	26%
	10,649	10,650	-	-	18%	21%	20%	22%	23%	26%
	10,650	10,651	-	-	22%	21%	23%	23%	23%	26%
	10,651	10,652	-	-	19%	21%	20%	23%	23%	26%
	10,652	10,653	-	-	19%	21%	20%	23%	23%	26%
	10,653	10,654	-	-	19%	21%	20%	23%	23%	26%
	10,654	10,655	-	-	19%	21%	20%	23%	23%	26%
10,655	10,656	-	-	19%	21%	20%	23%	23%	26%	
III-609	10,650	11,999	-	-	17%	9%	17%	10%	11%	12%
	11,999	12,000	-	-	30%	10%	28%	12%	11%	13%
	12,000	12,001	-	-	10%	10%	11%	11%	13%	13%
	12,001	12,002	-	-	10%	10%	11%	11%	13%	13%
	12,002	12,003	-	-	10%	10%	11%	11%	13%	13%
	12,003	12,004	-	-	10%	10%	11%	11%	13%	13%
	12,004	12,005	-	-	10%	10%	11%	11%	13%	13%
	10,840	12,167	-	-	86%	11%	54%	12%	3%	14%
12,167	12,000	-	-	86%	11%	54%	12%	3%	14%	
III-552	10,845	12,544	-	-	49%	12%	58%	13%	60%	12%
	12,544	12,545	-	-	49%	12%	58%	13%	60%	12%
	12,545	12,546	-	-	49%	12%	58%	13%	60%	12%
	12,546	12,547	-	-	49%	12%	58%	13%	60%	12%
	12,547	12,005	-	-	49%	12%	58%	13%	60%	12%
	12,005	13,198	-	-	36%	10%	42%	12%	44%	13%
	13,198	12,504	-	-	33%	5%	38%	6%	40%	6%
	12,504	13,108	-	-	33%	5%	38%	6%	40%	6%
	13,108	13,107	-	-	33%	5%	38%	6%	40%	6%
	13,107	13,106	-	-	33%	5%	38%	6%	40%	6%
13,106	12,101	-	-	33%	5%	38%	6%	40%	6%	
Stage 1	11,987	11,988	-	-	81%	13%	7%	27%	7%	31%
	11,988	10,610	-	-	84%	13%	11%	27%	11%	31%
	10,657	13,045	-	-	75%	9%	12%	21%	13%	27%
	13,045	11,987	-	-	75%	9%	12%	21%	13%	27%
	11,987	13,057	-	-	85%	9%	3%	21%	3%	27%
Stage 2	10,608	17,000	-	-		14%		21%		26%
	17000	13,093	-	-		14%		21%		26%
Stage 3	13093	12,031	-	-		14%		21%		26%

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		18%		24%		27%
	17001	17,002	-	-		18%		24%		27%
Stage Connection	10644	17,002	-	-		77%		12%		14%
Stage 5	17002	17,003	-	-		22%		24%		27%
	17003	17,004	-	-		22%		24%		27%
	17004	17,005	-	-		22%		24%		27%



**Table 1.16 LGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass and Tunnel Option D**

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	7%	6%	6%	5%	6%	4%
	10657	10658	-	-	6%	6%	6%	6%	5%	5%
	10658	10659	-	-	6%	6%	6%	6%	5%	5%
	10659	10611	-	-	6%	6%	6%	6%	5%	5%
	10611	10612	-	-	6%	6%	6%	6%	5%	6%
	10612	10640	-	-	5%	4%	5%	4%	4%	4%
	10640	10641	-	-	5%	8%	5%	7%	4%	7%
	10641	10642	-	-	6%	1%	5%	6%	5%	5%
	10642	10643	-	-	6%	1%	5%	6%	5%	5%
	10643	10644	-	-	6%	1%	5%	6%	5%	5%
	10644	17005	-	-	6%		5%		5%	
17005	10645	-	-	6%	4%	5%	4%	5%	3%	
IV-5522	10656	12104	-	-	6%		5%		4%	
	12104	12103	-	-	6%		5%		4%	
	12103	12102	-	-	6%		5%		4%	
	12102	12101	-	-	6%		5%		4%	
III-552	12101	12505	-	-	6%	4%	5%	7%	4%	7%
	12505	10641	-	-	6%	4%	5%	7%	4%	7%
IV-5006	10640	12031	-	-		3%		3%	3%	
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	6%	6%	6%	6%	5%	6%
	10610	10609	-	-	8%	9%	7%	9%	6%	8%
	10609	10608	-	-	8%	9%	7%	9%	6%	8%
Minor Rd	13,057	13,058	-	-	10%	7%	10%	6%	10%	5%
	13,058	10,608	-	-	10%	7%	10%	6%	10%	5%
II-55	10,646	10,839	-	-	4%	2%	3%	2%	3%	2%
	10,839	10,840	-	-	4%	2%	3%	2%	3%	2%
	10,840	10,841	-	-	3%	2%	3%	2%	3%	2%
	10,841	10,842	-	-	3%	2%	3%	2%	3%	2%
	10,842	10,843	-	-	3%	2%	3%	2%	3%	2%
	10,843	10,844	-	-	3%	2%	3%	2%	3%	2%
	10,844	10,845	-	-	3%	2%	3%	2%	3%	2%
	10,845	10,846	-	-	3%	2%	3%	2%	3%	2%
	10,846	10,847	-	-	3%	2%	3%	2%	3%	2%
	10,847	10,848	-	-	3%	2%	3%	2%	3%	2%
	10,848	10,849	-	-	3%	2%	3%	2%	3%	2%
	10,849	10,850	-	-	3%	2%	3%	2%	3%	2%
	10,850	10,851	-	-	3%	2%	3%	2%	3%	2%
10,851	10,852	-	-	3%	3%	3%	3%	3%	2%	
10,852	10,853	-	-	3%	3%	3%	3%	3%	2%	
I-6	10,853	10,910	-	-	4%	4%	4%	4%	3%	3%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	4%	4%	4%	4%	3%	3%
	10,909	10,908	-	-	4%	4%	4%	4%	3%	3%
	10,908	10,907	-	-	4%	4%	4%	4%	3%	3%
	10,907	10,906	-	-	4%	4%	4%	4%	3%	3%
	10,906	10,639	-	-	4%	4%	4%	4%	4%	4%
I-5	10,639	10,638	-	-	4%	4%	4%	4%	4%	4%
	10,645	10,687	-	-	5%	4%	5%	3%	4%	3%
	10,687	10,638	-	-	5%	4%	5%	3%	4%	3%
	10,647	10,648	-	-	7%	6%	6%	5%	6%	5%
	10,648	10,649	-	-	7%	6%	6%	5%	6%	5%
	10,649	10,650	-	-	7%	6%	6%	5%	6%	5%
	10,650	10,651	-	-	6%	5%	6%	5%	5%	4%
	10,651	10,652	-	-	6%	5%	6%	5%	5%	4%
	10,652	10,653	-	-	6%	5%	6%	5%	5%	4%
	10,653	10,654	-	-	6%	5%	6%	5%	5%	4%
	10,654	10,655	-	-	6%	5%	6%	5%	5%	4%
III-609	10,655	10,656	-	-	6%	5%	6%	5%	5%	4%
	10,650	11,999	-	-	6%	6%	6%	6%	6%	6%
	11,999	12,000	-	-	6%	8%	6%	8%	7%	7%
	12,000	12,001	-	-	8%	8%	8%	8%	7%	7%
	12,001	12,002	-	-	8%	8%	8%	8%	7%	7%
	12,002	12,003	-	-	8%	8%	8%	8%	7%	7%
	12,003	12,004	-	-	8%	8%	8%	8%	7%	7%
	12,004	12,005	-	-	8%	8%	8%	8%	7%	7%
III-552	10,840	12,167	-	-	1%	3%	4%	3%	8%	3%
	12,167	12,000	-	-	1%	3%	4%	3%	8%	3%
	10,845	12,544	-	-	4%	3%	3%	3%	3%	3%
	12,544	12,545	-	-	4%	3%	3%	3%	3%	3%
	12,545	12,546	-	-	4%	3%	3%	3%	3%	3%
	12,546	12,547	-	-	4%	3%	3%	3%	3%	3%
	12,547	12,005	-	-	4%	3%	3%	3%	3%	3%
	12,005	13,198	-	-	5%	8%	5%	7%	4%	7%
	13,198	12,504	-	-	5%	7%	5%	7%	4%	7%
	12,504	13,108	-	-	5%	7%	5%	7%	4%	7%
Stage 1	13,108	13,107	-	-	5%	7%	5%	7%	4%	7%
	13,107	13,106	-	-	5%	7%	5%	7%	4%	7%
	13,106	12,101	-	-	5%	7%	5%	7%	4%	7%
	11,987	11,988	-	-	9%	6%	9%	4%	9%	4%
	11,988	10,610	-	-	2%	6%	2%	4%	2%	4%
Stage 2	10,657	13,045	-	-	7%	7%	7%	6%	7%	5%
	13,045	11,987	-	-	7%	7%	7%	6%	7%	5%
Stage 3	11,987	13,057	-	-	10%	7%	10%	6%	10%	5%
	10,608	17,000	-	-		4%		4%		3%
	17000	13,093	-	-		4%		4%		3%
	13093	12,031	-	-		4%		4%		3%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		4%		3%		3%
	17001	17,002	-	-		4%		3%		3%
Stage Connection	10644	17,002	-	-		1%		6%		5%
Stage 5	17002	17,003	-	-		4%		4%		3%
	17003	17,004	-	-		4%		4%		3%
	17004	17,005	-	-		4%		4%		3%

**Table 1.17 Traffic Flow in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass and Tunnel Option E**

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	3,164	5,347	3,547	7,182	3,740	7,834
	10657	10658	-	-	2,215	2,164	2,378	2,313	2,494	2,418
	10658	10659	-	-	2,215	2,164	2,378	2,313	2,494	2,418
	10659	10611	-	-	2,215	2,164	2,378	2,313	2,494	2,418
	10611	10612	-	-	11,914	9,085	12,433	9,566	12,693	9,414
	10612	10640	-	-	5,071	3,060	5,233	3,281	5,371	3,068
	10640	10641	-	-	5,071	660	5,233	677	5,371	678
	10641	10642	-	-	4,723	1,254	5,101	128	5,323	129
	10642	10643	-	-	4,723	1,254	5,101	128	5,323	129
	10643	10644	-	-	4,723	1,254	5,101	128	5,323	129
	10644	17005	-	-	4,723		5,101		5,323	
17005	10645	-	-	4,723	11,863	5,101	13,109	5,323	14,093	
IV-5522	10656	12104	-	-	1,315	1,131	1,505		1,583	
	12104	12103	-	-	1,315	1,131	1,505		1,583	
	12103	12102	-	-	1,315	1,131	1,505		1,583	
	12102	12101	-	-	1,315	1,131	1,505		1,583	
III-552	12101	12505	-	-	3,159	1,913	3,325	805	3,399	807
	12505	10641	-	-	3,159	1,913	3,325	805	3,399	807
IV-5006	10640	12031	-	-		2,400		2,604		2,390
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	9,699	6,921	10,055	7,252	10,199	6,996
	10610	10609	-	-	6,896	4,488	7,173	4,625	7,195	4,618
	10609	10608	-	-	6,896	4,488	7,173	4,625	7,195	4,618
Minor Rd	13,057	13,058	-	-	1,835	4,589	1,978	6,383	2,074	7,338
	13,058	10,608	-	-	1,835	4,589	1,978	6,383	2,074	7,338
II-55	10,646	10,839	-	-	5,080	2,435	5,787	2,899	6,546	3,266
	10,839	10,840	-	-	5,080	2,435	5,787	2,899	6,546	3,266
	10,840	10,841	-	-	5,281	2,466	6,162	2,932	6,739	3,300
	10,841	10,842	-	-	5,281	2,466	6,162	2,932	6,739	3,300
	10,842	10,843	-	-	5,281	2,466	6,162	2,932	6,739	3,300
	10,843	10,844	-	-	5,281	2,466	6,162	2,932	6,739	3,300
	10,844	10,845	-	-	5,281	2,466	6,162	2,932	6,739	3,300
	10,845	10,846	-	-	6,463	2,565	7,306	3,039	7,877	3,408
	10,846	10,847	-	-	6,463	2,565	7,306	3,039	7,877	3,408
	10,847	10,848	-	-	6,463	2,565	7,306	3,039	7,877	3,408
	10,848	10,849	-	-	6,463	2,565	7,306	3,039	7,877	3,408
	10,849	10,850	-	-	6,463	2,565	7,306	3,039	7,877	3,408
	10,850	10,851	-	-	6,463	2,565	7,306	3,039	7,877	3,408
	10,851	10,852	-	-	6,947	4,862	7,830	5,524	8,421	6,054
10,852	10,853	-	-	7,020	5,217	7,910	5,902	8,575	6,443	
I-6	10,853	10,910	-	-	5,640	7,148	6,155	7,759	6,892	8,333

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	5,640	7,148	6,155	7,759	6,892	8,333
	10,909	10,908	-	-	6,174	7,679	6,754	8,352	7,538	8,974
	10,908	10,907	-	-	6,174	7,679	6,754	8,352	7,538	8,974
	10,907	10,906	-	-	6,174	7,679	6,754	8,352	7,538	8,974
	10,906	10,639	-	-	7,208	8,737	7,814	9,437	8,606	10,068
I-5	10,639	10,638	-	-	11,524	16,366	12,531	17,986	13,418	19,180
	10,645	10,687	-	-	2,950	8,998	3,113	9,873	3,280	10,503
	10,687	10,638	-	-	2,950	8,998	3,113	9,873	3,280	10,503
	10,647	10,648	-	-	5,053	7,073	5,518	7,810	5,785	8,474
	10,648	10,649	-	-	5,053	7,073	5,518	7,810	5,785	8,474
	10,649	10,650	-	-	5,251	7,269	5,719	8,008	5,983	8,668
	10,650	10,651	-	-	4,640	6,524	5,239	7,228	5,307	7,879
	10,651	10,652	-	-	4,421	6,477	4,991	7,182	5,259	7,834
	10,652	10,653	-	-	4,421	6,477	4,991	7,182	5,259	7,834
	10,653	10,654	-	-	4,421	6,477	4,991	7,182	5,259	7,834
	10,654	10,655	-	-	4,421	6,477	4,991	7,182	5,259	7,834
10,655	10,656	-	-	4,421	6,477	4,991	7,182	5,259	7,834	
III-609	10,650	11,999	-	-	2,064	1,891	2,287	1,941	2,100	1,935
	11,999	12,000	-	-	777	597	974	622	797	626
	12,000	12,001	-	-	576	567	599	589	604	593
	12,001	12,002	-	-	576	567	599	589	604	593
	12,002	12,003	-	-	576	567	599	589	604	593
	12,003	12,004	-	-	576	567	599	589	604	593
	12,004	12,005	-	-	576	567	599	589	604	593
	10,840	12,167	-	-	201	30	375	32	193	33
12,167	12,000	-	-	201	30	375	32	193	33	
III-552	10,845	12,544	-	-	1,182	99	1,144	107	1,138	108
	12,544	12,545	-	-	1,182	99	1,144	107	1,138	108
	12,545	12,546	-	-	1,182	99	1,144	107	1,138	108
	12,546	12,547	-	-	1,182	99	1,144	107	1,138	108
	12,547	12,005	-	-	1,182	99	1,144	107	1,138	108
	12,005	13,198	-	-	1,757	666	1,742	696	1,742	701
	13,198	12,504	-	-	1,844	783	1,821	805	1,815	807
	12,504	13,108	-	-	1,844	783	1,821	805	1,815	807
	13,108	13,107	-	-	1,844	783	1,821	805	1,815	807
	13,107	13,106	-	-	1,844	783	1,821	805	1,815	807
	13,106	12,101	-	-	1,844	783	1,821	805	1,815	807
Stage 1	11,987	11,988	-	-	2,858	3,183	3,226	4,869	3,384	5,416
	11,988	10,610	-	-	2,802	3,183	2,882	4,869	3,004	5,416
	10,657	13,045	-	-	949	4,589	1,169	6,383	1,246	7,338
	13,045	11,987	-	-	949	4,589	1,169	6,383	1,246	7,338
	11,987	13,057	-	-	1,835	4,589	1,978	6,383	2,074	7,338
Stage 2	10,608	17,000	-	-	-	8,209	-	10,377	-	11,574
	17000	13,093	-	-	-	8,209	-	10,377	-	11,574
Stage 3	13093	12,031	-	-	-	8,209	-	10,377	-	11,574

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-	-	10,609	-	12,981	-	13,964
	17001	17,002	-	-	-	10,609	-	12,981	-	13,964
Stage Connection	10644	17,002	-	-	-	1,254	-	128	-	129
Stage 5	17002	17,003	-	-	-	11,863	-	13,109	-	14,093
	17003	17,004	-	-	-	11,863	-	13,109	-	14,093
	17004	17,005	-	-	-	11,863	-	13,109	-	14,093

**Table 1.18 Car Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass and Tunnel Option E**

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	76%	83%	77%	68%	76%	66%
	10657	10658	-	-	76%	76%	76%	76%	75%	75%
	10658	10659	-	-	76%	76%	76%	76%	75%	75%
	10659	10611	-	-	76%	76%	76%	76%	75%	75%
	10611	10612	-	-	82%	83%	82%	83%	81%	86%
	10612	10640	-	-	66%	62%	64%	61%	62%	67%
	10640	10641	-	-	66%	85%	64%	85%	62%	86%
	10641	10642	-	-	65%	7%	64%	72%	61%	72%
	10642	10643	-	-	65%	7%	64%	72%	61%	72%
	10643	10644	-	-	65%	7%	64%	72%	61%	72%
	10644	17005	-	-	65%		64%		61%	
17005	10645	-	-	65%	70%	64%	69%	61%	67%	
IV-5522	10656	12104	-	-	50%		49%		48%	
	12104	12103	-	-	50%		49%		48%	
	12103	12102	-	-	50%		49%		48%	
	12102	12101	-	-	50%		49%		48%	
III-552	12101	12505	-	-	54%	34%	51%	83%	50%	83%
	12505	10641	-	-	54%	34%	51%	83%	50%	83%
IV-5006	10640	12031	-	-		55%		55%		61%
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	84%	85%	83%	85%	83%	90%
	10610	10609	-	-	84%	86%	83%	87%	83%	87%
	10609	10608	-	-	84%	86%	83%	87%	83%	87%
Minor Rd	13,057	13,058	-	-	85%	89%	85%	71%	86%	65%
	13,058	10,608	-	-	85%	89%	85%	71%	86%	65%
II-55	10,646	10,839	-	-	65%	53%	63%	50%	59%	48%
	10,839	10,840	-	-	65%	53%	63%	50%	59%	48%
	10,840	10,841	-	-	63%	54%	62%	51%	60%	48%
	10,841	10,842	-	-	63%	54%	62%	51%	60%	48%
	10,842	10,843	-	-	63%	54%	62%	51%	60%	48%
	10,843	10,844	-	-	63%	54%	62%	51%	60%	48%
	10,844	10,845	-	-	63%	54%	62%	51%	60%	48%
	10,845	10,846	-	-	59%	55%	58%	52%	56%	49%
	10,846	10,847	-	-	59%	55%	58%	52%	56%	49%
	10,847	10,848	-	-	59%	55%	58%	52%	56%	49%
	10,848	10,849	-	-	59%	55%	58%	52%	56%	49%
	10,849	10,850	-	-	59%	55%	58%	52%	56%	49%
	10,850	10,851	-	-	59%	55%	58%	52%	56%	49%
	10,851	10,852	-	-	66%	62%	64%	60%	63%	58%
10,852	10,853	-	-	66%	64%	64%	62%	63%	60%	
I-6	10,853	10,910	-	-	71%	64%	68%	63%	66%	62%

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	71%	64%	68%	63%	66%	62%
	10,909	10,908	-	-	73%	66%	70%	65%	68%	65%
	10,908	10,907	-	-	73%	66%	70%	65%	68%	65%
	10,907	10,906	-	-	73%	66%	70%	65%	68%	65%
	10,906	10,639	-	-	74%	67%	72%	66%	70%	66%
I-5	10,639	10,638	-	-	73%	71%	72%	70%	71%	70%
	10,645	10,687	-	-	66%	70%	64%	69%	60%	68%
	10,687	10,638	-	-	66%	70%	64%	69%	60%	68%
	10,647	10,648	-	-	69%	69%	69%	69%	68%	67%
	10,648	10,649	-	-	69%	69%	69%	69%	68%	67%
	10,649	10,650	-	-	69%	68%	68%	68%	67%	66%
	10,650	10,651	-	-	66%	69%	66%	68%	68%	66%
	10,651	10,652	-	-	68%	69%	69%	68%	68%	66%
	10,652	10,653	-	-	68%	69%	69%	68%	68%	66%
	10,653	10,654	-	-	68%	69%	69%	68%	68%	66%
	10,654	10,655	-	-	68%	69%	69%	68%	68%	66%
10,655	10,656	-	-	68%	69%	69%	68%	68%	66%	
III-609	10,650	11,999	-	-	68%	75%	69%	75%	76%	75%
	11,999	12,000	-	-	60%	77%	63%	77%	79%	76%
	12,000	12,001	-	-	77%	77%	77%	77%	76%	76%
	12,001	12,002	-	-	77%	77%	77%	77%	76%	76%
	12,002	12,003	-	-	77%	77%	77%	77%	76%	76%
	12,003	12,004	-	-	77%	77%	77%	77%	76%	76%
	12,004	12,005	-	-	77%	77%	77%	77%	76%	76%
	10,840	12,167	-	-	13%	82%	42%	82%	89%	81%
12,167	12,000	-	-	13%	82%	42%	82%	89%	81%	
III-552	10,845	12,544	-	-	42%	83%	34%	83%	33%	84%
	12,544	12,545	-	-	42%	83%	34%	83%	33%	84%
	12,545	12,546	-	-	42%	83%	34%	83%	33%	84%
	12,546	12,547	-	-	42%	83%	34%	83%	33%	84%
	12,547	12,005	-	-	42%	83%	34%	83%	33%	84%
	12,005	13,198	-	-	53%	78%	49%	78%	48%	77%
	13,198	12,504	-	-	57%	83%	52%	83%	52%	83%
	12,504	13,108	-	-	57%	83%	52%	83%	52%	83%
	13,108	13,107	-	-	57%	83%	52%	83%	52%	83%
	13,107	13,106	-	-	57%	83%	52%	83%	52%	83%
13,106	12,101	-	-	57%	83%	52%	83%	52%	83%	
Stage 1	11,987	11,988	-	-	81%	88%	81%	65%	82%	62%
	11,988	10,610	-	-	84%	88%	84%	65%	84%	62%
	10,657	13,045	-	-	75%	89%	77%	71%	76%	65%
	13,045	11,987	-	-	75%	89%	77%	71%	76%	65%
	11,987	13,057	-	-	85%	89%	85%	71%	86%	65%
Stage 2	10,608	17,000	-	-		83%		72%		68%
	17000	13,093	-	-		83%		72%		68%
Stage 3	13093	12,031	-	-		83%		72%		68%



Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		77%		69%		67%
	17001	17,002	-	-		77%		69%		67%
Stage Connection	10644	17,002	-	-		7%		72%		72%
Stage 5	17002	17,003	-	-		70%		69%		67%
	17003	17,004	-	-		70%		69%		67%
	17004	17,005	-	-		70%		69%		67%

**Table 1.19 HGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass and Tunnel Option E**

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	12%	7%	13%	23%	15%	26%
	10657	10658	-	-	12%	12%	13%	14%	16%	16%
	10658	10659	-	-	12%	12%	13%	14%	16%	16%
	10659	10611	-	-	12%	12%	13%	14%	16%	16%
	10611	10612	-	-	9%	7%	10%	8%	11%	6%
	10612	10640	-	-	23%	27%	26%	29%	30%	25%
	10640	10641	-	-	23%	4%	26%	4%	30%	5%
	10641	10642	-	-	23%	80%	26%	12%	30%	14%
	10642	10643	-	-	23%	80%	26%	12%	30%	14%
	10643	10644	-	-	23%	80%	26%	12%	30%	14%
	10644	17005	-	-	23%		26%		30%	
17005	10645	-	-	23%	22%	26%	24%	30%	27%	
IV-5522	10656	12104	-	-	36%	88%	40%		43%	
	12104	12103	-	-	36%	88%	40%		43%	
	12103	12102	-	-	36%	88%	40%		43%	
	12102	12101	-	-	36%	88%	40%		43%	
III-552	12101	12505	-	-	34%	54%	39%	6%	41%	6%
	12505	10641	-	-	34%	54%	39%	6%	41%	6%
IV-5006	10640	12031	-	-		33%		35%		31%
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	8%	6%	9%	6%	10%	3%
	10610	10609	-	-	7%	3%	8%	3%	10%	4%
	10609	10608	-	-	7%	3%	8%	3%	10%	4%
Minor Rd	13,057	13,058	-	-	3%	2%	3%	20%	3%	27%
	13,058	10,608	-	-	3%	2%	3%	20%	3%	27%
II-55	10,646	10,839	-	-	25%	37%	29%	42%	35%	46%
	10,839	10,840	-	-	25%	37%	29%	42%	35%	46%
	10,840	10,841	-	-	28%	37%	30%	42%	34%	46%
	10,841	10,842	-	-	28%	37%	30%	42%	34%	46%
	10,842	10,843	-	-	28%	37%	30%	42%	34%	46%
	10,843	10,844	-	-	28%	37%	30%	42%	34%	46%
	10,844	10,845	-	-	28%	37%	30%	42%	34%	46%
	10,845	10,846	-	-	32%	36%	35%	41%	38%	44%
	10,846	10,847	-	-	32%	36%	35%	41%	38%	44%
	10,847	10,848	-	-	32%	36%	35%	41%	38%	44%
	10,848	10,849	-	-	32%	36%	35%	41%	38%	44%
	10,849	10,850	-	-	32%	36%	35%	41%	38%	44%
	10,850	10,851	-	-	32%	36%	35%	41%	38%	44%
	10,851	10,852	-	-	25%	29%	28%	33%	31%	36%
10,852	10,853	-	-	25%	27%	28%	31%	30%	34%	
I-6	10,853	10,910	-	-	21%	28%	25%	30%	28%	31%

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	21%	28%	25%	30%	28%	31%
	10,909	10,908	-	-	20%	26%	23%	28%	26%	29%
	10,908	10,907	-	-	20%	26%	23%	28%	26%	29%
	10,907	10,906	-	-	20%	26%	23%	28%	26%	29%
	10,906	10,639	-	-	17%	23%	20%	25%	23%	26%
I-5	10,639	10,638	-	-	18%	20%	19%	22%	21%	23%
	10,645	10,687	-	-	23%	22%	25%	23%	31%	26%
	10,687	10,638	-	-	23%	22%	25%	23%	31%	26%
	10,647	10,648	-	-	18%	21%	20%	22%	23%	26%
	10,648	10,649	-	-	18%	21%	20%	22%	23%	26%
	10,649	10,650	-	-	18%	20%	20%	22%	23%	26%
	10,650	10,651	-	-	22%	21%	23%	23%	23%	26%
	10,651	10,652	-	-	19%	21%	20%	23%	23%	26%
	10,652	10,653	-	-	19%	21%	20%	23%	23%	26%
	10,653	10,654	-	-	19%	21%	20%	23%	23%	26%
	10,654	10,655	-	-	19%	21%	20%	23%	23%	26%
10,655	10,656	-	-	19%	21%	20%	23%	23%	26%	
III-609	10,650	11,999	-	-	17%	9%	17%	10%	11%	12%
	11,999	12,000	-	-	30%	10%	28%	12%	11%	13%
	12,000	12,001	-	-	10%	10%	11%	11%	13%	13%
	12,001	12,002	-	-	10%	10%	11%	11%	13%	13%
	12,002	12,003	-	-	10%	10%	11%	11%	13%	13%
	12,003	12,004	-	-	10%	10%	11%	11%	13%	13%
	12,004	12,005	-	-	10%	10%	11%	11%	13%	13%
	10,840	12,167	-	-	86%	11%	54%	12%	3%	14%
12,167	12,000	-	-	86%	11%	54%	12%	3%	14%	
III-552	10,845	12,544	-	-	49%	12%	58%	13%	60%	12%
	12,544	12,545	-	-	49%	12%	58%	13%	60%	12%
	12,545	12,546	-	-	49%	12%	58%	13%	60%	12%
	12,546	12,547	-	-	49%	12%	58%	13%	60%	12%
	12,547	12,005	-	-	49%	12%	58%	13%	60%	12%
	12,005	13,198	-	-	36%	10%	42%	12%	44%	13%
	13,198	12,504	-	-	33%	5%	38%	6%	40%	6%
	12,504	13,108	-	-	33%	5%	38%	6%	40%	6%
	13,108	13,107	-	-	33%	5%	38%	6%	40%	6%
	13,107	13,106	-	-	33%	5%	38%	6%	40%	6%
13,106	12,101	-	-	33%	5%	38%	6%	40%	6%	
Stage 1	11,987	11,988	-	-	81%	4%	7%	27%	7%	31%
	11,988	10,610	-	-	84%	4%	11%	27%	11%	31%
	10,657	13,045	-	-	75%	2%	12%	20%	13%	27%
	13,045	11,987	-	-	75%	2%	12%	20%	13%	27%
	11,987	13,057	-	-	85%	2%	3%	20%	3%	27%
Stage 2	10,608	17,000	-	-		10%		21%		26%
	17000	13,093	-	-		10%		21%		26%
Stage 3	13093	12,031	-	-		10%		21%		26%

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		15%		24%		27%
	17001	17,002	-	-		15%		24%		27%
Stage Connection	10644	17,002	-	-		80%		12%		14%
Stage 5	17002	17,003	-	-		22%		24%		27%
	17003	17,004	-	-		22%		24%		27%
	17004	17,005	-	-		22%		24%		27%

**Table 1.20 LGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass and Tunnel Option E**

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	7%	7%	6%	5%	6%	4%
	10657	10658	-	-	6%	6%	6%	6%	5%	5%
	10658	10659	-	-	6%	6%	6%	6%	5%	5%
	10659	10611	-	-	6%	6%	6%	6%	5%	5%
	10611	10612	-	-	6%	6%	6%	6%	5%	6%
	10612	10640	-	-	5%	4%	5%	4%	4%	4%
	10640	10641	-	-	5%	8%	5%	7%	4%	7%
	10641	10642	-	-	6%	1%	5%	6%	5%	5%
	10642	10643	-	-	6%	1%	5%	6%	5%	5%
	10643	10644	-	-	6%	1%	5%	6%	5%	5%
	10644	17005	-	-	6%		5%		5%	
17005	10645	-	-	6%	4%	5%	3%	5%	3%	
IV-5522	10656	12104	-	-	6%		5%		4%	
	12104	12103	-	-	6%		5%		4%	
	12103	12102	-	-	6%		5%		4%	
	12102	12101	-	-	6%		5%		4%	
III-552	12101	12505	-	-	6%	3%	5%	7%	4%	7%
	12505	10641	-	-	6%	3%	5%	7%	4%	7%
IV-5006	10640	12031	-	-		3%		3%		
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	6%	6%	6%	6%	5%	6%
	10610	10609	-	-	8%	9%	7%	9%	6%	8%
	10609	10608	-	-	8%	9%	7%	9%	6%	8%
Minor Rd	13,057	13,058	-	-	10%	8%	10%	6%	10%	5%
	13,058	10,608	-	-	10%	8%	10%	6%	10%	5%
II-55	10,646	10,839	-	-	4%	2%	3%	2%	3%	2%
	10,839	10,840	-	-	4%	2%	3%	2%	3%	2%
	10,840	10,841	-	-	3%	2%	3%	2%	3%	2%
	10,841	10,842	-	-	3%	2%	3%	2%	3%	2%
	10,842	10,843	-	-	3%	2%	3%	2%	3%	2%
	10,843	10,844	-	-	3%	2%	3%	2%	3%	2%
	10,844	10,845	-	-	3%	2%	3%	2%	3%	2%
	10,845	10,846	-	-	3%	2%	3%	2%	3%	2%
	10,846	10,847	-	-	3%	2%	3%	2%	3%	2%
	10,847	10,848	-	-	3%	2%	3%	2%	3%	2%
	10,848	10,849	-	-	3%	2%	3%	2%	3%	2%
	10,849	10,850	-	-	3%	2%	3%	2%	3%	2%
	10,850	10,851	-	-	3%	2%	3%	2%	3%	2%
10,851	10,852	-	-	3%	3%	3%	3%	3%	2%	
10,852	10,853	-	-	3%	3%	3%	3%	3%	2%	
I-6	10,853	10,910	-	-	4%	4%	4%	4%	3%	3%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	4%	4%	4%	4%	3%	3%
	10,909	10,908	-	-	4%	4%	4%	4%	3%	3%
	10,908	10,907	-	-	4%	4%	4%	4%	3%	3%
	10,907	10,906	-	-	4%	4%	4%	4%	3%	3%
	10,906	10,639	-	-	4%	4%	4%	4%	4%	4%
I-5	10,639	10,638	-	-	4%	4%	4%	4%	4%	3%
	10,645	10,687	-	-	5%	4%	5%	3%	4%	3%
	10,687	10,638	-	-	5%	4%	5%	3%	4%	3%
	10,647	10,648	-	-	7%	6%	6%	5%	6%	5%
	10,648	10,649	-	-	7%	6%	6%	5%	6%	5%
	10,649	10,650	-	-	7%	6%	6%	5%	6%	5%
	10,650	10,651	-	-	6%	5%	6%	5%	5%	4%
	10,651	10,652	-	-	6%	5%	6%	5%	5%	4%
	10,652	10,653	-	-	6%	5%	6%	5%	5%	4%
	10,653	10,654	-	-	6%	5%	6%	5%	5%	4%
	10,654	10,655	-	-	6%	5%	6%	5%	5%	4%
III-609	10,655	10,656	-	-	6%	5%	6%	5%	5%	4%
	10,650	11,999	-	-	6%	6%	6%	6%	6%	6%
	11,999	12,000	-	-	6%	8%	6%	8%	7%	7%
	12,000	12,001	-	-	8%	8%	8%	8%	7%	7%
	12,001	12,002	-	-	8%	8%	8%	8%	7%	7%
	12,002	12,003	-	-	8%	8%	8%	8%	7%	7%
	12,003	12,004	-	-	8%	8%	8%	8%	7%	7%
	12,004	12,005	-	-	8%	8%	8%	8%	7%	7%
	10,840	12,167	-	-	1%	3%	4%	3%	8%	3%
III-552	12,167	12,000	-	-	1%	3%	4%	3%	8%	3%
	10,845	12,544	-	-	4%	3%	3%	3%	3%	3%
	12,544	12,545	-	-	4%	3%	3%	3%	3%	3%
	12,545	12,546	-	-	4%	3%	3%	3%	3%	3%
	12,546	12,547	-	-	4%	3%	3%	3%	3%	3%
	12,547	12,005	-	-	4%	3%	3%	3%	3%	3%
	12,005	13,198	-	-	5%	8%	5%	7%	4%	7%
	13,198	12,504	-	-	5%	7%	5%	7%	4%	7%
	12,504	13,108	-	-	5%	7%	5%	7%	4%	7%
	13,108	13,107	-	-	5%	7%	5%	7%	4%	7%
	13,107	13,106	-	-	5%	7%	5%	7%	4%	7%
Stage 1	13,106	12,101	-	-	5%	7%	5%	7%	4%	7%
	11,987	11,988	-	-	9%	7%	9%	4%	9%	4%
	11,988	10,610	-	-	2%	7%	2%	4%	2%	4%
	10,657	13,045	-	-	7%	8%	7%	6%	7%	5%
	13,045	11,987	-	-	7%	8%	7%	6%	7%	5%
Stage 2	11,987	13,057	-	-	10%	8%	10%	6%	10%	5%
	10,608	17,000	-	-		5%		4%		3%
Stage 3	17000	13,093	-	-		5%		4%		3%
	13093	12,031	-	-		5%		4%		3%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		4%		3%		3%
	17001	17,002	-	-		4%		3%		3%
Stage Connection	10644	17,002	-	-		1%		6%		5%
Stage 5	17002	17,003	-	-		4%		3%		3%
	17003	17,004	-	-		4%		3%		3%
	17004	17,005	-	-		4%		3%		3%

**Table 1.21 Traffic Flow in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass Only Option F**

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	3,164	5,343	3,547	7,162	3,740	7,829
	10657	10658	-	-	2,215	2,164	2,378	2,314	2,494	2,418
	10658	10659	-	-	2,215	2,164	2,378	2,314	2,494	2,418
	10659	10611	-	-	2,215	2,164	2,378	2,314	2,494	2,418
	10611	10612	-	-	11,914	9,087	12,433	9,561	12,693	9,416
	10612	10640	-	-	5,071	3,054	5,233	3,269	5,371	3,064
	10640	10641	-	-	5,071	660	5,233	677	5,371	678
	10641	10642	-	-	4,723	1,254	5,101	143	5,323	129
	10642	10643	-	-	4,723	1,254	5,101	143	5,323	129
	10643	10644	-	-	4,723	1,254	5,101	143	5,323	129
	10644	17005	-	-	4,723		5,101		5,323	
	17005	10645	-	-	4,723	11,844	5,101	13,087	5,323	14,072
IV-5522	10656	12104	-	-	1,315	1,131	1,505	15	1,583	
	12104	12103	-	-	1,315	1,131	1,505	15	1,583	
	12103	12102	-	-	1,315	1,131	1,505	15	1,583	
	12102	12101	-	-	1,315	1,131	1,505	15	1,583	
III-552	12101	12505	-	-	3,159	1,913	3,325	820	3,399	807
	12505	10641	-	-	3,159	1,913	3,325	820	3,399	807
IV-5006	10640	12031	-	-		2,395		2,592		2,386
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	9,699	6,922	10,055	7,247	10,199	6,997
	10610	10609	-	-	6,896	4,489	7,173	4,627	7,195	4,619
	10609	10608	-	-	6,896	4,489	7,173	4,627	7,195	4,619
Minor Rd	13,057	13,058	-	-	1,835	4,585	1,978	6,370	2,074	7,331
	13,058	10,608	-	-	1,835	4,585	1,978	6,370	2,074	7,331
II-55	10,646	10,839	-	-	5,080	2,435	5,787	2,903	6,546	3,268
	10,839	10,840	-	-	5,080	2,435	5,787	2,903	6,546	3,268
	10,840	10,841	-	-	5,281	2,466	6,162	2,935	6,739	3,301
	10,841	10,842	-	-	5,281	2,466	6,162	2,935	6,739	3,301
	10,842	10,843	-	-	5,281	2,466	6,162	2,935	6,739	3,301
	10,843	10,844	-	-	5,281	2,466	6,162	2,935	6,739	3,301
	10,844	10,845	-	-	5,281	2,466	6,162	2,935	6,739	3,301
	10,845	10,846	-	-	6,463	2,565	7,306	3,042	7,877	3,409
	10,846	10,847	-	-	6,463	2,565	7,306	3,042	7,877	3,409
	10,847	10,848	-	-	6,463	2,565	7,306	3,042	7,877	3,409
	10,848	10,849	-	-	6,463	2,565	7,306	3,042	7,877	3,409
	10,849	10,850	-	-	6,463	2,565	7,306	3,042	7,877	3,409
	10,850	10,851	-	-	6,463	2,565	7,306	3,042	7,877	3,409
	10,851	10,852	-	-	6,947	4,862	7,830	5,527	8,421	6,055
10,852	10,853	-	-	7,020	5,216	7,910	5,904	8,575	6,444	
I-6	10,853	10,910	-	-	5,640	7,145	6,155	7,753	6,892	8,330



Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	5,640	7,145	6,155	7,753	6,892	8,330
	10,909	10,908	-	-	6,174	7,676	6,754	8,345	7,538	8,971
	10,908	10,907	-	-	6,174	7,676	6,754	8,345	7,538	8,971
	10,907	10,906	-	-	6,174	7,676	6,754	8,345	7,538	8,971
	10,906	10,639	-	-	7,208	8,734	7,814	9,430	8,606	10,065
I-5	10,639	10,638	-	-	11,524	16,356	12,531	17,973	13,418	19,169
	10,645	10,687	-	-	2,950	8,983	3,113	9,855	3,280	10,488
	10,687	10,638	-	-	2,950	8,983	3,113	9,855	3,280	10,488
	10,647	10,648	-	-	5,053	7,069	5,518	7,806	5,785	8,469
	10,648	10,649	-	-	5,053	7,069	5,518	7,806	5,785	8,469
	10,649	10,650	-	-	5,251	7,265	5,719	8,004	5,983	8,664
	10,650	10,651	-	-	4,640	6,520	5,239	7,224	5,307	7,874
	10,651	10,652	-	-	4,421	6,473	4,991	7,178	5,259	7,829
	10,652	10,653	-	-	4,421	6,473	4,991	7,178	5,259	7,829
	10,653	10,654	-	-	4,421	6,473	4,991	7,178	5,259	7,829
	10,654	10,655	-	-	4,421	6,473	4,991	7,178	5,259	7,829
10,655	10,656	-	-	4,421	6,473	4,991	7,178	5,259	7,829	
III-609	10,650	11,999	-	-	2,064	1,891	2,287	1,941	2,100	1,935
	11,999	12,000	-	-	777	597	974	622	797	626
	12,000	12,001	-	-	576	567	599	589	604	593
	12,001	12,002	-	-	576	567	599	589	604	593
	12,002	12,003	-	-	576	567	599	589	604	593
	12,003	12,004	-	-	576	567	599	589	604	593
	12,004	12,005	-	-	576	567	599	589	604	593
	10,840	12,167	-	-	201	30	375	32	193	33
12,167	12,000	-	-	201	30	375	32	193	33	
III-552	10,845	12,544	-	-	1,182	99	1,144	107	1,138	108
	12,544	12,545	-	-	1,182	99	1,144	107	1,138	108
	12,545	12,546	-	-	1,182	99	1,144	107	1,138	108
	12,546	12,547	-	-	1,182	99	1,144	107	1,138	108
	12,547	12,005	-	-	1,182	99	1,144	107	1,138	108
	12,005	13,198	-	-	1,757	666	1,742	696	1,742	701
	13,198	12,504	-	-	1,844	783	1,821	805	1,815	807
	12,504	13,108	-	-	1,844	783	1,821	805	1,815	807
	13,108	13,107	-	-	1,844	783	1,821	805	1,815	807
	13,107	13,106	-	-	1,844	783	1,821	805	1,815	807
	13,106	12,101	-	-	1,844	783	1,821	805	1,815	807
Stage 1	11,987	11,988	-	-	2,858	3,178	3,226	4,848	3,384	5,411
	11,988	10,610	-	-	2,802	3,178	2,882	4,848	3,004	5,411
	10,657	13,045	-	-	949	4,585	1,169	6,370	1,246	7,331
	13,045	11,987	-	-	949	4,585	1,169	6,370	1,246	7,331
	11,987	13,057	-	-	1,835	4,585	1,978	6,370	2,074	7,331
Stage 2	10,608	17,000	-	-	-	8,195	-	10,351	-	11,558
	17000	13,093	-	-	-	8,195	-	10,351	-	11,558
Stage 3	13093	12,031	-	-	-	8,195	-	10,351	-	11,558

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-	-	10,590	-	12,943	-	13,943
	17001	17,002	-	-	-	10,590	-	12,943	-	13,943
Stage Connection	10644	17,002	-	-	-	1,254	-	143	-	129
Stage 5	17002	17,003	-	-	-	11,844	-	13,087	-	14,072
	17003	17,004	-	-	-	11,844	-	13,087	-	14,072
	17004	17,005	-	-	-	11,844	-	13,087	-	14,072

**Table 1.22 Car Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass Only Option F**

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	76%	83%	77%	68%	76%	66%
	10657	10658	-	-	76%	76%	76%	76%	75%	75%
	10658	10659	-	-	76%	76%	76%	76%	75%	75%
	10659	10611	-	-	76%	76%	76%	76%	75%	75%
	10611	10612	-	-	82%	83%	82%	83%	81%	86%
	10612	10640	-	-	66%	62%	64%	61%	62%	67%
	10640	10641	-	-	66%	85%	64%	85%	62%	86%
	10641	10642	-	-	65%	7%	64%	64%	61%	72%
	10642	10643	-	-	65%	7%	64%	64%	61%	72%
	10643	10644	-	-	65%	7%	64%	64%	61%	72%
	10644	17005	-	-	65%		64%		61%	
	17005	10645	-	-	65%	69%	64%	69%	61%	67%
IV-5522	10656	12104	-	-	50%		49%		48%	
	12104	12103	-	-	50%		49%		48%	
	12103	12102	-	-	50%		49%		48%	
	12102	12101	-	-	50%		49%		48%	
III-552	12101	12505	-	-	54%	34%	51%	82%	50%	83%
	12505	10641	-	-	54%	34%	51%	82%	50%	83%
IV-5006	10640	12031	-	-		55%		55%		61%
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	84%	85%	83%	85%	83%	90%
	10610	10609	-	-	84%	86%	83%	87%	83%	87%
	10609	10608	-	-	84%	86%	83%	87%	83%	87%
Minor Rd	13,057	13,058	-	-	85%	89%	85%	71%	86%	65%
	13,058	10,608	-	-	85%	89%	85%	71%	86%	65%
II-55	10,646	10,839	-	-	65%	53%	63%	50%	59%	48%
	10,839	10,840	-	-	65%	53%	63%	50%	59%	48%
	10,840	10,841	-	-	63%	54%	62%	51%	60%	48%
	10,841	10,842	-	-	63%	54%	62%	51%	60%	48%
	10,842	10,843	-	-	63%	54%	62%	51%	60%	48%
	10,843	10,844	-	-	63%	54%	62%	51%	60%	48%
	10,844	10,845	-	-	63%	54%	62%	51%	60%	48%
	10,845	10,846	-	-	59%	55%	58%	52%	56%	49%
	10,846	10,847	-	-	59%	55%	58%	52%	56%	49%
	10,847	10,848	-	-	59%	55%	58%	52%	56%	49%
	10,848	10,849	-	-	59%	55%	58%	52%	56%	49%
	10,849	10,850	-	-	59%	55%	58%	52%	56%	49%
	10,850	10,851	-	-	59%	55%	58%	52%	56%	49%
	10,851	10,852	-	-	66%	62%	64%	60%	63%	58%
10,852	10,853	-	-	66%	64%	64%	62%	63%	60%	

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-6	10,853	10,910	-	-	71%	64%	68%	63%	66%	62%
	10,910	10,909	-	-	71%	64%	68%	63%	66%	62%
	10,909	10,908	-	-	73%	66%	70%	65%	68%	65%
	10,908	10,907	-	-	73%	66%	70%	65%	68%	65%
	10,907	10,906	-	-	73%	66%	70%	65%	68%	65%
I-5	10,906	10,639	-	-	74%	67%	72%	67%	70%	66%
	10,639	10,638	-	-	73%	71%	72%	70%	71%	70%
	10,645	10,687	-	-	66%	70%	64%	69%	60%	68%
	10,687	10,638	-	-	66%	70%	64%	69%	60%	68%
	10,647	10,648	-	-	69%	69%	69%	69%	68%	67%
	10,648	10,649	-	-	69%	69%	69%	69%	68%	67%
	10,649	10,650	-	-	69%	68%	68%	68%	67%	66%
	10,650	10,651	-	-	66%	69%	66%	68%	68%	66%
	10,651	10,652	-	-	68%	69%	69%	68%	68%	66%
	10,652	10,653	-	-	68%	69%	69%	68%	68%	66%
III-609	10,653	10,654	-	-	68%	69%	69%	68%	68%	66%
	10,654	10,655	-	-	68%	69%	69%	68%	68%	66%
	10,655	10,656	-	-	68%	69%	69%	68%	68%	66%
	10,650	11,999	-	-	68%	75%	69%	75%	76%	75%
	11,999	12,000	-	-	60%	77%	63%	77%	79%	76%
	12,000	12,001	-	-	77%	77%	77%	77%	76%	76%
	12,001	12,002	-	-	77%	77%	77%	77%	76%	76%
	12,002	12,003	-	-	77%	77%	77%	77%	76%	76%
III-552	12,003	12,004	-	-	77%	77%	77%	77%	76%	76%
	12,004	12,005	-	-	77%	77%	77%	77%	76%	76%
	10,840	12,167	-	-	13%	82%	42%	82%	89%	81%
	12,167	12,000	-	-	13%	82%	42%	82%	89%	81%
	10,845	12,544	-	-	42%	83%	34%	83%	33%	84%
	12,544	12,545	-	-	42%	83%	34%	83%	33%	84%
	12,545	12,546	-	-	42%	83%	34%	83%	33%	84%
	12,546	12,547	-	-	42%	83%	34%	83%	33%	84%
	12,547	12,005	-	-	42%	83%	34%	83%	33%	84%
	12,005	13,198	-	-	53%	78%	49%	78%	48%	77%
Stage 1	13,198	12,504	-	-	57%	83%	52%	83%	52%	83%
	12,504	13,108	-	-	57%	83%	52%	83%	52%	83%
	13,108	13,107	-	-	57%	83%	52%	83%	52%	83%
	13,107	13,106	-	-	57%	83%	52%	83%	52%	83%
	13,106	12,101	-	-	57%	83%	52%	83%	52%	83%
Stage 2	11,987	11,988	-	-	81%	88%	81%	65%	82%	62%
	11,988	10,610	-	-	84%	88%	84%	65%	84%	62%
	10,657	13,045	-	-	75%	89%	77%	71%	76%	65%
	13,045	11,987	-	-	75%	89%	77%	71%	76%	65%
	11,987	13,057	-	-	85%	89%	85%	71%	86%	65%
Stage 2	10,608	17,000	-	-		83%		72%		68%
	17000	13,093	-	-		83%		72%		68%

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 3	13093	12,031	-	-		83%		72%		68%
Stage 4	12031	17,001	-	-		77%		69%		67%
	17001	17,002	-	-		77%		69%		67%
Stage Connection	10644	17,002	-	-		7%		64%		72%
Stage 5	17002	17,003	-	-		69%		69%		67%
	17003	17,004	-	-		69%		69%		67%
	17004	17,005	-	-		69%		69%		67%

**Table 1.23 HGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass Only Option F**

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	12%	7%	13%	23%	15%	26%
	10657	10658	-	-	12%	12%	13%	14%	16%	16%
	10658	10659	-	-	12%	12%	13%	14%	16%	16%
	10659	10611	-	-	12%	12%	13%	14%	16%	16%
	10611	10612	-	-	9%	7%	10%	8%	11%	6%
	10612	10640	-	-	23%	27%	26%	29%	30%	25%
	10640	10641	-	-	23%	4%	26%	4%	30%	5%
	10641	10642	-	-	23%	80%	26%	21%	30%	14%
	10642	10643	-	-	23%	80%	26%	21%	30%	14%
	10643	10644	-	-	23%	80%	26%	21%	30%	14%
	10644	17005	-	-	23%		26%		30%	
17005	10645	-	-	23%	22%	26%	24%	30%	27%	
IV-5522	10656	12104	-	-	36%	88%	40%	90%	43%	
	12104	12103	-	-	36%	88%	40%	90%	43%	
	12103	12102	-	-	36%	88%	40%	90%	43%	
	12102	12101	-	-	36%	88%	40%	90%	43%	
III-552	12101	12505	-	-	34%	54%	39%	7%	41%	6%
	12505	10641	-	-	34%	54%	39%	7%	41%	6%
IV-5006	10640	12031	-	-		33%		35%		31%
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	8%	6%	9%	6%	10%	3%
	10610	10609	-	-	7%	3%	8%	3%	10%	4%
	10609	10608	-	-	7%	3%	8%	3%	10%	4%
Minor Rd	13,057	13,058	-	-	3%	2%	3%	20%	3%	27%
	13,058	10,608	-	-	3%	2%	3%	20%	3%	27%
II-55	10,646	10,839	-	-	25%	37%	29%	42%	35%	46%
	10,839	10,840	-	-	25%	37%	29%	42%	35%	46%
	10,840	10,841	-	-	28%	37%	30%	42%	34%	46%
	10,841	10,842	-	-	28%	37%	30%	42%	34%	46%
	10,842	10,843	-	-	28%	37%	30%	42%	34%	46%
	10,843	10,844	-	-	28%	37%	30%	42%	34%	46%
	10,844	10,845	-	-	28%	37%	30%	42%	34%	46%
	10,845	10,846	-	-	32%	36%	35%	41%	38%	44%
	10,846	10,847	-	-	32%	36%	35%	41%	38%	44%
	10,847	10,848	-	-	32%	36%	35%	41%	38%	44%
	10,848	10,849	-	-	32%	36%	35%	41%	38%	44%
	10,849	10,850	-	-	32%	36%	35%	41%	38%	44%
	10,850	10,851	-	-	32%	36%	35%	41%	38%	44%
	10,851	10,852	-	-	25%	29%	28%	33%	31%	36%
10,852	10,853	-	-	25%	27%	28%	31%	30%	34%	
I-6	10,853	10,910	-	-	21%	28%	25%	30%	28%	31%

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	21%	28%	25%	30%	28%	31%
	10,909	10,908	-	-	20%	26%	23%	28%	26%	29%
	10,908	10,907	-	-	20%	26%	23%	28%	26%	29%
	10,907	10,906	-	-	20%	26%	23%	28%	26%	29%
	10,906	10,639	-	-	17%	23%	20%	25%	23%	26%
I-5	10,639	10,638	-	-	18%	20%	19%	22%	21%	23%
	10,645	10,687	-	-	23%	22%	25%	23%	31%	26%
	10,687	10,638	-	-	23%	22%	25%	23%	31%	26%
	10,647	10,648	-	-	18%	21%	20%	22%	23%	26%
	10,648	10,649	-	-	18%	21%	20%	22%	23%	26%
	10,649	10,650	-	-	18%	20%	20%	22%	23%	26%
	10,650	10,651	-	-	22%	21%	23%	23%	23%	26%
	10,651	10,652	-	-	19%	21%	20%	23%	23%	26%
	10,652	10,653	-	-	19%	21%	20%	23%	23%	26%
	10,653	10,654	-	-	19%	21%	20%	23%	23%	26%
	10,654	10,655	-	-	19%	21%	20%	23%	23%	26%
10,655	10,656	-	-	19%	21%	20%	23%	23%	26%	
III-609	10,650	11,999	-	-	17%	9%	17%	10%	11%	12%
	11,999	12,000	-	-	30%	10%	28%	12%	11%	13%
	12,000	12,001	-	-	10%	10%	11%	11%	13%	13%
	12,001	12,002	-	-	10%	10%	11%	11%	13%	13%
	12,002	12,003	-	-	10%	10%	11%	11%	13%	13%
	12,003	12,004	-	-	10%	10%	11%	11%	13%	13%
	12,004	12,005	-	-	10%	10%	11%	11%	13%	13%
	10,840	12,167	-	-	86%	11%	54%	12%	3%	14%
12,167	12,000	-	-	86%	11%	54%	12%	3%	14%	
III-552	10,845	12,544	-	-	49%	12%	58%	13%	60%	12%
	12,544	12,545	-	-	49%	12%	58%	13%	60%	12%
	12,545	12,546	-	-	49%	12%	58%	13%	60%	12%
	12,546	12,547	-	-	49%	12%	58%	13%	60%	12%
	12,547	12,005	-	-	49%	12%	58%	13%	60%	12%
	12,005	13,198	-	-	36%	10%	42%	12%	44%	13%
	13,198	12,504	-	-	33%	5%	38%	6%	40%	6%
	12,504	13,108	-	-	33%	5%	38%	6%	40%	6%
	13,108	13,107	-	-	33%	5%	38%	6%	40%	6%
	13,107	13,106	-	-	33%	5%	38%	6%	40%	6%
13,106	12,101	-	-	33%	5%	38%	6%	40%	6%	
Stage 1	11,987	11,988	-	-	81%	4%	7%	27%	7%	31%
	11,988	10,610	-	-	84%	4%	11%	27%	11%	31%
	10,657	13,045	-	-	75%	2%	12%	20%	13%	27%
	13,045	11,987	-	-	75%	2%	12%	20%	13%	27%
	11,987	13,057	-	-	85%	2%	3%	20%	3%	27%
Stage 2	10,608	17,000	-	-		10%		21%		26%
	17000	13,093	-	-		10%		21%		26%
Stage 3	13093	12,031	-	-		10%		21%		26%

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		15%		24%		27%
	17001	17,002	-	-		15%		24%		27%
Stage Connection	10644	17,002	-	-		80%		21%		14%
Stage 5	17002	17,003	-	-		22%		24%		27%
	17003	17,004	-	-		22%		24%		27%
	17004	17,005	-	-		22%		24%		27%



**Table 1.24 LGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass Only Option F**

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	7%	7%	6%	5%	6%	4%
	10657	10658	-	-	6%	6%	6%	6%	5%	5%
	10658	10659	-	-	6%	6%	6%	6%	5%	5%
	10659	10611	-	-	6%	6%	6%	6%	5%	5%
	10611	10612	-	-	6%	6%	6%	6%	5%	6%
	10612	10640	-	-	5%	4%	5%	4%	4%	4%
	10640	10641	-	-	5%	8%	5%	7%	4%	7%
	10641	10642	-	-	6%	1%	5%	5%	5%	5%
	10642	10643	-	-	6%	1%	5%	5%	5%	5%
	10643	10644	-	-	6%	1%	5%	5%	5%	5%
	10644	17005	-	-	6%		5%		5%	
17005	10645	-	-	6%	4%	5%	4%	5%	3%	
IV-5522	10656	12104	-	-	6%		5%		4%	
	12104	12103	-	-	6%		5%		4%	
	12103	12102	-	-	6%		5%		4%	
	12102	12101	-	-	6%		5%		4%	
III-552	12101	12505	-	-	6%	3%	5%	7%	4%	7%
	12505	10641	-	-	6%	3%	5%	7%	4%	7%
IV-5006	10640	12031	-	-		3%		3%		3%
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	6%	6%	6%	6%	5%	6%
	10610	10609	-	-	8%	9%	7%	9%	6%	8%
	10609	10608	-	-	8%	9%	7%	9%	6%	8%
Minor Rd	13,057	13,058	-	-	10%	8%	10%	6%	10%	5%
	13,058	10,608	-	-	10%	8%	10%	6%	10%	5%
II-55	10,646	10,839	-	-	4%	2%	3%	2%	3%	2%
	10,839	10,840	-	-	4%	2%	3%	2%	3%	2%
	10,840	10,841	-	-	3%	2%	3%	2%	3%	2%
	10,841	10,842	-	-	3%	2%	3%	2%	3%	2%
	10,842	10,843	-	-	3%	2%	3%	2%	3%	2%
	10,843	10,844	-	-	3%	2%	3%	2%	3%	2%
	10,844	10,845	-	-	3%	2%	3%	2%	3%	2%
	10,845	10,846	-	-	3%	2%	3%	2%	3%	2%
	10,846	10,847	-	-	3%	2%	3%	2%	3%	2%
	10,847	10,848	-	-	3%	2%	3%	2%	3%	2%
	10,848	10,849	-	-	3%	2%	3%	2%	3%	2%
	10,849	10,850	-	-	3%	2%	3%	2%	3%	2%
	10,850	10,851	-	-	3%	2%	3%	2%	3%	2%
	10,851	10,852	-	-	3%	3%	3%	3%	3%	2%
10,852	10,853	-	-	3%	3%	3%	3%	3%	2%	
I-6	10,853	10,910	-	-	4%	4%	4%	4%	3%	3%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	4%	4%	4%	4%	3%	3%
	10,909	10,908	-	-	4%	4%	4%	4%	3%	3%
	10,908	10,907	-	-	4%	4%	4%	4%	3%	3%
	10,907	10,906	-	-	4%	4%	4%	4%	3%	3%
	10,906	10,639	-	-	4%	4%	4%	4%	4%	4%
I-5	10,639	10,638	-	-	4%	4%	4%	4%	4%	3%
	10,645	10,687	-	-	5%	4%	5%	3%	4%	3%
	10,687	10,638	-	-	5%	4%	5%	3%	4%	3%
	10,647	10,648	-	-	7%	6%	6%	5%	6%	5%
	10,648	10,649	-	-	7%	6%	6%	5%	6%	5%
	10,649	10,650	-	-	7%	6%	6%	5%	6%	5%
	10,650	10,651	-	-	6%	5%	6%	5%	5%	4%
	10,651	10,652	-	-	6%	5%	6%	5%	5%	4%
	10,652	10,653	-	-	6%	5%	6%	5%	5%	4%
	10,653	10,654	-	-	6%	5%	6%	5%	5%	4%
	10,654	10,655	-	-	6%	5%	6%	5%	5%	4%
III-609	10,655	10,656	-	-	6%	5%	6%	5%	5%	4%
	10,650	11,999	-	-	6%	6%	6%	6%	6%	6%
	11,999	12,000	-	-	6%	8%	6%	8%	7%	7%
	12,000	12,001	-	-	8%	8%	8%	8%	7%	7%
	12,001	12,002	-	-	8%	8%	8%	8%	7%	7%
	12,002	12,003	-	-	8%	8%	8%	8%	7%	7%
	12,003	12,004	-	-	8%	8%	8%	8%	7%	7%
	12,004	12,005	-	-	8%	8%	8%	8%	7%	7%
III-552	10,840	12,167	-	-	1%	3%	4%	3%	8%	3%
	12,167	12,000	-	-	1%	3%	4%	3%	8%	3%
	10,845	12,544	-	-	4%	3%	3%	3%	3%	3%
	12,544	12,545	-	-	4%	3%	3%	3%	3%	3%
	12,545	12,546	-	-	4%	3%	3%	3%	3%	3%
	12,546	12,547	-	-	4%	3%	3%	3%	3%	3%
	12,547	12,005	-	-	4%	3%	3%	3%	3%	3%
	12,005	13,198	-	-	5%	8%	5%	7%	4%	7%
	13,198	12,504	-	-	5%	7%	5%	7%	4%	7%
	12,504	13,108	-	-	5%	7%	5%	7%	4%	7%
Stage 1	13,108	13,107	-	-	5%	7%	5%	7%	4%	7%
	13,107	13,106	-	-	5%	7%	5%	7%	4%	7%
	13,106	12,101	-	-	5%	7%	5%	7%	4%	7%
	11,987	11,988	-	-	9%	7%	9%	4%	9%	4%
	11,988	10,610	-	-	2%	7%	2%	4%	2%	4%
Stage 2	10,657	13,045	-	-	7%	8%	7%	6%	7%	5%
	13,045	11,987	-	-	7%	8%	7%	6%	7%	5%
Stage 3	11,987	13,057	-	-	10%	8%	10%	6%	10%	5%
	10,608	17,000	-	-		5%		4%		3%
	17000	13,093	-	-		5%		4%		3%
	13093	12,031	-	-		5%		4%		3%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		4%		3%		3%
	17001	17,002	-	-		4%		3%		3%
Stage Connection	10644	17,002	-	-		1%		5%		5%
Stage 5	17002	17,003	-	-		4%		4%		3%
	17003	17,004	-	-		4%		4%		3%
	17004	17,005	-	-		4%		4%		3%

**Table 1.25 Traffic Flow in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass Only Option G**

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	3,164	3,306	3,547	3,559	3,740	3,745
	10657	10658	-	-	2,215	2,217	2,378	2,381	2,494	2,497
	10658	10659	-	-	2,215	2,217	2,378	2,381	2,494	2,497
	10659	10611	-	-	2,215	2,217	2,378	2,381	2,494	2,497
	10611	10612	-	-	11,914	9,357	12,433	9,880	12,693	10,119
	10612	10640	-	-	5,071	2,523	5,233	2,687	5,371	2,807
	10640	10641	-	-	5,071	2,523	5,233	2,687	5,371	2,807
	10641	10642	-	-	4,723	2,275	5,101	2,498	5,323	2,537
	10642	10643	-	-	4,723	2,275	5,101	2,498	5,323	2,537
	10643	10644	-	-	4,723	2,275	5,101	2,498	5,323	2,537
	10644	17005	-	-	4,723	5,117	5,101	5,520	5,323	5,695
17005	10645	-	-	4,723	5,117	5,101	5,520	5,323	5,695	
IV-5522	10656	12104	-	-	1,315	1,278	1,505	1,441	1,583	1,431
	12104	12103	-	-	1,315	1,278	1,505	1,441	1,583	1,431
	12103	12102	-	-	1,315	1,278	1,505	1,441	1,583	1,431
	12102	12101	-	-	1,315	1,278	1,505	1,441	1,583	1,431
III-552	12101	12505	-	-	3,159	2,984	3,325	3,254	3,399	3,314
	12505	10641	-	-	3,159	2,984	3,325	3,254	3,399	3,314
IV-5006	10640	12031	-	-						
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	9,699	7,140	10,055	7,499	10,199	7,622
	10610	10609	-	-	6,896	4,706	7,173	4,871	7,195	4,874
	10609	10608	-	-	6,896	4,706	7,173	4,871	7,195	4,874
Minor Rd	13,057	13,058	-	-	1,835	2,091	1,978	2,252	2,074	2,358
	13,058	10,608	-	-	1,835	2,091	1,978	2,252	2,074	2,358
II-55	10,646	10,839	-	-	5,080	4,983	5,787	5,713	6,546	6,485
	10,839	10,840	-	-	5,080	4,983	5,787	5,713	6,546	6,485
	10,840	10,841	-	-	5,281	5,322	6,162	6,083	6,739	6,680
	10,841	10,842	-	-	5,281	5,322	6,162	6,083	6,739	6,680
	10,842	10,843	-	-	5,281	5,322	6,162	6,083	6,739	6,680
	10,843	10,844	-	-	5,281	5,322	6,162	6,083	6,739	6,680
	10,844	10,845	-	-	5,281	5,322	6,162	6,083	6,739	6,680
	10,845	10,846	-	-	6,463	6,366	7,306	7,219	7,877	7,885
	10,846	10,847	-	-	6,463	6,366	7,306	7,219	7,877	7,885
	10,847	10,848	-	-	6,463	6,366	7,306	7,219	7,877	7,885
	10,848	10,849	-	-	6,463	6,366	7,306	7,219	7,877	7,885
	10,849	10,850	-	-	6,463	6,366	7,306	7,219	7,877	7,885
	10,850	10,851	-	-	6,463	6,366	7,306	7,219	7,877	7,885
	10,851	10,852	-	-	6,947	6,846	7,830	7,739	8,421	8,426
10,852	10,853	-	-	7,020	6,921	7,910	7,817	8,575	8,571	
I-6	10,853	10,910	-	-	5,640	5,728	6,155	6,243	6,892	7,051

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	5,640	5,728	6,155	6,243	6,892	7,051
	10,909	10,908	-	-	6,174	6,266	6,754	6,846	7,538	7,702
	10,908	10,907	-	-	6,174	6,266	6,754	6,846	7,538	7,702
	10,907	10,906	-	-	6,174	6,266	6,754	6,846	7,538	7,702
	10,906	10,639	-	-	7,208	7,302	7,814	7,909	8,606	8,773
I-5	10,639	10,638	-	-	11,524	11,749	12,531	12,776	13,418	13,745
	10,645	10,687	-	-	2,950	3,301	3,113	3,500	3,280	3,555
	10,687	10,638	-	-	2,950	3,301	3,113	3,500	3,280	3,555
	10,647	10,648	-	-	5,053	5,046	5,518	5,487	5,785	5,667
	10,648	10,649	-	-	5,053	5,046	5,518	5,487	5,785	5,667
	10,649	10,650	-	-	5,251	5,244	5,719	5,687	5,983	5,864
	10,650	10,651	-	-	4,640	4,771	5,239	5,202	5,307	5,189
	10,651	10,652	-	-	4,421	4,554	4,991	4,969	5,259	5,142
	10,652	10,653	-	-	4,421	4,554	4,991	4,969	5,259	5,142
	10,653	10,654	-	-	4,421	4,554	4,991	4,969	5,259	5,142
	10,654	10,655	-	-	4,421	4,554	4,991	4,969	5,259	5,142
10,655	10,656	-	-	4,421	4,554	4,991	4,969	5,259	5,142	
III-609	10,650	11,999	-	-	2,064	2,202	2,287	2,280	2,100	2,101
	11,999	12,000	-	-	777	915	974	968	797	798
	12,000	12,001	-	-	576	575	599	598	604	603
	12,001	12,002	-	-	576	575	599	598	604	603
	12,002	12,003	-	-	576	575	599	598	604	603
	12,003	12,004	-	-	576	575	599	598	604	603
	12,004	12,005	-	-	576	575	599	598	604	603
	10,840	12,167	-	-	201	340	375	370	193	194
12,167	12,000	-	-	201	340	375	370	193	194	
III-552	10,845	12,544	-	-	1,182	1,043	1,144	1,136	1,138	1,205
	12,544	12,545	-	-	1,182	1,043	1,144	1,136	1,138	1,205
	12,545	12,546	-	-	1,182	1,043	1,144	1,136	1,138	1,205
	12,546	12,547	-	-	1,182	1,043	1,144	1,136	1,138	1,205
	12,547	12,005	-	-	1,182	1,043	1,144	1,136	1,138	1,205
	12,005	13,198	-	-	1,757	1,619	1,742	1,733	1,742	1,809
	13,198	12,504	-	-	1,844	1,706	1,821	1,813	1,815	1,883
	12,504	13,108	-	-	1,844	1,706	1,821	1,813	1,815	1,883
	13,108	13,107	-	-	1,844	1,706	1,821	1,813	1,815	1,883
	13,107	13,106	-	-	1,844	1,706	1,821	1,813	1,815	1,883
	13,106	12,101	-	-	1,844	1,706	1,821	1,813	1,815	1,883
Stage 1	11,987	11,988	-	-	2,858	1,089	3,226	1,179	3,384	1,248
	11,988	10,610	-	-	2,802	1,089	2,882	1,179	3,004	1,248
	10,657	13,045	-	-	949	2,091	1,169	2,252	1,246	2,358
	13,045	11,987	-	-	949	2,091	1,169	2,252	1,246	2,358
	11,987	13,057	-	-	1,835	2,091	1,978	2,252	2,074	2,358
Stage 2	10,608	17,000	-	-	-	2,842	-	3,022	-	3,158
	17000	13,093	-	-	-	2,842	-	3,022	-	3,158
Stage 3	13093	12,031	-	-	-	2,842	-	3,022	-	3,158

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-	-	2,842	-	3,022	-	3,158
	17001	17,002	-	-	-	2,842	-	3,022	-	3,158
Stage Connection	10644	17,002	-	-	-	2,842	-	3,022	-	3,158

**Table 1.26 Car Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass Only Option G**

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	76%	76%	77%	77%	76%	76%
	10657	10658	-	-	76%	76%	76%	76%	75%	75%
	10658	10659	-	-	76%	76%	76%	76%	75%	75%
	10659	10611	-	-	76%	76%	76%	76%	75%	75%
	10611	10612	-	-	82%	83%	82%	84%	81%	83%
	10612	10640	-	-	66%	54%	64%	52%	62%	50%
	10640	10641	-	-	66%	54%	64%	52%	62%	50%
	10641	10642	-	-	65%	52%	64%	51%	61%	47%
	10642	10643	-	-	65%	52%	64%	51%	61%	47%
	10643	10644	-	-	65%	52%	64%	51%	61%	47%
	10644	17005	-	-	65%	68%	64%	67%	61%	64%
17005	10645	-	-	65%	68%	64%	67%	61%	64%	
IV-5522	10656	12104	-	-	50%	49%	49%	48%	48%	43%
	12104	12103	-	-	50%	49%	49%	48%	48%	43%
	12103	12102	-	-	50%	49%	49%	48%	48%	43%
	12102	12101	-	-	50%	49%	49%	48%	48%	43%
III-552	12101	12505	-	-	54%	52%	51%	50%	50%	47%
	12505	10641	-	-	54%	52%	51%	50%	50%	47%
IV-5006	10640	12031	-	-						
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	84%	86%	83%	86%	83%	86%
	10610	10609	-	-	84%	87%	83%	87%	83%	87%
	10609	10608	-	-	84%	87%	83%	87%	83%	87%
Minor Rd	13,057	13,058	-	-	85%	86%	85%	86%	86%	86%
	13,058	10,608	-	-	85%	86%	85%	86%	86%	86%
II-55	10,646	10,839	-	-	65%	64%	63%	62%	59%	59%
	10,839	10,840	-	-	65%	64%	63%	62%	59%	59%
	10,840	10,841	-	-	63%	63%	62%	61%	60%	60%
	10,841	10,842	-	-	63%	63%	62%	61%	60%	60%
	10,842	10,843	-	-	63%	63%	62%	61%	60%	60%
	10,843	10,844	-	-	63%	63%	62%	61%	60%	60%
	10,844	10,845	-	-	63%	63%	62%	61%	60%	60%
	10,845	10,846	-	-	59%	59%	58%	57%	56%	56%
	10,846	10,847	-	-	59%	59%	58%	57%	56%	56%
	10,847	10,848	-	-	59%	59%	58%	57%	56%	56%
	10,848	10,849	-	-	59%	59%	58%	57%	56%	56%
	10,849	10,850	-	-	59%	59%	58%	57%	56%	56%
	10,850	10,851	-	-	59%	59%	58%	57%	56%	56%
	10,851	10,852	-	-	66%	65%	64%	64%	63%	63%
10,852	10,853	-	-	66%	65%	64%	64%	63%	63%	
I-6	10,853	10,910	-	-	71%	71%	68%	69%	66%	67%

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	71%	71%	68%	69%	66%	67%
	10,909	10,908	-	-	73%	73%	70%	71%	68%	69%
	10,908	10,907	-	-	73%	73%	70%	71%	68%	69%
	10,907	10,906	-	-	73%	73%	70%	71%	68%	69%
	10,906	10,639	-	-	74%	74%	72%	72%	70%	71%
I-5	10,639	10,638	-	-	73%	73%	72%	72%	71%	72%
	10,645	10,687	-	-	66%	69%	64%	68%	60%	64%
	10,687	10,638	-	-	66%	69%	64%	68%	60%	64%
	10,647	10,648	-	-	69%	69%	69%	69%	68%	67%
	10,648	10,649	-	-	69%	69%	69%	69%	68%	67%
	10,649	10,650	-	-	69%	69%	68%	68%	67%	67%
	10,650	10,651	-	-	66%	67%	66%	66%	68%	67%
	10,651	10,652	-	-	68%	69%	69%	69%	68%	67%
	10,652	10,653	-	-	68%	69%	69%	69%	68%	67%
	10,653	10,654	-	-	68%	69%	69%	69%	68%	67%
	10,654	10,655	-	-	68%	69%	69%	69%	68%	67%
10,655	10,656	-	-	68%	69%	69%	69%	68%	67%	
III-609	10,650	11,999	-	-	68%	70%	69%	70%	76%	76%
	11,999	12,000	-	-	60%	65%	63%	65%	79%	79%
	12,000	12,001	-	-	77%	77%	77%	77%	76%	76%
	12,001	12,002	-	-	77%	77%	77%	77%	76%	76%
	12,002	12,003	-	-	77%	77%	77%	77%	76%	76%
	12,003	12,004	-	-	77%	77%	77%	77%	76%	76%
	12,004	12,005	-	-	77%	77%	77%	77%	76%	76%
	10,840	12,167	-	-	13%	45%	42%	45%	89%	89%
12,167	12,000	-	-	13%	45%	42%	45%	89%	89%	
III-552	10,845	12,544	-	-	42%	35%	34%	34%	33%	32%
	12,544	12,545	-	-	42%	35%	34%	34%	33%	32%
	12,545	12,546	-	-	42%	35%	34%	34%	33%	32%
	12,546	12,547	-	-	42%	35%	34%	34%	33%	32%
	12,547	12,005	-	-	42%	35%	34%	34%	33%	32%
	12,005	13,198	-	-	53%	50%	49%	49%	48%	47%
	13,198	12,504	-	-	57%	54%	52%	52%	52%	50%
	12,504	13,108	-	-	57%	54%	52%	52%	52%	50%
	13,108	13,107	-	-	57%	54%	52%	52%	52%	50%
	13,107	13,106	-	-	57%	54%	52%	52%	52%	50%
13,106	12,101	-	-	57%	54%	52%	52%	52%	50%	
Stage 1	11,987	11,988	-	-	81%	77%	81%	77%	82%	76%
	11,988	10,610	-	-	84%	77%	84%	77%	84%	76%
	10,657	13,045	-	-	75%	86%	77%	86%	76%	86%
	13,045	11,987	-	-	75%	86%	77%	86%	76%	86%
	11,987	13,057	-	-	85%	86%	85%	86%	86%	86%
Stage 2	10,608	17,000	-	-		81%		80%		77%
	17000	13,093	-	-		81%		80%		77%
Stage 3	13093	12,031	-	-		81%		80%		77%



Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		81%		80%		77%
	17001	17,002	-	-		81%		80%		77%
Stage Connection	10644	17,002	-	-		81%		80%		77%

**Table 1.27 HGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass Only Option G**

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	12%	11%	13%	13%	15%	15%
	10657	10658	-	-	12%	12%	13%	13%	16%	16%
	10658	10659	-	-	12%	12%	13%	13%	16%	16%
	10659	10611	-	-	12%	12%	13%	13%	16%	16%
	10611	10612	-	-	9%	7%	10%	8%	11%	9%
	10612	10640	-	-	23%	32%	26%	35%	30%	39%
	10640	10641	-	-	23%	32%	26%	35%	30%	39%
	10641	10642	-	-	23%	31%	26%	35%	30%	40%
	10642	10643	-	-	23%	31%	26%	35%	30%	40%
	10643	10644	-	-	23%	31%	26%	35%	30%	40%
	10644	17005	-	-	23%	21%	26%	24%	30%	28%
17005	10645	-	-	23%	21%	26%	24%	30%	28%	
IV-5522	10656	12104	-	-	36%	37%	40%	40%	43%	47%
	12104	12103	-	-	36%	37%	40%	40%	43%	47%
	12103	12102	-	-	36%	37%	40%	40%	43%	47%
	12102	12101	-	-	36%	37%	40%	40%	43%	47%
III-552	12101	12505	-	-	34%	36%	39%	39%	41%	44%
	12505	10641	-	-	34%	36%	39%	39%	41%	44%
IV-5006	10640	12031	-	-						
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	8%	6%	9%	6%	10%	7%
	10610	10609	-	-	7%	3%	8%	3%	10%	4%
	10609	10608	-	-	7%	3%	8%	3%	10%	4%
Minor Rd	13,057	13,058	-	-	3%	3%	3%	3%	3%	3%
	13,058	10,608	-	-	3%	3%	3%	3%	3%	3%
II-55	10,646	10,839	-	-	25%	26%	29%	30%	35%	34%
	10,839	10,840	-	-	25%	26%	29%	30%	35%	34%
	10,840	10,841	-	-	28%	28%	30%	31%	34%	33%
	10,841	10,842	-	-	28%	28%	30%	31%	34%	33%
	10,842	10,843	-	-	28%	28%	30%	31%	34%	33%
	10,843	10,844	-	-	28%	28%	30%	31%	34%	33%
	10,844	10,845	-	-	28%	28%	30%	31%	34%	33%
	10,845	10,846	-	-	32%	32%	35%	35%	38%	38%
	10,846	10,847	-	-	32%	32%	35%	35%	38%	38%
	10,847	10,848	-	-	32%	32%	35%	35%	38%	38%
	10,848	10,849	-	-	32%	32%	35%	35%	38%	38%
	10,849	10,850	-	-	32%	32%	35%	35%	38%	38%
	10,850	10,851	-	-	32%	32%	35%	35%	38%	38%
10,851	10,852	-	-	25%	26%	28%	29%	31%	31%	
10,852	10,853	-	-	25%	25%	28%	28%	30%	30%	
I-6	10,853	10,910	-	-	21%	21%	25%	24%	28%	27%

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	21%	21%	25%	24%	28%	27%
	10,909	10,908	-	-	20%	19%	23%	22%	26%	25%
	10,908	10,907	-	-	20%	19%	23%	22%	26%	25%
	10,907	10,906	-	-	20%	19%	23%	22%	26%	25%
	10,906	10,639	-	-	17%	17%	20%	20%	23%	22%
I-5	10,639	10,638	-	-	18%	17%	19%	19%	21%	20%
	10,645	10,687	-	-	23%	20%	25%	23%	31%	28%
	10,687	10,638	-	-	23%	20%	25%	23%	31%	28%
	10,647	10,648	-	-	18%	18%	20%	20%	23%	23%
	10,648	10,649	-	-	18%	18%	20%	20%	23%	23%
	10,649	10,650	-	-	18%	18%	20%	20%	23%	23%
	10,650	10,651	-	-	22%	21%	23%	23%	23%	23%
	10,651	10,652	-	-	19%	18%	20%	20%	23%	23%
	10,652	10,653	-	-	19%	18%	20%	20%	23%	23%
	10,653	10,654	-	-	19%	18%	20%	20%	23%	23%
	10,654	10,655	-	-	19%	18%	20%	20%	23%	23%
III-609	10,655	10,656	-	-	19%	18%	20%	20%	23%	23%
	10,650	11,999	-	-	17%	16%	17%	17%	11%	11%
	11,999	12,000	-	-	30%	25%	28%	26%	11%	11%
	12,000	12,001	-	-	10%	10%	11%	11%	13%	13%
	12,001	12,002	-	-	10%	10%	11%	11%	13%	13%
	12,002	12,003	-	-	10%	10%	11%	11%	13%	13%
	12,003	12,004	-	-	10%	10%	11%	11%	13%	13%
	12,004	12,005	-	-	10%	10%	11%	11%	13%	13%
III-552	10,840	12,167	-	-	86%	50%	54%	51%	3%	3%
	12,167	12,000	-	-	86%	50%	54%	51%	3%	3%
	10,845	12,544	-	-	49%	56%	58%	58%	60%	61%
	12,544	12,545	-	-	49%	56%	58%	58%	60%	61%
	12,545	12,546	-	-	49%	56%	58%	58%	60%	61%
	12,546	12,547	-	-	49%	56%	58%	58%	60%	61%
	12,547	12,005	-	-	49%	56%	58%	58%	60%	61%
	12,005	13,198	-	-	36%	39%	42%	42%	44%	45%
	13,198	12,504	-	-	33%	36%	38%	38%	40%	41%
	12,504	13,108	-	-	33%	36%	38%	38%	40%	41%
Stage 1	13,108	13,107	-	-	33%	36%	38%	38%	40%	41%
	13,107	13,106	-	-	33%	36%	38%	38%	40%	41%
	13,106	12,101	-	-	33%	36%	38%	38%	40%	41%
	11,987	11,988	-	-	7%	10%	7%	11%	7%	13%
	11,988	10,610	-	-	9%	10%	11%	11%	11%	13%
Stage 2	10,657	13,045	-	-	12%	3%	12%	3%	13%	3%
	13,045	11,987	-	-	12%	3%	12%	3%	13%	3%
Stage 3	11,987	13,057	-	-	3%	3%	3%	3%	3%	3%
	10,608	17,000	-	-	-	13%	-	14%	-	18%
	17000	13,093	-	-	-	13%	-	14%	-	18%
	13093	12,031	-	-	-	13%	-	14%	-	18%

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-	-	13%	-	14%	-	18%
	17001	17,002	-	-	-	13%	-	14%	-	18%
Stage Connection	10644	17,002	-	-	-	13%	-	14%	-	18%

**Table 1.28 LGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass Only Option G**

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	7%	7%	6%	6%	6%	6%
	10657	10658	-	-	6%	6%	6%	6%	5%	5%
	10658	10659	-	-	6%	6%	6%	6%	5%	5%
	10659	10611	-	-	6%	6%	6%	6%	5%	5%
	10611	10612	-	-	6%	6%	6%	6%	5%	5%
	10612	10640	-	-	5%	5%	5%	5%	4%	4%
	10640	10641	-	-	5%	5%	5%	5%	4%	4%
	10641	10642	-	-	6%	6%	5%	5%	5%	4%
	10642	10643	-	-	6%	6%	5%	5%	5%	4%
	10643	10644	-	-	6%	6%	5%	5%	5%	4%
	10644	17005	-	-	6%	5%	5%	5%	5%	4%
17005	10645	-	-	6%	5%	5%	5%	5%	4%	
IV-5522	10656	12104	-	-	6%	6%	5%	5%	4%	4%
	12104	12103	-	-	6%	6%	5%	5%	4%	4%
	12103	12102	-	-	6%	6%	5%	5%	4%	4%
	12102	12101	-	-	6%	6%	5%	5%	4%	4%
III-552	12101	12505	-	-	6%	5%	5%	5%	4%	4%
	12505	10641	-	-	6%	5%	5%	5%	4%	4%
IV-5006	10640	12031	-	-						
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	6%	6%	6%	6%	5%	5%
	10610	10609	-	-	8%	9%	7%	8%	6%	8%
	10609	10608	-	-	8%	9%	7%	8%	6%	8%
Minor Rd	13,057	13,058	-	-	10%	10%	10%	10%	10%	10%
	13,058	10,608	-	-	10%	10%	10%	10%	10%	10%
II-55	10,646	10,839	-	-	4%	3%	3%	3%	3%	3%
	10,839	10,840	-	-	4%	3%	3%	3%	3%	3%
	10,840	10,841	-	-	3%	4%	3%	3%	3%	3%
	10,841	10,842	-	-	3%	4%	3%	3%	3%	3%
	10,842	10,843	-	-	3%	4%	3%	3%	3%	3%
	10,843	10,844	-	-	3%	4%	3%	3%	3%	3%
	10,844	10,845	-	-	3%	4%	3%	3%	3%	3%
	10,845	10,846	-	-	3%	3%	3%	3%	3%	3%
	10,846	10,847	-	-	3%	3%	3%	3%	3%	3%
	10,847	10,848	-	-	3%	3%	3%	3%	3%	3%
	10,848	10,849	-	-	3%	3%	3%	3%	3%	3%
	10,849	10,850	-	-	3%	3%	3%	3%	3%	3%
	10,850	10,851	-	-	3%	3%	3%	3%	3%	3%
10,851	10,852	-	-	3%	3%	3%	3%	3%	3%	
10,852	10,853	-	-	3%	3%	3%	3%	3%	3%	
I-6	10,853	10,910	-	-	4%	4%	4%	4%	3%	3%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	4%	4%	4%	4%	3%	3%
	10,909	10,908	-	-	4%	4%	4%	4%	3%	3%
	10,908	10,907	-	-	4%	4%	4%	4%	3%	3%
	10,907	10,906	-	-	4%	4%	4%	4%	3%	3%
	10,906	10,639	-	-	4%	4%	4%	4%	4%	4%
I-5	10,639	10,638	-	-	4%	4%	4%	4%	4%	4%
	10,645	10,687	-	-	5%	5%	5%	4%	4%	4%
	10,687	10,638	-	-	5%	5%	5%	4%	4%	4%
	10,647	10,648	-	-	7%	7%	6%	6%	6%	6%
	10,648	10,649	-	-	7%	7%	6%	6%	6%	6%
	10,649	10,650	-	-	7%	7%	6%	6%	6%	6%
	10,650	10,651	-	-	6%	6%	6%	6%	5%	5%
	10,651	10,652	-	-	6%	7%	6%	6%	5%	5%
	10,652	10,653	-	-	6%	7%	6%	6%	5%	5%
	10,653	10,654	-	-	6%	7%	6%	6%	5%	5%
	10,654	10,655	-	-	6%	7%	6%	6%	5%	5%
III-609	10,655	10,656	-	-	6%	7%	6%	6%	5%	5%
	10,650	11,999	-	-	6%	6%	6%	6%	6%	6%
	11,999	12,000	-	-	6%	7%	6%	6%	7%	7%
	12,000	12,001	-	-	8%	8%	8%	8%	7%	7%
	12,001	12,002	-	-	8%	8%	8%	8%	7%	7%
	12,002	12,003	-	-	8%	8%	8%	8%	7%	7%
	12,003	12,004	-	-	8%	8%	8%	8%	7%	7%
	12,004	12,005	-	-	8%	8%	8%	8%	7%	7%
	10,840	12,167	-	-	1%	4%	4%	4%	8%	8%
12,167	12,000	-	-	1%	4%	4%	4%	8%	8%	
III-552	10,845	12,544	-	-	4%	3%	3%	3%	3%	3%
	12,544	12,545	-	-	4%	3%	3%	3%	3%	3%
	12,545	12,546	-	-	4%	3%	3%	3%	3%	3%
	12,546	12,547	-	-	4%	3%	3%	3%	3%	3%
	12,547	12,005	-	-	4%	3%	3%	3%	3%	3%
	12,005	13,198	-	-	5%	5%	5%	4%	4%	4%
	13,198	12,504	-	-	5%	5%	5%	5%	4%	4%
	12,504	13,108	-	-	5%	5%	5%	5%	4%	4%
	13,108	13,107	-	-	5%	5%	5%	5%	4%	4%
	13,107	13,106	-	-	5%	5%	5%	5%	4%	4%
	13,106	12,101	-	-	5%	5%	5%	5%	4%	4%
Stage 1	11,987	11,988	-	-	9%	7%	9%	7%	9%	7%
	11,988	10,610	-	-	2%	7%	2%	7%	2%	7%
	10,657	13,045	-	-	7%	10%	7%	10%	7%	10%
	13,045	11,987	-	-	7%	10%	7%	10%	7%	10%
	11,987	13,057	-	-	10%	10%	10%	10%	10%	10%
Stage 2	10,608	17,000	-	-	-	5%	-	5%	-	4%
	17000	13,093	-	-	-	5%	-	5%	-	4%
Stage 3	13093	12,031	-	-	-	5%	-	5%	-	4%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-	-	5%	-	5%	-	4%
	17001	17,002	-	-	-	5%	-	5%	-	4%
Stage Connection	10644	17,002	-	-	-	5%	-	5%	-	4%

**Table 1.29 Traffic Flow in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass Only Option H**

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	3,164	3,306	3,547	3,558	3,740	3,745
	10657	10658	-	-	2,215	2,216	2,378	2,381	2,494	2,497
	10658	10659	-	-	2,215	2,216	2,378	2,381	2,494	2,497
	10659	10611	-	-	2,215	2,216	2,378	2,381	2,494	2,497
	10611	10612	-	-	11,914	9,357	12,433	9,880	12,693	10,120
	10612	10640	-	-	5,071	2,523	5,233	2,687	5,371	2,808
	10640	10641	-	-	5,071	2,523	5,233	2,687	5,371	2,808
	10641	10642	-	-	4,723	2,302	5,101	2,517	5,323	2,539
	10642	10643	-	-	4,723	2,302	5,101	2,517	5,323	2,539
	10643	10644	-	-	4,723	2,302	5,101	2,517	5,323	2,539
	10644	17005	-	-	4,723	5,086	5,101	5,508	5,323	5,673
17005	10645	-	-	4,723	5,086	5,101	5,508	5,323	5,673	
IV-5522	10656	12104	-	-	1,315	1,305	1,505	1,463	1,583	1,433
	12104	12103	-	-	1,315	1,305	1,505	1,463	1,583	1,433
	12103	12102	-	-	1,315	1,305	1,505	1,463	1,583	1,433
	12102	12101	-	-	1,315	1,305	1,505	1,463	1,583	1,433
III-552	12101	12505	-	-	3,159	3,011	3,325	3,278	3,399	3,317
	12505	10641	-	-	3,159	3,011	3,325	3,278	3,399	3,317
IV-5006	10640	12031	-	-						
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	9,699	7,141	10,055	7,500	10,199	7,623
	10610	10609	-	-	6,896	4,707	7,173	4,872	7,195	4,875
	10609	10608	-	-	6,896	4,707	7,173	4,872	7,195	4,875
Minor Rd	13,057	13,058	-	-	1,835	2,064	1,978	2,253	2,074	2,358
	13,058	10,608	-	-	1,835	2,064	1,978	2,253	2,074	2,358
II-55	10,646	10,839	-	-	5,080	4,997	5,787	5,725	6,546	6,506
	10,839	10,840	-	-	5,080	4,997	5,787	5,725	6,546	6,506
	10,840	10,841	-	-	5,281	5,336	6,162	6,088	6,739	6,700
	10,841	10,842	-	-	5,281	5,336	6,162	6,088	6,739	6,700
	10,842	10,843	-	-	5,281	5,336	6,162	6,088	6,739	6,700
	10,843	10,844	-	-	5,281	5,336	6,162	6,088	6,739	6,700
	10,844	10,845	-	-	5,281	5,336	6,162	6,088	6,739	6,700
	10,845	10,846	-	-	6,463	6,380	7,306	7,225	7,877	7,907
	10,846	10,847	-	-	6,463	6,380	7,306	7,225	7,877	7,907
	10,847	10,848	-	-	6,463	6,380	7,306	7,225	7,877	7,907
	10,848	10,849	-	-	6,463	6,380	7,306	7,225	7,877	7,907
	10,849	10,850	-	-	6,463	6,380	7,306	7,225	7,877	7,907
	10,850	10,851	-	-	6,463	6,380	7,306	7,225	7,877	7,907
	10,851	10,852	-	-	6,947	6,860	7,830	7,746	8,421	8,449
10,852	10,853	-	-	7,020	6,934	7,910	7,823	8,575	8,594	
I-6	10,853	10,910	-	-	5,640	5,714	6,155	6,175	6,892	6,991



Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	5,640	5,714	6,155	6,175	6,892	6,991
	10,909	10,908	-	-	6,174	6,252	6,754	6,778	7,538	7,642
	10,908	10,907	-	-	6,174	6,252	6,754	6,778	7,538	7,642
	10,907	10,906	-	-	6,174	6,252	6,754	6,778	7,538	7,642
	10,906	10,639	-	-	7,208	7,289	7,814	7,840	8,606	8,713
I-5	10,639	10,638	-	-	11,524	11,730	12,531	12,740	13,418	13,720
	10,645	10,687	-	-	2,950	3,271	3,113	3,476	3,280	3,527
	10,687	10,638	-	-	2,950	3,271	3,113	3,476	3,280	3,527
	10,647	10,648	-	-	5,053	5,046	5,518	5,509	5,785	5,668
	10,648	10,649	-	-	5,053	5,046	5,518	5,509	5,785	5,668
	10,649	10,650	-	-	5,251	5,244	5,719	5,708	5,983	5,865
	10,650	10,651	-	-	4,640	4,771	5,239	5,216	5,307	5,190
	10,651	10,652	-	-	4,421	4,554	4,991	4,989	5,259	5,143
	10,652	10,653	-	-	4,421	4,554	4,991	4,989	5,259	5,143
	10,653	10,654	-	-	4,421	4,554	4,991	4,989	5,259	5,143
	10,654	10,655	-	-	4,421	4,554	4,991	4,989	5,259	5,143
10,655	10,656	-	-	4,421	4,554	4,991	4,989	5,259	5,143	
III-609	10,650	11,999	-	-	2,064	2,202	2,287	2,272	2,100	2,101
	11,999	12,000	-	-	777	915	974	960	797	798
	12,000	12,001	-	-	576	575	599	598	604	603
	12,001	12,002	-	-	576	575	599	598	604	603
	12,002	12,003	-	-	576	575	599	598	604	603
	12,003	12,004	-	-	576	575	599	598	604	603
	12,004	12,005	-	-	576	575	599	598	604	603
	10,840	12,167	-	-	201	340	375	362	193	194
12,167	12,000	-	-	201	340	375	362	193	194	
III-552	10,845	12,544	-	-	1,182	1,043	1,144	1,138	1,138	1,207
	12,544	12,545	-	-	1,182	1,043	1,144	1,138	1,138	1,207
	12,545	12,546	-	-	1,182	1,043	1,144	1,138	1,138	1,207
	12,546	12,547	-	-	1,182	1,043	1,144	1,138	1,138	1,207
	12,547	12,005	-	-	1,182	1,043	1,144	1,138	1,138	1,207
	12,005	13,198	-	-	1,757	1,619	1,742	1,735	1,742	1,810
	13,198	12,504	-	-	1,844	1,706	1,821	1,815	1,815	1,884
	12,504	13,108	-	-	1,844	1,706	1,821	1,815	1,815	1,884
	13,108	13,107	-	-	1,844	1,706	1,821	1,815	1,815	1,884
	13,107	13,106	-	-	1,844	1,706	1,821	1,815	1,815	1,884
	13,106	12,101	-	-	1,844	1,706	1,821	1,815	1,815	1,884
Stage 1	11,987	11,988	-	-	2,858	1,089	3,226	1,178	3,384	1,248
	11,988	10,610	-	-	2,802	1,089	2,882	1,178	3,004	1,248
	10,657	13,045	-	-	949	2,064	1,169	2,253	1,246	2,358
	13,045	11,987	-	-	949	2,064	1,169	2,253	1,246	2,358
	11,987	13,057	-	-	1,835	2,064	1,978	2,253	2,074	2,358
Stage 2	10,608	17,000	-	-	-	2,784	-	2,990	-	3,134
	17000	13,093	-	-	-	2,784	-	2,990	-	3,134
Stage 3	13093	12,031	-	-	-	2,784	-	2,990	-	3,134

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-	-	2,784	-	2,990	-	3,134
	17001	17,002	-	-	-	2,784	-	2,990	-	3,134
Stage Connection	10644	17,002	-	-	-	2,784	-	2,990	-	3,134

**Table 1.30 Car Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass Only Option H**

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	76%	76%	77%	77%	76%	76%
	10657	10658	-	-	76%	76%	76%	76%	75%	75%
	10658	10659	-	-	76%	76%	76%	76%	75%	75%
	10659	10611	-	-	76%	76%	76%	76%	75%	75%
	10611	10612	-	-	82%	83%	82%	84%	81%	83%
	10612	10640	-	-	66%	54%	64%	52%	62%	50%
	10640	10641	-	-	66%	54%	64%	52%	62%	50%
	10641	10642	-	-	65%	52%	64%	51%	61%	47%
	10642	10643	-	-	65%	52%	64%	51%	61%	47%
	10643	10644	-	-	65%	52%	64%	51%	61%	47%
	10644	17005	-	-	65%	68%	64%	66%	61%	64%
17005	10645	-	-	65%	68%	64%	66%	61%	64%	
IV-5522	10656	12104	-	-	50%	50%	49%	48%	48%	43%
	12104	12103	-	-	50%	50%	49%	48%	48%	43%
	12103	12102	-	-	50%	50%	49%	48%	48%	43%
	12102	12101	-	-	50%	50%	49%	48%	48%	43%
III-552	12101	12505	-	-	54%	52%	51%	50%	50%	47%
	12505	10641	-	-	54%	52%	51%	50%	50%	47%
IV-5006	10640	12031	-	-						
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	84%	86%	83%	86%	83%	86%
	10610	10609	-	-	84%	87%	83%	87%	83%	87%
	10609	10608	-	-	84%	87%	83%	87%	83%	87%
Minor Rd	13,057	13,058	-	-	85%	86%	85%	86%	86%	86%
	13,058	10,608	-	-	85%	86%	85%	86%	86%	86%
II-55	10,646	10,839	-	-	65%	65%	63%	62%	59%	59%
	10,839	10,840	-	-	65%	65%	63%	62%	59%	59%
	10,840	10,841	-	-	63%	63%	62%	61%	60%	60%
	10,841	10,842	-	-	63%	63%	62%	61%	60%	60%
	10,842	10,843	-	-	63%	63%	62%	61%	60%	60%
	10,843	10,844	-	-	63%	63%	62%	61%	60%	60%
	10,844	10,845	-	-	63%	63%	62%	61%	60%	60%
	10,845	10,846	-	-	59%	59%	58%	57%	56%	56%
	10,846	10,847	-	-	59%	59%	58%	57%	56%	56%
	10,847	10,848	-	-	59%	59%	58%	57%	56%	56%
	10,848	10,849	-	-	59%	59%	58%	57%	56%	56%
	10,849	10,850	-	-	59%	59%	58%	57%	56%	56%
	10,850	10,851	-	-	59%	59%	58%	57%	56%	56%
	10,851	10,852	-	-	66%	65%	64%	64%	63%	63%
10,852	10,853	-	-	66%	65%	64%	64%	63%	63%	
I-6	10,853	10,910	-	-	71%	71%	68%	69%	66%	68%

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	71%	71%	68%	69%	66%	68%
	10,909	10,908	-	-	73%	73%	70%	71%	68%	70%
	10,908	10,907	-	-	73%	73%	70%	71%	68%	70%
	10,907	10,906	-	-	73%	73%	70%	71%	68%	70%
	10,906	10,639	-	-	74%	74%	72%	73%	70%	71%
I-5	10,639	10,638	-	-	73%	73%	72%	72%	71%	72%
	10,645	10,687	-	-	66%	69%	64%	68%	60%	64%
	10,687	10,638	-	-	66%	69%	64%	68%	60%	64%
	10,647	10,648	-	-	69%	69%	69%	69%	68%	67%
	10,648	10,649	-	-	69%	69%	69%	69%	68%	67%
	10,649	10,650	-	-	69%	69%	68%	68%	67%	67%
	10,650	10,651	-	-	66%	67%	66%	66%	68%	67%
	10,651	10,652	-	-	68%	69%	69%	69%	68%	67%
	10,652	10,653	-	-	68%	69%	69%	69%	68%	67%
	10,653	10,654	-	-	68%	69%	69%	69%	68%	67%
	10,654	10,655	-	-	68%	69%	69%	69%	68%	67%
III-609	10,655	10,656	-	-	68%	69%	69%	69%	68%	67%
	10,650	11,999	-	-	68%	70%	69%	70%	76%	76%
	11,999	12,000	-	-	60%	65%	63%	65%	79%	79%
	12,000	12,001	-	-	77%	77%	77%	77%	76%	76%
	12,001	12,002	-	-	77%	77%	77%	77%	76%	76%
	12,002	12,003	-	-	77%	77%	77%	77%	76%	76%
	12,003	12,004	-	-	77%	77%	77%	77%	76%	76%
	12,004	12,005	-	-	77%	77%	77%	77%	76%	76%
III-552	10,840	12,167	-	-	13%	45%	42%	45%	89%	89%
	12,167	12,000	-	-	13%	45%	42%	45%	89%	89%
	10,845	12,544	-	-	42%	35%	34%	33%	33%	32%
	12,544	12,545	-	-	42%	35%	34%	33%	33%	32%
	12,545	12,546	-	-	42%	35%	34%	33%	33%	32%
	12,546	12,547	-	-	42%	35%	34%	33%	33%	32%
	12,547	12,005	-	-	42%	35%	34%	33%	33%	32%
	12,005	13,198	-	-	53%	50%	49%	48%	48%	47%
	13,198	12,504	-	-	57%	54%	52%	52%	52%	50%
	12,504	13,108	-	-	57%	54%	52%	52%	52%	50%
	13,108	13,107	-	-	57%	54%	52%	52%	52%	50%
Stage 1	13,107	13,106	-	-	57%	54%	52%	52%	52%	50%
	13,106	12,101	-	-	57%	54%	52%	52%	52%	50%
	11,987	11,988	-	-	81%	77%	81%	77%	82%	76%
	11,988	10,610	-	-	84%	77%	84%	77%	84%	76%
	10,657	13,045	-	-	75%	86%	77%	86%	76%	86%
Stage 2	13,045	11,987	-	-	75%	86%	77%	86%	76%	86%
	11,987	13,057	-	-	85%	86%	85%	86%	86%	86%
Stage 3	10,608	17,000	-	-	-	80%	-	80%	-	77%
	17000	13,093	-	-	-	80%	-	80%	-	77%
Stage 3	13093	12,031	-	-	-	80%	-	80%	-	77%

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-	-	80%	-	80%	-	77%
	17001	17,002	-	-	-	80%	-	80%	-	77%
Stage Connection	10644	17,002	-	-	-	80%	-	80%	-	77%

**Table 1.31 HGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass Only Option H**

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	12%	11%	13%	13%	15%	15%
	10657	10658	-	-	12%	12%	13%	13%	16%	16%
	10658	10659	-	-	12%	12%	13%	13%	16%	16%
	10659	10611	-	-	12%	12%	13%	13%	16%	16%
	10611	10612	-	-	9%	7%	10%	8%	11%	9%
	10612	10640	-	-	23%	32%	26%	35%	30%	39%
	10640	10641	-	-	23%	32%	26%	35%	30%	39%
	10641	10642	-	-	23%	31%	26%	35%	30%	40%
	10642	10643	-	-	23%	31%	26%	35%	30%	40%
	10643	10644	-	-	23%	31%	26%	35%	30%	40%
	10644	17005	-	-	23%	21%	26%	24%	30%	28%
17005	10645	-	-	23%	21%	26%	24%	30%	28%	
IV-5522	10656	12104	-	-	36%	37%	40%	41%	43%	47%
	12104	12103	-	-	36%	37%	40%	41%	43%	47%
	12103	12102	-	-	36%	37%	40%	41%	43%	47%
	12102	12101	-	-	36%	37%	40%	41%	43%	47%
III-552	12101	12505	-	-	34%	36%	39%	39%	41%	44%
	12505	10641	-	-	34%	36%	39%	39%	41%	44%
IV-5006	10640	12031	-	-						
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	8%	6%	9%	6%	10%	7%
	10610	10609	-	-	7%	3%	8%	3%	10%	4%
	10609	10608	-	-	7%	3%	8%	3%	10%	4%
Minor Rd	13,057	13,058	-	-	3%	3%	3%	3%	3%	3%
	13,058	10,608	-	-	3%	3%	3%	3%	3%	3%
II-55	10,646	10,839	-	-	25%	26%	29%	30%	35%	35%
	10,839	10,840	-	-	25%	26%	29%	30%	35%	35%
	10,840	10,841	-	-	28%	28%	30%	31%	34%	34%
	10,841	10,842	-	-	28%	28%	30%	31%	34%	34%
	10,842	10,843	-	-	28%	28%	30%	31%	34%	34%
	10,843	10,844	-	-	28%	28%	30%	31%	34%	34%
	10,844	10,845	-	-	28%	28%	30%	31%	34%	34%
	10,845	10,846	-	-	32%	32%	35%	35%	38%	38%
	10,846	10,847	-	-	32%	32%	35%	35%	38%	38%
	10,847	10,848	-	-	32%	32%	35%	35%	38%	38%
	10,848	10,849	-	-	32%	32%	35%	35%	38%	38%
	10,849	10,850	-	-	32%	32%	35%	35%	38%	38%
	10,850	10,851	-	-	32%	32%	35%	35%	38%	38%
	10,851	10,852	-	-	25%	26%	28%	29%	31%	31%
10,852	10,853	-	-	25%	25%	28%	28%	30%	30%	
I-6	10,853	10,910	-	-	21%	21%	25%	24%	28%	26%

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	21%	21%	25%	24%	28%	26%
	10,909	10,908	-	-	20%	19%	23%	22%	26%	24%
	10,908	10,907	-	-	20%	19%	23%	22%	26%	24%
	10,907	10,906	-	-	20%	19%	23%	22%	26%	24%
	10,906	10,639	-	-	17%	17%	20%	19%	23%	22%
I-5	10,639	10,638	-	-	18%	17%	19%	19%	21%	20%
	10,645	10,687	-	-	23%	21%	25%	23%	31%	28%
	10,687	10,638	-	-	23%	21%	25%	23%	31%	28%
	10,647	10,648	-	-	18%	18%	20%	20%	23%	23%
	10,648	10,649	-	-	18%	18%	20%	20%	23%	23%
	10,649	10,650	-	-	18%	18%	20%	20%	23%	23%
	10,650	10,651	-	-	22%	21%	23%	23%	23%	23%
	10,651	10,652	-	-	19%	18%	20%	20%	23%	23%
	10,652	10,653	-	-	19%	18%	20%	20%	23%	23%
	10,653	10,654	-	-	19%	18%	20%	20%	23%	23%
	10,654	10,655	-	-	19%	18%	20%	20%	23%	23%
III-609	10,655	10,656	-	-	19%	18%	20%	20%	23%	23%
	10,650	11,999	-	-	17%	16%	17%	17%	11%	11%
	11,999	12,000	-	-	30%	25%	28%	26%	11%	11%
	12,000	12,001	-	-	10%	10%	11%	11%	13%	13%
	12,001	12,002	-	-	10%	10%	11%	11%	13%	13%
	12,002	12,003	-	-	10%	10%	11%	11%	13%	13%
	12,003	12,004	-	-	10%	10%	11%	11%	13%	13%
	12,004	12,005	-	-	10%	10%	11%	11%	13%	13%
III-552	10,840	12,167	-	-	86%	50%	54%	50%	3%	3%
	12,167	12,000	-	-	86%	50%	54%	50%	3%	3%
	10,845	12,544	-	-	49%	56%	58%	59%	60%	61%
	12,544	12,545	-	-	49%	56%	58%	59%	60%	61%
	12,545	12,546	-	-	49%	56%	58%	59%	60%	61%
	12,546	12,547	-	-	49%	56%	58%	59%	60%	61%
	12,547	12,005	-	-	49%	56%	58%	59%	60%	61%
	12,005	13,198	-	-	36%	39%	42%	42%	44%	45%
	13,198	12,504	-	-	33%	36%	38%	38%	40%	41%
	12,504	13,108	-	-	33%	36%	38%	38%	40%	41%
Stage 1	13,108	13,107	-	-	33%	36%	38%	38%	40%	41%
	13,107	13,106	-	-	33%	36%	38%	38%	40%	41%
	13,106	12,101	-	-	33%	36%	38%	38%	40%	41%
	11,987	11,988	-	-	7%	10%	7%	11%	7%	13%
	11,988	10,610	-	-	9%	10%	11%	11%	11%	13%
Stage 2	10,657	13,045	-	-	12%	3%	12%	3%	13%	3%
	13,045	11,987	-	-	12%	3%	12%	3%	13%	3%
Stage 3	11,987	13,057	-	-	3%	3%	3%	3%	3%	3%
	10,608	17,000	-	-	-	13%	-	14%	-	17%
	17000	13,093	-	-	-	13%	-	14%	-	17%
	13093	12,031	-	-	-	13%	-	14%	-	17%

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-	-	13%	-	14%	-	17%
	17001	17,002	-	-	-	13%	-	14%	-	17%
Stage Connection	10644	17,002	-	-	-	13%	-	14%	-	17%



**Table 1.32 LGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass Only Option H**

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	7%	7%	6%	6%	6%	6%
	10657	10658	-	-	6%	6%	6%	6%	5%	5%
	10658	10659	-	-	6%	6%	6%	6%	5%	5%
	10659	10611	-	-	6%	6%	6%	6%	5%	5%
	10611	10612	-	-	6%	6%	6%	6%	5%	5%
	10612	10640	-	-	5%	5%	5%	5%	4%	4%
	10640	10641	-	-	5%	5%	5%	5%	4%	4%
	10641	10642	-	-	6%	6%	5%	5%	5%	4%
	10642	10643	-	-	6%	6%	5%	5%	5%	4%
	10643	10644	-	-	6%	6%	5%	5%	5%	4%
	10644	17005	-	-	6%	5%	5%	5%	5%	4%
17005	10645	-	-	6%	5%	5%	5%	5%	4%	
IV-5522	10656	12104	-	-	6%	6%	5%	5%	4%	4%
	12104	12103	-	-	6%	6%	5%	5%	4%	4%
	12103	12102	-	-	6%	6%	5%	5%	4%	4%
	12102	12101	-	-	6%	6%	5%	5%	4%	4%
III-552	12101	12505	-	-	6%	5%	5%	5%	4%	4%
	12505	10641	-	-	6%	5%	5%	5%	4%	4%
IV-5006	10640	12031	-	-						
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	6%	6%	6%	6%	5%	5%
	10610	10609	-	-	8%	9%	7%	8%	6%	8%
	10609	10608	-	-	8%	9%	7%	8%	6%	8%
Minor Rd	13,057	13,058	-	-	10%	10%	10%	10%	10%	10%
	13,058	10,608	-	-	10%	10%	10%	10%	10%	10%
II-55	10,646	10,839	-	-	4%	3%	3%	3%	3%	3%
	10,839	10,840	-	-	4%	3%	3%	3%	3%	3%
	10,840	10,841	-	-	3%	4%	3%	3%	3%	3%
	10,841	10,842	-	-	3%	4%	3%	3%	3%	3%
	10,842	10,843	-	-	3%	4%	3%	3%	3%	3%
	10,843	10,844	-	-	3%	4%	3%	3%	3%	3%
	10,844	10,845	-	-	3%	4%	3%	3%	3%	3%
	10,845	10,846	-	-	3%	3%	3%	3%	3%	3%
	10,846	10,847	-	-	3%	3%	3%	3%	3%	3%
	10,847	10,848	-	-	3%	3%	3%	3%	3%	3%
	10,848	10,849	-	-	3%	3%	3%	3%	3%	3%
	10,849	10,850	-	-	3%	3%	3%	3%	3%	3%
	10,850	10,851	-	-	3%	3%	3%	3%	3%	3%
10,851	10,852	-	-	3%	3%	3%	3%	3%	3%	
10,852	10,853	-	-	3%	3%	3%	3%	3%	3%	
I-6	10,853	10,910	-	-	4%	4%	4%	4%	3%	3%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	4%	4%	4%	4%	3%	3%
	10,909	10,908	-	-	4%	4%	4%	4%	3%	3%
	10,908	10,907	-	-	4%	4%	4%	4%	3%	3%
	10,907	10,906	-	-	4%	4%	4%	4%	3%	3%
	10,906	10,639	-	-	4%	4%	4%	4%	4%	4%
I-5	10,639	10,638	-	-	4%	4%	4%	4%	4%	4%
	10,645	10,687	-	-	5%	5%	5%	4%	4%	4%
	10,687	10,638	-	-	5%	5%	5%	4%	4%	4%
	10,647	10,648	-	-	7%	7%	6%	6%	6%	6%
	10,648	10,649	-	-	7%	7%	6%	6%	6%	6%
	10,649	10,650	-	-	7%	7%	6%	6%	6%	6%
	10,650	10,651	-	-	6%	6%	6%	6%	5%	5%
	10,651	10,652	-	-	6%	7%	6%	6%	5%	5%
	10,652	10,653	-	-	6%	7%	6%	6%	5%	5%
	10,653	10,654	-	-	6%	7%	6%	6%	5%	5%
	10,654	10,655	-	-	6%	7%	6%	6%	5%	5%
III-609	10,655	10,656	-	-	6%	7%	6%	6%	5%	5%
	10,650	11,999	-	-	6%	6%	6%	6%	6%	6%
	11,999	12,000	-	-	6%	7%	6%	6%	7%	7%
	12,000	12,001	-	-	8%	8%	8%	8%	7%	7%
	12,001	12,002	-	-	8%	8%	8%	8%	7%	7%
	12,002	12,003	-	-	8%	8%	8%	8%	7%	7%
	12,003	12,004	-	-	8%	8%	8%	8%	7%	7%
	12,004	12,005	-	-	8%	8%	8%	8%	7%	7%
	10,840	12,167	-	-	1%	4%	4%	4%	8%	8%
12,167	12,000	-	-	1%	4%	4%	4%	8%	8%	
III-552	10,845	12,544	-	-	4%	3%	3%	3%	3%	3%
	12,544	12,545	-	-	4%	3%	3%	3%	3%	3%
	12,545	12,546	-	-	4%	3%	3%	3%	3%	3%
	12,546	12,547	-	-	4%	3%	3%	3%	3%	3%
	12,547	12,005	-	-	4%	3%	3%	3%	3%	3%
	12,005	13,198	-	-	5%	5%	5%	4%	4%	4%
	13,198	12,504	-	-	5%	5%	5%	5%	4%	4%
	12,504	13,108	-	-	5%	5%	5%	5%	4%	4%
	13,108	13,107	-	-	5%	5%	5%	5%	4%	4%
	13,107	13,106	-	-	5%	5%	5%	5%	4%	4%
	13,106	12,101	-	-	5%	5%	5%	5%	4%	4%
Stage 1	11,987	11,988	-	-	9%	7%	9%	7%	9%	7%
	11,988	10,610	-	-	2%	7%	2%	7%	2%	7%
	10,657	13,045	-	-	7%	10%	7%	10%	7%	10%
	13,045	11,987	-	-	7%	10%	7%	10%	7%	10%
	11,987	13,057	-	-	10%	10%	10%	10%	10%	10%
Stage 2	10,608	17,000	-	-		5%		5%		4%
	17000	13,093	-	-		5%		5%		4%
Stage 3	13093	12,031	-	-		5%		5%		4%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		5%		5%		4%
	17001	17,002	-	-		5%		5%		4%
Stage Connection	10644	17,002	-	-		5%		5%		4%

**Table 1.33 Traffic Flow in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass Only Option I**

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	3,164	3,306	3,547	3,558	3,740	3,745
	10657	10658	-	-	2,215	2,216	2,378	2,381	2,494	2,497
	10658	10659	-	-	2,215	2,216	2,378	2,381	2,494	2,497
	10659	10611	-	-	2,215	2,216	2,378	2,381	2,494	2,497
	10611	10612	-	-	11,914	9,357	12,433	9,880	12,693	10,120
	10612	10640	-	-	5,071	2,524	5,233	2,687	5,371	2,808
	10640	10641	-	-	5,071	2,524	5,233	2,687	5,371	2,808
	10641	10642	-	-	4,723	2,303	5,101	2,518	5,323	2,559
	10642	10643	-	-	4,723	2,303	5,101	2,518	5,323	2,559
	10643	10644	-	-	4,723	2,303	5,101	2,518	5,323	2,559
	10644	17005	-	-	4,723	5,087	5,101	5,507	5,323	5,678
17005	10645	-	-	4,723	5,087	5,101	5,507	5,323	5,678	
IV-5522	10656	12104	-	-	1,315	1,306	1,505	1,463	1,583	1,452
	12104	12103	-	-	1,315	1,306	1,505	1,463	1,583	1,452
	12103	12102	-	-	1,315	1,306	1,505	1,463	1,583	1,452
	12102	12101	-	-	1,315	1,306	1,505	1,463	1,583	1,452
III-552	12101	12505	-	-	3,159	3,012	3,325	3,278	3,399	3,336
	12505	10641	-	-	3,159	3,012	3,325	3,278	3,399	3,336
IV-5006	10640	12031	-	-						
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	9,699	7,141	10,055	7,500	10,199	7,623
	10610	10609	-	-	6,896	4,707	7,173	4,872	7,195	4,875
	10609	10608	-	-	6,896	4,707	7,173	4,872	7,195	4,875
Minor Rd	13,057	13,058	-	-	1,835	2,064	1,978	2,253	2,074	2,358
	13,058	10,608	-	-	1,835	2,064	1,978	2,253	2,074	2,358
II-55	10,646	10,839	-	-	5,080	4,996	5,787	5,725	6,546	6,500
	10,839	10,840	-	-	5,080	4,996	5,787	5,725	6,546	6,500
	10,840	10,841	-	-	5,281	5,336	6,162	6,088	6,739	6,694
	10,841	10,842	-	-	5,281	5,336	6,162	6,088	6,739	6,694
	10,842	10,843	-	-	5,281	5,336	6,162	6,088	6,739	6,694
	10,843	10,844	-	-	5,281	5,336	6,162	6,088	6,739	6,694
	10,844	10,845	-	-	5,281	5,336	6,162	6,088	6,739	6,694
	10,845	10,846	-	-	6,463	6,379	7,306	7,225	7,877	7,901
	10,846	10,847	-	-	6,463	6,379	7,306	7,225	7,877	7,901
	10,847	10,848	-	-	6,463	6,379	7,306	7,225	7,877	7,901
	10,848	10,849	-	-	6,463	6,379	7,306	7,225	7,877	7,901
	10,849	10,850	-	-	6,463	6,379	7,306	7,225	7,877	7,901
	10,850	10,851	-	-	6,463	6,379	7,306	7,225	7,877	7,901
	10,851	10,852	-	-	6,947	6,860	7,830	7,746	8,421	8,443
10,852	10,853	-	-	7,020	6,934	7,910	7,823	8,575	8,588	
I-6	10,853	10,910	-	-	5,640	5,714	6,155	6,174	6,892	6,958

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	5,640	5,714	6,155	6,174	6,892	6,958
	10,909	10,908	-	-	6,174	6,252	6,754	6,778	7,538	7,609
	10,908	10,907	-	-	6,174	6,252	6,754	6,778	7,538	7,609
	10,907	10,906	-	-	6,174	6,252	6,754	6,778	7,538	7,609
	10,906	10,639	-	-	7,208	7,289	7,814	7,840	8,606	8,681
I-5	10,639	10,638	-	-	11,524	11,730	12,531	12,739	13,418	13,687
	10,645	10,687	-	-	2,950	3,272	3,113	3,475	3,280	3,532
	10,687	10,638	-	-	2,950	3,272	3,113	3,475	3,280	3,532
	10,647	10,648	-	-	5,053	5,046	5,518	5,509	5,785	5,687
	10,648	10,649	-	-	5,053	5,046	5,518	5,509	5,785	5,687
	10,649	10,650	-	-	5,251	5,244	5,719	5,708	5,983	5,884
	10,650	10,651	-	-	4,640	4,771	5,239	5,216	5,307	5,210
	10,651	10,652	-	-	4,421	4,554	4,991	4,989	5,259	5,163
	10,652	10,653	-	-	4,421	4,554	4,991	4,989	5,259	5,163
	10,653	10,654	-	-	4,421	4,554	4,991	4,989	5,259	5,163
	10,654	10,655	-	-	4,421	4,554	4,991	4,989	5,259	5,163
10,655	10,656	-	-	4,421	4,554	4,991	4,989	5,259	5,163	
III-609	10,650	11,999	-	-	2,064	2,202	2,287	2,272	2,100	2,101
	11,999	12,000	-	-	777	915	974	960	797	798
	12,000	12,001	-	-	576	575	599	598	604	603
	12,001	12,002	-	-	576	575	599	598	604	603
	12,002	12,003	-	-	576	575	599	598	604	603
	12,003	12,004	-	-	576	575	599	598	604	603
	12,004	12,005	-	-	576	575	599	598	604	603
	10,840	12,167	-	-	201	340	375	362	193	194
12,167	12,000	-	-	201	340	375	362	193	194	
III-552	10,845	12,544	-	-	1,182	1,043	1,144	1,138	1,138	1,207
	12,544	12,545	-	-	1,182	1,043	1,144	1,138	1,138	1,207
	12,545	12,546	-	-	1,182	1,043	1,144	1,138	1,138	1,207
	12,546	12,547	-	-	1,182	1,043	1,144	1,138	1,138	1,207
	12,547	12,005	-	-	1,182	1,043	1,144	1,138	1,138	1,207
	12,005	13,198	-	-	1,757	1,618	1,742	1,735	1,742	1,810
	13,198	12,504	-	-	1,844	1,706	1,821	1,815	1,815	1,884
	12,504	13,108	-	-	1,844	1,706	1,821	1,815	1,815	1,884
	13,108	13,107	-	-	1,844	1,706	1,821	1,815	1,815	1,884
	13,107	13,106	-	-	1,844	1,706	1,821	1,815	1,815	1,884
	13,106	12,101	-	-	1,844	1,706	1,821	1,815	1,815	1,884
Stage 1	11,987	11,988	-	-	2,858	1,089	3,226	1,178	3,384	1,248
	11,988	10,610	-	-	2,802	1,089	2,882	1,178	3,004	1,248
	10,657	13,045	-	-	949	2,064	1,169	2,253	1,246	2,358
	13,045	11,987	-	-	949	2,064	1,169	2,253	1,246	2,358
	11,987	13,057	-	-	1,835	2,064	1,978	2,253	2,074	2,358
Stage 2	10,608	17,000	-	-	-	2,784	-	2,989	-	3,120
	17000	13,093	-	-	-	2,784	-	2,989	-	3,120
Stage 3	13093	12,031	-	-	-	2,784	-	2,989	-	3,120

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-	-	2,784	-	2,989	-	3,120
	17001	17,002	-	-	-	2,784	-	2,989	-	3,120
Stage Connection	10644	17,002	-	-	-	2,784	-	2,989	-	3,120

**Table 1.34 Car Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass Only Option I**

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	76%	76%	77%	77%	76%	76%
	10657	10658	-	-	76%	76%	76%	76%	75%	75%
	10658	10659	-	-	76%	76%	76%	76%	75%	75%
	10659	10611	-	-	76%	76%	76%	76%	75%	75%
	10611	10612	-	-	82%	83%	82%	84%	81%	83%
	10612	10640	-	-	66%	54%	64%	52%	62%	50%
	10640	10641	-	-	66%	54%	64%	52%	62%	50%
	10641	10642	-	-	65%	52%	64%	51%	61%	48%
	10642	10643	-	-	65%	52%	64%	51%	61%	48%
	10643	10644	-	-	65%	52%	64%	51%	61%	48%
	10644	17005	-	-	65%	68%	64%	66%	61%	64%
17005	10645	-	-	65%	68%	64%	66%	61%	64%	
IV-5522	10656	12104	-	-	50%	50%	49%	48%	48%	44%
	12104	12103	-	-	50%	50%	49%	48%	48%	44%
	12103	12102	-	-	50%	50%	49%	48%	48%	44%
	12102	12101	-	-	50%	50%	49%	48%	48%	44%
III-552	12101	12505	-	-	54%	52%	51%	50%	50%	48%
	12505	10641	-	-	54%	52%	51%	50%	50%	48%
IV-5006	10640	12031	-	-						
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	84%	86%	83%	86%	83%	86%
	10610	10609	-	-	84%	87%	83%	87%	83%	87%
	10609	10608	-	-	84%	87%	83%	87%	83%	87%
Minor Rd	13,057	13,058	-	-	85%	86%	85%	86%	86%	86%
	13,058	10,608	-	-	85%	86%	85%	86%	86%	86%
II-55	10,646	10,839	-	-	65%	65%	63%	62%	59%	59%
	10,839	10,840	-	-	65%	65%	63%	62%	59%	59%
	10,840	10,841	-	-	63%	63%	62%	61%	60%	60%
	10,841	10,842	-	-	63%	63%	62%	61%	60%	60%
	10,842	10,843	-	-	63%	63%	62%	61%	60%	60%
	10,843	10,844	-	-	63%	63%	62%	61%	60%	60%
	10,844	10,845	-	-	63%	63%	62%	61%	60%	60%
	10,845	10,846	-	-	59%	59%	58%	57%	56%	55%
	10,846	10,847	-	-	59%	59%	58%	57%	56%	55%
	10,847	10,848	-	-	59%	59%	58%	57%	56%	55%
	10,848	10,849	-	-	59%	59%	58%	57%	56%	55%
	10,849	10,850	-	-	59%	59%	58%	57%	56%	55%
	10,850	10,851	-	-	59%	59%	58%	57%	56%	55%
	10,851	10,852	-	-	66%	65%	64%	64%	63%	62%
10,852	10,853	-	-	66%	65%	64%	64%	63%	63%	
I-6	10,853	10,910	-	-	71%	71%	68%	69%	66%	68%

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	71%	71%	68%	69%	66%	68%
	10,909	10,908	-	-	73%	73%	70%	71%	68%	70%
	10,908	10,907	-	-	73%	73%	70%	71%	68%	70%
	10,907	10,906	-	-	73%	73%	70%	71%	68%	70%
	10,906	10,639	-	-	74%	74%	72%	73%	70%	71%
I-5	10,639	10,638	-	-	73%	73%	72%	72%	71%	72%
	10,645	10,687	-	-	66%	69%	64%	68%	60%	64%
	10,687	10,638	-	-	66%	69%	64%	68%	60%	64%
	10,647	10,648	-	-	69%	69%	69%	69%	68%	67%
	10,648	10,649	-	-	69%	69%	69%	69%	68%	67%
	10,649	10,650	-	-	69%	69%	68%	68%	67%	67%
	10,650	10,651	-	-	66%	67%	66%	66%	68%	67%
	10,651	10,652	-	-	68%	69%	69%	69%	68%	67%
	10,652	10,653	-	-	68%	69%	69%	69%	68%	67%
	10,653	10,654	-	-	68%	69%	69%	69%	68%	67%
	10,654	10,655	-	-	68%	69%	69%	69%	68%	67%
III-609	10,655	10,656	-	-	68%	69%	69%	69%	68%	67%
	10,650	11,999	-	-	68%	70%	69%	70%	76%	76%
	11,999	12,000	-	-	60%	65%	63%	65%	79%	79%
	12,000	12,001	-	-	77%	77%	77%	77%	76%	76%
	12,001	12,002	-	-	77%	77%	77%	77%	76%	76%
	12,002	12,003	-	-	77%	77%	77%	77%	76%	76%
	12,003	12,004	-	-	77%	77%	77%	77%	76%	76%
	12,004	12,005	-	-	77%	77%	77%	77%	76%	76%
III-552	10,840	12,167	-	-	13%	45%	42%	45%	89%	89%
	12,167	12,000	-	-	13%	45%	42%	45%	89%	89%
	10,845	12,544	-	-	42%	35%	34%	33%	33%	32%
	12,544	12,545	-	-	42%	35%	34%	33%	33%	32%
	12,545	12,546	-	-	42%	35%	34%	33%	33%	32%
	12,546	12,547	-	-	42%	35%	34%	33%	33%	32%
	12,547	12,005	-	-	42%	35%	34%	33%	33%	32%
	12,005	13,198	-	-	53%	50%	49%	48%	48%	47%
	13,198	12,504	-	-	57%	54%	52%	52%	52%	50%
	12,504	13,108	-	-	57%	54%	52%	52%	52%	50%
	13,108	13,107	-	-	57%	54%	52%	52%	52%	50%
Stage 1	13,107	13,106	-	-	57%	54%	52%	52%	52%	50%
	13,106	12,101	-	-	57%	54%	52%	52%	52%	50%
	11,987	11,988	-	-	81%	77%	81%	77%	82%	76%
	11,988	10,610	-	-	84%	77%	84%	77%	84%	76%
	10,657	13,045	-	-	75%	86%	77%	86%	76%	86%
Stage 2	13,045	11,987	-	-	75%	86%	77%	86%	76%	86%
	11,987	13,057	-	-	85%	86%	85%	86%	86%	86%
Stage 3	10,608	17,000	-	-		80%		80%		78%
	17000	13,093	-	-		80%		80%		78%
Stage 3	13093	12,031	-	-		80%		80%		78%



Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		80%		80%		78%
	17001	17,002	-	-		80%		80%		78%
Stage Connection	10644	17,002	-	-		80%		80%		78%

**Table 1.35 HGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass Only Option I**

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	12%	11%	13%	13%	15%	15%
	10657	10658	-	-	12%	12%	13%	13%	16%	16%
	10658	10659	-	-	12%	12%	13%	13%	16%	16%
	10659	10611	-	-	12%	12%	13%	13%	16%	16%
	10611	10612	-	-	9%	7%	10%	8%	11%	9%
	10612	10640	-	-	23%	32%	26%	35%	30%	39%
	10640	10641	-	-	23%	32%	26%	35%	30%	39%
	10641	10642	-	-	23%	31%	26%	35%	30%	40%
	10642	10643	-	-	23%	31%	26%	35%	30%	40%
	10643	10644	-	-	23%	31%	26%	35%	30%	40%
	10644	17005	-	-	23%	21%	26%	24%	30%	27%
17005	10645	-	-	23%	21%	26%	24%	30%	27%	
IV-5522	10656	12104	-	-	36%	37%	40%	41%	43%	47%
	12104	12103	-	-	36%	37%	40%	41%	43%	47%
	12103	12102	-	-	36%	37%	40%	41%	43%	47%
	12102	12101	-	-	36%	37%	40%	41%	43%	47%
III-552	12101	12505	-	-	34%	36%	39%	39%	41%	44%
	12505	10641	-	-	34%	36%	39%	39%	41%	44%
IV-5006	10640	12031	-	-						
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	8%	6%	9%	6%	10%	7%
	10610	10609	-	-	7%	3%	8%	3%	10%	4%
	10609	10608	-	-	7%	3%	8%	3%	10%	4%
Minor Rd	13,057	13,058	-	-	3%	3%	3%	3%	3%	3%
	13,058	10,608	-	-	3%	3%	3%	3%	3%	3%
II-55	10,646	10,839	-	-	25%	26%	29%	30%	35%	35%
	10,839	10,840	-	-	25%	26%	29%	30%	35%	35%
	10,840	10,841	-	-	28%	28%	30%	31%	34%	34%
	10,841	10,842	-	-	28%	28%	30%	31%	34%	34%
	10,842	10,843	-	-	28%	28%	30%	31%	34%	34%
	10,843	10,844	-	-	28%	28%	30%	31%	34%	34%
	10,844	10,845	-	-	28%	28%	30%	31%	34%	34%
	10,845	10,846	-	-	32%	32%	35%	35%	38%	38%
	10,846	10,847	-	-	32%	32%	35%	35%	38%	38%
	10,847	10,848	-	-	32%	32%	35%	35%	38%	38%
	10,848	10,849	-	-	32%	32%	35%	35%	38%	38%
	10,849	10,850	-	-	32%	32%	35%	35%	38%	38%
	10,850	10,851	-	-	32%	32%	35%	35%	38%	38%
10,851	10,852	-	-	25%	26%	28%	29%	31%	31%	
10,852	10,853	-	-	25%	25%	28%	28%	30%	31%	
I-6	10,853	10,910	-	-	21%	21%	25%	24%	28%	26%

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	21%	21%	25%	24%	28%	26%
	10,909	10,908	-	-	20%	19%	23%	22%	26%	24%
	10,908	10,907	-	-	20%	19%	23%	22%	26%	24%
	10,907	10,906	-	-	20%	19%	23%	22%	26%	24%
	10,906	10,639	-	-	17%	17%	20%	19%	23%	22%
I-5	10,639	10,638	-	-	18%	17%	19%	19%	21%	20%
	10,645	10,687	-	-	23%	21%	25%	23%	31%	27%
	10,687	10,638	-	-	23%	21%	25%	23%	31%	27%
	10,647	10,648	-	-	18%	18%	20%	20%	23%	23%
	10,648	10,649	-	-	18%	18%	20%	20%	23%	23%
	10,649	10,650	-	-	18%	18%	20%	20%	23%	23%
	10,650	10,651	-	-	22%	21%	23%	23%	23%	23%
	10,651	10,652	-	-	19%	18%	20%	20%	23%	23%
	10,652	10,653	-	-	19%	18%	20%	20%	23%	23%
	10,653	10,654	-	-	19%	18%	20%	20%	23%	23%
	10,654	10,655	-	-	19%	18%	20%	20%	23%	23%
III-609	10,655	10,656	-	-	19%	18%	20%	20%	23%	23%
	10,650	11,999	-	-	17%	16%	17%	17%	11%	11%
	11,999	12,000	-	-	30%	25%	28%	26%	11%	11%
	12,000	12,001	-	-	10%	10%	11%	11%	13%	13%
	12,001	12,002	-	-	10%	10%	11%	11%	13%	13%
	12,002	12,003	-	-	10%	10%	11%	11%	13%	13%
	12,003	12,004	-	-	10%	10%	11%	11%	13%	13%
	12,004	12,005	-	-	10%	10%	11%	11%	13%	13%
III-552	10,840	12,167	-	-	86%	50%	54%	50%	3%	3%
	12,167	12,000	-	-	86%	50%	54%	50%	3%	3%
	10,845	12,544	-	-	49%	56%	58%	59%	60%	61%
	12,544	12,545	-	-	49%	56%	58%	59%	60%	61%
	12,545	12,546	-	-	49%	56%	58%	59%	60%	61%
	12,546	12,547	-	-	49%	56%	58%	59%	60%	61%
	12,547	12,005	-	-	49%	56%	58%	59%	60%	61%
	12,005	13,198	-	-	36%	39%	42%	42%	44%	45%
	13,198	12,504	-	-	33%	36%	38%	38%	40%	41%
	12,504	13,108	-	-	33%	36%	38%	38%	40%	41%
Stage 1	13,108	13,107	-	-	33%	36%	38%	38%	40%	41%
	13,107	13,106	-	-	33%	36%	38%	38%	40%	41%
	13,106	12,101	-	-	33%	36%	38%	38%	40%	41%
	11,987	11,988	-	-	7%	10%	7%	11%	7%	13%
	11,988	10,610	-	-	9%	10%	11%	11%	11%	13%
Stage 2	10,657	13,045	-	-	12%	3%	12%	3%	13%	3%
	13,045	11,987	-	-	12%	3%	12%	3%	13%	3%
Stage 3	11,987	13,057	-	-	3%	3%	3%	3%	3%	3%
	10,608	17,000	-	-		13%		14%		17%
	17000	13,093	-	-		13%		14%		17%
	13093	12,031	-	-		13%		14%		17%

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		13%		14%		17%
	17001	17,002	-	-		13%		14%		17%
Stage Connection	10644	17,002	-	-		13%		14%		17%

**Table 1.36 LGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass Only Option I**

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	7%	7%	6%	6%	6%	6%
	10657	10658	-	-	6%	6%	6%	6%	5%	5%
	10658	10659	-	-	6%	6%	6%	6%	5%	5%
	10659	10611	-	-	6%	6%	6%	6%	5%	5%
	10611	10612	-	-	6%	6%	6%	6%	5%	5%
	10612	10640	-	-	5%	5%	5%	5%	4%	4%
	10640	10641	-	-	5%	5%	5%	5%	4%	4%
	10641	10642	-	-	6%	6%	5%	5%	5%	4%
	10642	10643	-	-	6%	6%	5%	5%	5%	4%
	10643	10644	-	-	6%	6%	5%	5%	5%	4%
	10644	17005	-	-	6%	5%	5%	5%	5%	4%
	17005	10645	-	-	6%	5%	5%	5%	5%	4%
IV-5522	10656	12104	-	-	6%	6%	5%	5%	4%	4%
	12104	12103	-	-	6%	6%	5%	5%	4%	4%
	12103	12102	-	-	6%	6%	5%	5%	4%	4%
	12102	12101	-	-	6%	6%	5%	5%	4%	4%
III-552	12101	12505	-	-	6%	5%	5%	5%	4%	4%
	12505	10641	-	-	6%	5%	5%	5%	4%	4%
IV-5006	10640	12031	-	-						
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	6%	6%	6%	6%	5%	5%
	10610	10609	-	-	8%	9%	7%	8%	6%	8%
	10609	10608	-	-	8%	9%	7%	8%	6%	8%
Minor Rd	13,057	13,058	-	-	10%	10%	10%	10%	10%	10%
	13,058	10,608	-	-	10%	10%	10%	10%	10%	10%
II-55	10,646	10,839	-	-	4%	3%	3%	3%	3%	3%
	10,839	10,840	-	-	4%	3%	3%	3%	3%	3%
	10,840	10,841	-	-	3%	4%	3%	3%	3%	3%
	10,841	10,842	-	-	3%	4%	3%	3%	3%	3%
	10,842	10,843	-	-	3%	4%	3%	3%	3%	3%
	10,843	10,844	-	-	3%	4%	3%	3%	3%	3%
	10,844	10,845	-	-	3%	4%	3%	3%	3%	3%
	10,845	10,846	-	-	3%	3%	3%	3%	3%	3%
	10,846	10,847	-	-	3%	3%	3%	3%	3%	3%
	10,847	10,848	-	-	3%	3%	3%	3%	3%	3%
	10,848	10,849	-	-	3%	3%	3%	3%	3%	3%
	10,849	10,850	-	-	3%	3%	3%	3%	3%	3%
	10,850	10,851	-	-	3%	3%	3%	3%	3%	3%
	10,851	10,852	-	-	3%	3%	3%	3%	3%	3%
	10,852	10,853	-	-	3%	3%	3%	3%	3%	3%
I-6	10,853	10,910	-	-	4%	4%	4%	4%	3%	3%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	4%	4%	4%	4%	3%	3%
	10,909	10,908	-	-	4%	4%	4%	4%	3%	3%
	10,908	10,907	-	-	4%	4%	4%	4%	3%	3%
	10,907	10,906	-	-	4%	4%	4%	4%	3%	3%
	10,906	10,639	-	-	4%	4%	4%	4%	4%	4%
I-5	10,639	10,638	-	-	4%	4%	4%	4%	4%	4%
	10,645	10,687	-	-	5%	5%	5%	4%	4%	4%
	10,687	10,638	-	-	5%	5%	5%	4%	4%	4%
	10,647	10,648	-	-	7%	7%	6%	6%	6%	6%
	10,648	10,649	-	-	7%	7%	6%	6%	6%	6%
	10,649	10,650	-	-	7%	7%	6%	6%	6%	6%
	10,650	10,651	-	-	6%	6%	6%	6%	5%	5%
	10,651	10,652	-	-	6%	7%	6%	6%	5%	5%
	10,652	10,653	-	-	6%	7%	6%	6%	5%	5%
	10,653	10,654	-	-	6%	7%	6%	6%	5%	5%
	10,654	10,655	-	-	6%	7%	6%	6%	5%	5%
III-609	10,655	10,656	-	-	6%	7%	6%	6%	5%	5%
	10,650	11,999	-	-	6%	6%	6%	6%	6%	6%
	11,999	12,000	-	-	6%	7%	6%	6%	7%	7%
	12,000	12,001	-	-	8%	8%	8%	8%	7%	7%
	12,001	12,002	-	-	8%	8%	8%	8%	7%	7%
	12,002	12,003	-	-	8%	8%	8%	8%	7%	7%
	12,003	12,004	-	-	8%	8%	8%	8%	7%	7%
	12,004	12,005	-	-	8%	8%	8%	8%	7%	7%
III-552	10,840	12,167	-	-	1%	4%	4%	4%	8%	8%
	12,167	12,000	-	-	1%	4%	4%	4%	8%	8%
	10,845	12,544	-	-	4%	3%	3%	3%	3%	3%
	12,544	12,545	-	-	4%	3%	3%	3%	3%	3%
	12,545	12,546	-	-	4%	3%	3%	3%	3%	3%
	12,546	12,547	-	-	4%	3%	3%	3%	3%	3%
	12,547	12,005	-	-	4%	3%	3%	3%	3%	3%
	12,005	13,198	-	-	5%	5%	5%	4%	4%	4%
	13,198	12,504	-	-	5%	5%	5%	5%	4%	4%
	12,504	13,108	-	-	5%	5%	5%	5%	4%	4%
	13,108	13,107	-	-	5%	5%	5%	5%	4%	4%
Stage 1	13,107	13,106	-	-	5%	5%	5%	5%	4%	4%
	13,106	12,101	-	-	5%	5%	5%	5%	4%	4%
	11,987	11,988	-	-	9%	7%	9%	7%	9%	7%
	11,988	10,610	-	-	2%	7%	2%	7%	2%	7%
	10,657	13,045	-	-	7%	10%	7%	10%	7%	10%
Stage 2	13,045	11,987	-	-	7%	10%	7%	10%	7%	10%
	11,987	13,057	-	-	10%	10%	10%	10%	10%	10%
Stage 3	10,608	17,000	-	-		5%		5%		4%
	17000	13,093	-	-		5%		5%		4%
Stage 3	13093	12,031	-	-		5%		5%		4%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		5%		5%		4%
	17001	17,002	-	-		5%		5%		4%
Stage Connection	10644	17,002	-	-		5%		5%		4%

**Table 1.37 Traffic Flow in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass Only Option J**

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	3,164	3,306	3,547	3,558	3,740	3,745
	10657	10658	-	-	2,215	2,216	2,378	2,380	2,494	2,497
	10658	10659	-	-	2,215	2,216	2,378	2,380	2,494	2,497
	10659	10611	-	-	2,215	2,216	2,378	2,380	2,494	2,497
	10611	10612	-	-	11,914	9,358	12,433	9,881	12,693	10,121
	10612	10640	-	-	5,071	2,524	5,233	2,687	5,371	2,809
	10640	10641	-	-	5,071	2,524	5,233	2,687	5,371	2,809
	10641	10642	-	-	4,723	2,304	5,101	2,518	5,323	2,559
	10642	10643	-	-	4,723	2,304	5,101	2,518	5,323	2,559
	10643	10644	-	-	4,723	2,304	5,101	2,518	5,323	2,559
	10644	17005	-	-	4,723	5,065	5,101	5,503	5,323	5,662
17005	10645	-	-	4,723	5,065	5,101	5,503	5,323	5,662	
IV-5522	10656	12104	-	-	1,315	1,306	1,505	1,463	1,583	1,453
	12104	12103	-	-	1,315	1,306	1,505	1,463	1,583	1,453
	12103	12102	-	-	1,315	1,306	1,505	1,463	1,583	1,453
	12102	12101	-	-	1,315	1,306	1,505	1,463	1,583	1,453
III-552	12101	12505	-	-	3,159	3,012	3,325	3,278	3,399	3,337
	12505	10641	-	-	3,159	3,012	3,325	3,278	3,399	3,337
IV-5006	10640	12031	-	-						
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	9,699	7,141	10,055	7,500	10,199	7,624
	10610	10609	-	-	6,896	4,707	7,173	4,872	7,195	4,875
	10609	10608	-	-	6,896	4,707	7,173	4,872	7,195	4,875
Minor Rd	13,057	13,058	-	-	1,835	2,064	1,978	2,253	2,074	2,357
	13,058	10,608	-	-	1,835	2,064	1,978	2,253	2,074	2,357
II-55	10,646	10,839	-	-	5,080	5,003	5,787	5,725	6,546	6,512
	10,839	10,840	-	-	5,080	5,003	5,787	5,725	6,546	6,512
	10,840	10,841	-	-	5,281	5,342	6,162	6,087	6,739	6,706
	10,841	10,842	-	-	5,281	5,342	6,162	6,087	6,739	6,706
	10,842	10,843	-	-	5,281	5,342	6,162	6,087	6,739	6,706
	10,843	10,844	-	-	5,281	5,342	6,162	6,087	6,739	6,706
	10,844	10,845	-	-	5,281	5,342	6,162	6,087	6,739	6,706
	10,845	10,846	-	-	6,463	6,386	7,306	7,225	7,877	7,913
	10,846	10,847	-	-	6,463	6,386	7,306	7,225	7,877	7,913
	10,847	10,848	-	-	6,463	6,386	7,306	7,225	7,877	7,913
	10,848	10,849	-	-	6,463	6,386	7,306	7,225	7,877	7,913
	10,849	10,850	-	-	6,463	6,386	7,306	7,225	7,877	7,913
	10,850	10,851	-	-	6,463	6,386	7,306	7,225	7,877	7,913
	10,851	10,852	-	-	6,947	6,866	7,830	7,746	8,421	8,455
10,852	10,853	-	-	7,020	6,941	7,910	7,823	8,575	8,600	
I-6	10,853	10,910	-	-	5,640	5,698	6,155	6,175	6,892	6,947



Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	5,640	5,698	6,155	6,175	6,892	6,947
	10,909	10,908	-	-	6,174	6,236	6,754	6,778	7,538	7,598
	10,908	10,907	-	-	6,174	6,236	6,754	6,778	7,538	7,598
	10,907	10,906	-	-	6,174	6,236	6,754	6,778	7,538	7,598
	10,906	10,639	-	-	7,208	7,272	7,814	7,840	8,606	8,669
I-5	10,639	10,638	-	-	11,524	11,710	12,531	12,737	13,418	13,673
	10,645	10,687	-	-	2,950	3,250	3,113	3,472	3,280	3,517
	10,687	10,638	-	-	2,950	3,250	3,113	3,472	3,280	3,517
	10,647	10,648	-	-	5,053	5,047	5,518	5,509	5,785	5,688
	10,648	10,649	-	-	5,053	5,047	5,518	5,509	5,785	5,688
	10,649	10,650	-	-	5,251	5,244	5,719	5,709	5,983	5,885
	10,650	10,651	-	-	4,640	4,772	5,239	5,216	5,307	5,210
	10,651	10,652	-	-	4,421	4,555	4,991	4,990	5,259	5,163
	10,652	10,653	-	-	4,421	4,555	4,991	4,990	5,259	5,163
	10,653	10,654	-	-	4,421	4,555	4,991	4,990	5,259	5,163
	10,654	10,655	-	-	4,421	4,555	4,991	4,990	5,259	5,163
10,655	10,656	-	-	4,421	4,555	4,991	4,990	5,259	5,163	
III-609	10,650	11,999	-	-	2,064	2,202	2,287	2,272	2,100	2,101
	11,999	12,000	-	-	777	915	974	960	797	798
	12,000	12,001	-	-	576	575	599	598	604	603
	12,001	12,002	-	-	576	575	599	598	604	603
	12,002	12,003	-	-	576	575	599	598	604	603
	12,003	12,004	-	-	576	575	599	598	604	603
	12,004	12,005	-	-	576	575	599	598	604	603
	10,840	12,167	-	-	201	340	375	362	193	194
12,167	12,000	-	-	201	340	375	362	193	194	
III-552	10,845	12,544	-	-	1,182	1,043	1,144	1,138	1,138	1,207
	12,544	12,545	-	-	1,182	1,043	1,144	1,138	1,138	1,207
	12,545	12,546	-	-	1,182	1,043	1,144	1,138	1,138	1,207
	12,546	12,547	-	-	1,182	1,043	1,144	1,138	1,138	1,207
	12,547	12,005	-	-	1,182	1,043	1,144	1,138	1,138	1,207
	12,005	13,198	-	-	1,757	1,618	1,742	1,735	1,742	1,810
	13,198	12,504	-	-	1,844	1,706	1,821	1,815	1,815	1,885
	12,504	13,108	-	-	1,844	1,706	1,821	1,815	1,815	1,885
	13,108	13,107	-	-	1,844	1,706	1,821	1,815	1,815	1,885
	13,107	13,106	-	-	1,844	1,706	1,821	1,815	1,815	1,885
	13,106	12,101	-	-	1,844	1,706	1,821	1,815	1,815	1,885
Stage 1	11,987	11,988	-	-	2,858	1,089	3,226	1,178	3,384	1,248
	11,988	10,610	-	-	2,802	1,089	2,882	1,178	3,004	1,248
	10,657	13,045	-	-	949	2,064	1,169	2,253	1,246	2,357
	13,045	11,987	-	-	949	2,064	1,169	2,253	1,246	2,357
	11,987	13,057	-	-	1,835	2,064	1,978	2,253	2,074	2,357
Stage 2	10,608	17,000	-	-	-	2,761	-	2,985	-	3,103
	17000	13,093	-	-	-	2,761	-	2,985	-	3,103
Stage 3	13093	12,031	-	-	-	2,761	-	2,985	-	3,103

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-	-	2,761	-	2,985	-	3,103
	17001	17,002	-	-	-	2,761	-	2,985	-	3,103
Stage Connection	10644	17,002	-	-	-	2,761	-	2,985	-	3,103

**Table 1.38 Car Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass Only Option J**

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	76%	76%	77%	77%	76%	76%
	10657	10658	-	-	76%	76%	76%	76%	75%	75%
	10658	10659	-	-	76%	76%	76%	76%	75%	75%
	10659	10611	-	-	76%	76%	76%	76%	75%	75%
	10611	10612	-	-	82%	83%	82%	84%	81%	83%
	10612	10640	-	-	66%	54%	64%	52%	62%	50%
	10640	10641	-	-	66%	54%	64%	52%	62%	50%
	10641	10642	-	-	65%	52%	64%	51%	61%	48%
	10642	10643	-	-	65%	52%	64%	51%	61%	48%
	10643	10644	-	-	65%	52%	64%	51%	61%	48%
	10644	17005	-	-	65%	67%	64%	66%	61%	64%
17005	10645	-	-	65%	67%	64%	66%	61%	64%	
IV-5522	10656	12104	-	-	50%	50%	49%	48%	48%	44%
	12104	12103	-	-	50%	50%	49%	48%	48%	44%
	12103	12102	-	-	50%	50%	49%	48%	48%	44%
	12102	12101	-	-	50%	50%	49%	48%	48%	44%
III-552	12101	12505	-	-	54%	52%	51%	50%	50%	48%
	12505	10641	-	-	54%	52%	51%	50%	50%	48%
IV-5006	10640	12031	-	-						
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	84%	86%	83%	86%	83%	86%
	10610	10609	-	-	84%	87%	83%	87%	83%	87%
	10609	10608	-	-	84%	87%	83%	87%	83%	87%
Minor Rd	13,057	13,058	-	-	85%	86%	85%	86%	86%	86%
	13,058	10,608	-	-	85%	86%	85%	86%	86%	86%
II-55	10,646	10,839	-	-	65%	65%	63%	62%	59%	59%
	10,839	10,840	-	-	65%	65%	63%	62%	59%	59%
	10,840	10,841	-	-	63%	64%	62%	61%	60%	60%
	10,841	10,842	-	-	63%	64%	62%	61%	60%	60%
	10,842	10,843	-	-	63%	64%	62%	61%	60%	60%
	10,843	10,844	-	-	63%	64%	62%	61%	60%	60%
	10,844	10,845	-	-	63%	64%	62%	61%	60%	60%
	10,845	10,846	-	-	59%	59%	58%	57%	56%	55%
	10,846	10,847	-	-	59%	59%	58%	57%	56%	55%
	10,847	10,848	-	-	59%	59%	58%	57%	56%	55%
	10,848	10,849	-	-	59%	59%	58%	57%	56%	55%
	10,849	10,850	-	-	59%	59%	58%	57%	56%	55%
	10,850	10,851	-	-	59%	59%	58%	57%	56%	55%
	10,851	10,852	-	-	66%	66%	64%	64%	63%	62%
10,852	10,853	-	-	66%	65%	64%	64%	63%	63%	
I-6	10,853	10,910	-	-	71%	71%	68%	69%	66%	68%

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	71%	71%	68%	69%	66%	68%
	10,909	10,908	-	-	73%	73%	70%	71%	68%	70%
	10,908	10,907	-	-	73%	73%	70%	71%	68%	70%
	10,907	10,906	-	-	73%	73%	70%	71%	68%	70%
	10,906	10,639	-	-	74%	74%	72%	73%	70%	71%
I-5	10,639	10,638	-	-	73%	73%	72%	72%	71%	72%
	10,645	10,687	-	-	66%	69%	64%	68%	60%	64%
	10,687	10,638	-	-	66%	69%	64%	68%	60%	64%
	10,647	10,648	-	-	69%	69%	69%	69%	68%	67%
	10,648	10,649	-	-	69%	69%	69%	69%	68%	67%
	10,649	10,650	-	-	69%	69%	68%	68%	67%	67%
	10,650	10,651	-	-	66%	67%	66%	66%	68%	67%
	10,651	10,652	-	-	68%	69%	69%	69%	68%	67%
	10,652	10,653	-	-	68%	69%	69%	69%	68%	67%
	10,653	10,654	-	-	68%	69%	69%	69%	68%	67%
	10,654	10,655	-	-	68%	69%	69%	69%	68%	67%
III-609	10,655	10,656	-	-	68%	69%	69%	69%	68%	67%
	10,650	11,999	-	-	68%	70%	69%	70%	76%	76%
	11,999	12,000	-	-	60%	65%	63%	65%	79%	79%
	12,000	12,001	-	-	77%	77%	77%	77%	76%	76%
	12,001	12,002	-	-	77%	77%	77%	77%	76%	76%
	12,002	12,003	-	-	77%	77%	77%	77%	76%	76%
	12,003	12,004	-	-	77%	77%	77%	77%	76%	76%
	12,004	12,005	-	-	77%	77%	77%	77%	76%	76%
III-552	10,840	12,167	-	-	13%	45%	42%	45%	89%	89%
	12,167	12,000	-	-	13%	45%	42%	45%	89%	89%
	10,845	12,544	-	-	42%	35%	34%	33%	33%	32%
	12,544	12,545	-	-	42%	35%	34%	33%	33%	32%
	12,545	12,546	-	-	42%	35%	34%	33%	33%	32%
	12,546	12,547	-	-	42%	35%	34%	33%	33%	32%
	12,547	12,005	-	-	42%	35%	34%	33%	33%	32%
	12,005	13,198	-	-	53%	50%	49%	48%	48%	47%
	13,198	12,504	-	-	57%	54%	52%	52%	52%	50%
	12,504	13,108	-	-	57%	54%	52%	52%	52%	50%
	13,108	13,107	-	-	57%	54%	52%	52%	52%	50%
Stage 1	13,107	13,106	-	-	57%	54%	52%	52%	52%	50%
	13,106	12,101	-	-	57%	54%	52%	52%	52%	50%
	11,987	11,988	-	-	81%	77%	81%	77%	82%	76%
	11,988	10,610	-	-	84%	77%	84%	77%	84%	76%
	10,657	13,045	-	-	75%	86%	77%	86%	76%	86%
Stage 2	13,045	11,987	-	-	75%	86%	77%	86%	76%	86%
	11,987	13,057	-	-	85%	86%	85%	86%	86%	86%
Stage 3	10,608	17,000	-	-		80%		80%		78%
	17000	13,093	-	-		80%		80%		78%
Stage 3	13093	12,031	-	-		80%		80%		78%

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		80%		80%		78%
	17001	17,002	-	-		80%		80%		78%
Stage Connection	10644	17,002	-	-		80%		80%		78%

**Table 1.39 HGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass Only Option J**

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	12%	11%	13%	13%	15%	15%
	10657	10658	-	-	12%	12%	13%	13%	16%	16%
	10658	10659	-	-	12%	12%	13%	13%	16%	16%
	10659	10611	-	-	12%	12%	13%	13%	16%	16%
	10611	10612	-	-	9%	7%	10%	8%	11%	9%
	10612	10640	-	-	23%	32%	26%	35%	30%	39%
	10640	10641	-	-	23%	32%	26%	35%	30%	39%
	10641	10642	-	-	23%	31%	26%	35%	30%	40%
	10642	10643	-	-	23%	31%	26%	35%	30%	40%
	10643	10644	-	-	23%	31%	26%	35%	30%	40%
	10644	17005	-	-	23%	21%	26%	24%	30%	27%
17005	10645	-	-	23%	21%	26%	24%	30%	27%	
IV-5522	10656	12104	-	-	36%	37%	40%	41%	43%	47%
	12104	12103	-	-	36%	37%	40%	41%	43%	47%
	12103	12102	-	-	36%	37%	40%	41%	43%	47%
	12102	12101	-	-	36%	37%	40%	41%	43%	47%
III-552	12101	12505	-	-	34%	36%	39%	39%	41%	44%
	12505	10641	-	-	34%	36%	39%	39%	41%	44%
IV-5006	10640	12031	-	-						
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	8%	6%	9%	6%	10%	7%
	10610	10609	-	-	7%	3%	8%	3%	10%	4%
	10609	10608	-	-	7%	3%	8%	3%	10%	4%
Minor Rd	13,057	13,058	-	-	3%	3%	3%	3%	3%	3%
	13,058	10,608	-	-	3%	3%	3%	3%	3%	3%
II-55	10,646	10,839	-	-	25%	26%	29%	30%	35%	35%
	10,839	10,840	-	-	25%	26%	29%	30%	35%	35%
	10,840	10,841	-	-	28%	27%	30%	31%	34%	34%
	10,841	10,842	-	-	28%	27%	30%	31%	34%	34%
	10,842	10,843	-	-	28%	27%	30%	31%	34%	34%
	10,843	10,844	-	-	28%	27%	30%	31%	34%	34%
	10,844	10,845	-	-	28%	27%	30%	31%	34%	34%
	10,845	10,846	-	-	32%	32%	35%	35%	38%	38%
	10,846	10,847	-	-	32%	32%	35%	35%	38%	38%
	10,847	10,848	-	-	32%	32%	35%	35%	38%	38%
	10,848	10,849	-	-	32%	32%	35%	35%	38%	38%
	10,849	10,850	-	-	32%	32%	35%	35%	38%	38%
	10,850	10,851	-	-	32%	32%	35%	35%	38%	38%
	10,851	10,852	-	-	25%	25%	28%	29%	31%	31%
10,852	10,853	-	-	25%	25%	28%	28%	30%	30%	
I-6	10,853	10,910	-	-	21%	21%	25%	24%	28%	26%

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	21%	21%	25%	24%	28%	26%
	10,909	10,908	-	-	20%	19%	23%	22%	26%	24%
	10,908	10,907	-	-	20%	19%	23%	22%	26%	24%
	10,907	10,906	-	-	20%	19%	23%	22%	26%	24%
	10,906	10,639	-	-	17%	17%	20%	19%	23%	22%
I-5	10,639	10,638	-	-	18%	17%	19%	19%	21%	20%
	10,645	10,687	-	-	23%	21%	25%	23%	31%	28%
	10,687	10,638	-	-	23%	21%	25%	23%	31%	28%
	10,647	10,648	-	-	18%	18%	20%	20%	23%	23%
	10,648	10,649	-	-	18%	18%	20%	20%	23%	23%
	10,649	10,650	-	-	18%	18%	20%	20%	23%	23%
	10,650	10,651	-	-	22%	21%	23%	23%	23%	23%
	10,651	10,652	-	-	19%	18%	20%	20%	23%	23%
	10,652	10,653	-	-	19%	18%	20%	20%	23%	23%
	10,653	10,654	-	-	19%	18%	20%	20%	23%	23%
	10,654	10,655	-	-	19%	18%	20%	20%	23%	23%
III-609	10,655	10,656	-	-	19%	18%	20%	20%	23%	23%
	10,650	11,999	-	-	17%	16%	17%	17%	11%	11%
	11,999	12,000	-	-	30%	25%	28%	26%	11%	11%
	12,000	12,001	-	-	10%	10%	11%	11%	13%	13%
	12,001	12,002	-	-	10%	10%	11%	11%	13%	13%
	12,002	12,003	-	-	10%	10%	11%	11%	13%	13%
	12,003	12,004	-	-	10%	10%	11%	11%	13%	13%
	12,004	12,005	-	-	10%	10%	11%	11%	13%	13%
III-552	10,840	12,167	-	-	86%	50%	54%	50%	3%	3%
	12,167	12,000	-	-	86%	50%	54%	50%	3%	3%
	10,845	12,544	-	-	49%	56%	58%	59%	60%	61%
	12,544	12,545	-	-	49%	56%	58%	59%	60%	61%
	12,545	12,546	-	-	49%	56%	58%	59%	60%	61%
	12,546	12,547	-	-	49%	56%	58%	59%	60%	61%
	12,547	12,005	-	-	49%	56%	58%	59%	60%	61%
	12,005	13,198	-	-	36%	39%	42%	42%	44%	45%
	13,198	12,504	-	-	33%	36%	38%	38%	40%	41%
	12,504	13,108	-	-	33%	36%	38%	38%	40%	41%
	13,108	13,107	-	-	33%	36%	38%	38%	40%	41%
Stage 1	13,107	13,106	-	-	33%	36%	38%	38%	40%	41%
	13,106	12,101	-	-	33%	36%	38%	38%	40%	41%
	11,987	11,988	-	-	7%	10%	7%	11%	7%	13%
	11,988	10,610	-	-	9%	10%	11%	11%	11%	13%
	10,657	13,045	-	-	12%	3%	12%	3%	13%	3%
Stage 2	13,045	11,987	-	-	12%	3%	12%	3%	13%	3%
	11,987	13,057	-	-	3%	3%	3%	3%	3%	3%
Stage 3	10,608	17,000	-	-		13%		14%		17%
	17000	13,093	-	-		13%		14%		17%
Stage 3	13093	12,031	-	-		13%		14%		17%

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		13%		14%		17%
	17001	17,002	-	-		13%		14%		17%
Stage Connection	10644	17,002	-	-		13%		14%		17%



**Table 1.40 LGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Bypass Only Option J**

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	7%	7%	6%	6%	6%	6%
	10657	10658	-	-	6%	6%	6%	6%	5%	5%
	10658	10659	-	-	6%	6%	6%	6%	5%	5%
	10659	10611	-	-	6%	6%	6%	6%	5%	5%
	10611	10612	-	-	6%	6%	6%	6%	5%	5%
	10612	10640	-	-	5%	5%	5%	5%	4%	4%
	10640	10641	-	-	5%	5%	5%	5%	4%	4%
	10641	10642	-	-	6%	6%	5%	5%	5%	4%
	10642	10643	-	-	6%	6%	5%	5%	5%	4%
	10643	10644	-	-	6%	6%	5%	5%	5%	4%
	10644	17005	-	-	6%	5%	5%	5%	5%	4%
17005	10645	-	-	6%	5%	5%	5%	5%	4%	
IV-5522	10656	12104	-	-	6%	6%	5%	5%	4%	4%
	12104	12103	-	-	6%	6%	5%	5%	4%	4%
	12103	12102	-	-	6%	6%	5%	5%	4%	4%
	12102	12101	-	-	6%	6%	5%	5%	4%	4%
III-552	12101	12505	-	-	6%	5%	5%	5%	4%	4%
	12505	10641	-	-	6%	5%	5%	5%	4%	4%
IV-5006	10640	12031	-	-						
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	6%	6%	6%	6%	5%	5%
	10610	10609	-	-	8%	9%	7%	8%	6%	8%
	10609	10608	-	-	8%	9%	7%	8%	6%	8%
Minor Rd	13,057	13,058	-	-	10%	10%	10%	10%	10%	10%
	13,058	10,608	-	-	10%	10%	10%	10%	10%	10%
II-55	10,646	10,839	-	-	4%	3%	3%	3%	3%	3%
	10,839	10,840	-	-	4%	3%	3%	3%	3%	3%
	10,840	10,841	-	-	3%	4%	3%	3%	3%	3%
	10,841	10,842	-	-	3%	4%	3%	3%	3%	3%
	10,842	10,843	-	-	3%	4%	3%	3%	3%	3%
	10,843	10,844	-	-	3%	4%	3%	3%	3%	3%
	10,844	10,845	-	-	3%	4%	3%	3%	3%	3%
	10,845	10,846	-	-	3%	3%	3%	3%	3%	3%
	10,846	10,847	-	-	3%	3%	3%	3%	3%	3%
	10,847	10,848	-	-	3%	3%	3%	3%	3%	3%
	10,848	10,849	-	-	3%	3%	3%	3%	3%	3%
	10,849	10,850	-	-	3%	3%	3%	3%	3%	3%
	10,850	10,851	-	-	3%	3%	3%	3%	3%	3%
10,851	10,852	-	-	3%	3%	3%	3%	3%	3%	
10,852	10,853	-	-	3%	3%	3%	3%	3%	3%	
I-6	10,853	10,910	-	-	4%	4%	4%	4%	3%	3%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	4%	4%	4%	4%	3%	3%
	10,909	10,908	-	-	4%	4%	4%	4%	3%	3%
	10,908	10,907	-	-	4%	4%	4%	4%	3%	3%
	10,907	10,906	-	-	4%	4%	4%	4%	3%	3%
	10,906	10,639	-	-	4%	4%	4%	4%	4%	4%
I-5	10,639	10,638	-	-	4%	4%	4%	4%	4%	4%
	10,645	10,687	-	-	5%	5%	5%	4%	4%	4%
	10,687	10,638	-	-	5%	5%	5%	4%	4%	4%
	10,647	10,648	-	-	7%	7%	6%	6%	6%	6%
	10,648	10,649	-	-	7%	7%	6%	6%	6%	6%
	10,649	10,650	-	-	7%	7%	6%	6%	6%	6%
	10,650	10,651	-	-	6%	6%	6%	6%	5%	5%
	10,651	10,652	-	-	6%	7%	6%	6%	5%	5%
	10,652	10,653	-	-	6%	7%	6%	6%	5%	5%
	10,653	10,654	-	-	6%	7%	6%	6%	5%	5%
	10,654	10,655	-	-	6%	7%	6%	6%	5%	5%
III-609	10,655	10,656	-	-	6%	7%	6%	6%	5%	5%
	10,650	11,999	-	-	6%	6%	6%	6%	6%	6%
	11,999	12,000	-	-	6%	7%	6%	6%	7%	7%
	12,000	12,001	-	-	8%	8%	8%	8%	7%	7%
	12,001	12,002	-	-	8%	8%	8%	8%	7%	7%
	12,002	12,003	-	-	8%	8%	8%	8%	7%	7%
	12,003	12,004	-	-	8%	8%	8%	8%	7%	7%
	12,004	12,005	-	-	8%	8%	8%	8%	7%	7%
	10,840	12,167	-	-	1%	4%	4%	4%	8%	8%
12,167	12,000	-	-	1%	4%	4%	4%	8%	8%	
III-552	10,845	12,544	-	-	4%	3%	3%	3%	3%	3%
	12,544	12,545	-	-	4%	3%	3%	3%	3%	3%
	12,545	12,546	-	-	4%	3%	3%	3%	3%	3%
	12,546	12,547	-	-	4%	3%	3%	3%	3%	3%
	12,547	12,005	-	-	4%	3%	3%	3%	3%	3%
	12,005	13,198	-	-	5%	5%	5%	4%	4%	4%
	13,198	12,504	-	-	5%	5%	5%	5%	4%	4%
	12,504	13,108	-	-	5%	5%	5%	5%	4%	4%
	13,108	13,107	-	-	5%	5%	5%	5%	4%	4%
	13,107	13,106	-	-	5%	5%	5%	5%	4%	4%
	13,106	12,101	-	-	5%	5%	5%	5%	4%	4%
Stage 1	11,987	11,988	-	-	9%	7%	9%	7%	9%	7%
	11,988	10,610	-	-	2%	7%	2%	7%	2%	7%
	10,657	13,045	-	-	7%	10%	7%	10%	7%	10%
	13,045	11,987	-	-	7%	10%	7%	10%	7%	10%
	11,987	13,057	-	-	10%	10%	10%	10%	10%	10%
Stage 2	10,608	17,000	-	-		5%		5%		4%
	17000	13,093	-	-		5%		5%		4%
Stage 3	13093	12,031	-	-		5%		5%		4%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		5%		5%		4%
	17001	17,002	-	-		5%		5%		4%
Stage Connection	10644	17,002	-	-		5%		5%		4%

**Table 1.41 Traffic Flow in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Tunnel Only Option K**

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	3,164	3,305	3,547	3,559	3,740	3,747
	10657	10658	-	-	2,215	2,216	2,378	2,380	2,494	2,497
	10658	10659	-	-	2,215	2,216	2,378	2,380	2,494	2,497
	10659	10611	-	-	2,215	2,216	2,378	2,380	2,494	2,497
	10611	10612	-	-	11,914	9,358	12,433	9,881	12,693	10,121
	10612	10640	-	-	5,071	2,525	5,233	2,688	5,371	2,809
	10640	10641	-	-	5,071	2,525	5,233	2,688	5,371	2,809
	10641	10642	-	-	4,723	2,305	5,101	2,549	5,323	2,559
	10642	10643	-	-	4,723	2,305	5,101	2,549	5,323	2,559
	10643	10644	-	-	4,723	2,305	5,101	2,549	5,323	2,559
	10644	17005	-	-	4,723	5,032	5,101	5,454	5,323	5,651
17005	10645	-	-	4,723	5,032	5,101	5,454	5,323	5,651	
IV-5522	10656	12104	-	-	1,315	1,307	1,505	1,493	1,583	1,453
	12104	12103	-	-	1,315	1,307	1,505	1,493	1,583	1,453
	12103	12102	-	-	1,315	1,307	1,505	1,493	1,583	1,453
	12102	12101	-	-	1,315	1,307	1,505	1,493	1,583	1,453
III-552	12101	12505	-	-	3,159	3,013	3,325	3,308	3,399	3,337
	12505	10641	-	-	3,159	3,013	3,325	3,308	3,399	3,337
IV-5006	10640	12031	-	-						
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	9,699	7,142	10,055	7,501	10,199	7,625
	10610	10609	-	-	6,896	4,708	7,173	4,873	7,195	4,877
	10609	10608	-	-	6,896	4,708	7,173	4,873	7,195	4,877
Minor Rd	13,057	13,058	-	-	1,835	2,064	1,978	2,223	2,074	2,355
	13,058	10,608	-	-	1,835	2,064	1,978	2,223	2,074	2,355
II-55	10,646	10,839	-	-	5,080	5,031	5,787	5,754	6,546	6,512
	10,839	10,840	-	-	5,080	5,031	5,787	5,754	6,546	6,512
	10,840	10,841	-	-	5,281	5,370	6,162	6,118	6,739	6,709
	10,841	10,842	-	-	5,281	5,370	6,162	6,118	6,739	6,709
	10,842	10,843	-	-	5,281	5,370	6,162	6,118	6,739	6,709
	10,843	10,844	-	-	5,281	5,370	6,162	6,118	6,739	6,709
	10,844	10,845	-	-	5,281	5,370	6,162	6,118	6,739	6,709
	10,845	10,846	-	-	6,463	6,413	7,306	7,255	7,877	7,916
	10,846	10,847	-	-	6,463	6,413	7,306	7,255	7,877	7,916
	10,847	10,848	-	-	6,463	6,413	7,306	7,255	7,877	7,916
	10,848	10,849	-	-	6,463	6,413	7,306	7,255	7,877	7,916
	10,849	10,850	-	-	6,463	6,413	7,306	7,255	7,877	7,916
	10,850	10,851	-	-	6,463	6,413	7,306	7,255	7,877	7,916
	10,851	10,852	-	-	6,947	6,894	7,830	7,777	8,421	8,459
10,852	10,853	-	-	7,020	6,969	7,910	7,855	8,575	8,604	
I-6	10,853	10,910	-	-	5,640	5,669	6,155	6,125	6,892	6,944

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	5,640	5,669	6,155	6,125	6,892	6,944
	10,909	10,908	-	-	6,174	6,207	6,754	6,728	7,538	7,595
	10,908	10,907	-	-	6,174	6,207	6,754	6,728	7,538	7,595
	10,907	10,906	-	-	6,174	6,207	6,754	6,728	7,538	7,595
	10,906	10,639	-	-	7,208	7,243	7,814	7,791	8,606	8,666
I-5	10,639	10,638	-	-	11,524	11,679	12,531	12,688	13,418	13,666
	10,645	10,687	-	-	2,950	3,218	3,113	3,422	3,280	3,507
	10,687	10,638	-	-	2,950	3,218	3,113	3,422	3,280	3,507
	10,647	10,648	-	-	5,053	5,047	5,518	5,510	5,785	5,688
	10,648	10,649	-	-	5,053	5,047	5,518	5,510	5,785	5,688
	10,649	10,650	-	-	5,251	5,245	5,719	5,710	5,983	5,885
	10,650	10,651	-	-	4,640	4,772	5,239	5,219	5,307	5,213
	10,651	10,652	-	-	4,421	4,555	4,991	4,992	5,259	5,166
	10,652	10,653	-	-	4,421	4,555	4,991	4,992	5,259	5,166
	10,653	10,654	-	-	4,421	4,555	4,991	4,992	5,259	5,166
	10,654	10,655	-	-	4,421	4,555	4,991	4,992	5,259	5,166
10,655	10,656	-	-	4,421	4,555	4,991	4,992	5,259	5,166	
III-609	10,650	11,999	-	-	2,064	2,202	2,287	2,274	2,100	2,103
	11,999	12,000	-	-	777	915	974	961	797	800
	12,000	12,001	-	-	576	575	599	598	604	603
	12,001	12,002	-	-	576	575	599	598	604	603
	12,002	12,003	-	-	576	575	599	598	604	603
	12,003	12,004	-	-	576	575	599	598	604	603
	12,004	12,005	-	-	576	575	599	598	604	603
	10,840	12,167	-	-	201	340	375	364	193	197
12,167	12,000	-	-	201	340	375	364	193	197	
III-552	10,845	12,544	-	-	1,182	1,043	1,144	1,137	1,138	1,207
	12,544	12,545	-	-	1,182	1,043	1,144	1,137	1,138	1,207
	12,545	12,546	-	-	1,182	1,043	1,144	1,137	1,138	1,207
	12,546	12,547	-	-	1,182	1,043	1,144	1,137	1,138	1,207
	12,547	12,005	-	-	1,182	1,043	1,144	1,137	1,138	1,207
	12,005	13,198	-	-	1,757	1,618	1,742	1,735	1,742	1,810
	13,198	12,504	-	-	1,844	1,706	1,821	1,815	1,815	1,885
	12,504	13,108	-	-	1,844	1,706	1,821	1,815	1,815	1,885
	13,108	13,107	-	-	1,844	1,706	1,821	1,815	1,815	1,885
	13,107	13,106	-	-	1,844	1,706	1,821	1,815	1,815	1,885
	13,106	12,101	-	-	1,844	1,706	1,821	1,815	1,815	1,885
Stage 1	11,987	11,988	-	-	2,858	1,089	3,226	1,179	3,384	1,250
	11,988	10,610	-	-	2,802	1,089	2,882	1,179	3,004	1,250
	10,657	13,045	-	-	949	2,064	1,169	2,223	1,246	2,355
	13,045	11,987	-	-	949	2,064	1,169	2,223	1,246	2,355
	11,987	13,057	-	-	1,835	2,064	1,978	2,223	2,074	2,355
Stage 2	10,608	17,000	-	-		2,727		2,904		3,092
	17000	13,093	-	-		2,727		2,904		3,092
Stage 3	13093	12,031	-	-		2,727		2,904		3,092

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		2,727		2,904		3,092
	17001	17,002	-	-		2,727		2,904		3,092
Stage Connection	10644	17,002	-	-		2,727		2,904		3,092

**Table 1.42 Car Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Tunnel Only Option K**

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	76%	76%	77%	77%	76%	76%
	10657	10658	-	-	76%	76%	76%	76%	75%	75%
	10658	10659	-	-	76%	76%	76%	76%	75%	75%
	10659	10611	-	-	76%	76%	76%	76%	75%	75%
	10611	10612	-	-	82%	83%	82%	84%	81%	83%
	10612	10640	-	-	66%	54%	64%	52%	62%	50%
	10640	10641	-	-	66%	54%	64%	52%	62%	50%
	10641	10642	-	-	65%	52%	64%	51%	61%	48%
	10642	10643	-	-	65%	52%	64%	51%	61%	48%
	10643	10644	-	-	65%	52%	64%	51%	61%	48%
	10644	17005	-	-	65%	67%	64%	66%	61%	64%
17005	10645	-	-	65%	67%	64%	66%	61%	64%	
IV-5522	10656	12104	-	-	50%	50%	49%	49%	48%	44%
	12104	12103	-	-	50%	50%	49%	49%	48%	44%
	12103	12102	-	-	50%	50%	49%	49%	48%	44%
	12102	12101	-	-	50%	50%	49%	49%	48%	44%
III-552	12101	12505	-	-	54%	52%	51%	51%	50%	48%
	12505	10641	-	-	54%	52%	51%	51%	50%	48%
IV-5006	10640	12031	-	-						
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	84%	86%	83%	86%	83%	86%
	10610	10609	-	-	84%	87%	83%	87%	83%	87%
	10609	10608	-	-	84%	87%	83%	87%	83%	87%
Minor Rd	13,057	13,058	-	-	85%	86%	85%	86%	86%	86%
	13,058	10,608	-	-	85%	86%	85%	86%	86%	86%
II-55	10,646	10,839	-	-	65%	65%	63%	63%	59%	59%
	10,839	10,840	-	-	65%	65%	63%	63%	59%	59%
	10,840	10,841	-	-	63%	64%	62%	62%	60%	60%
	10,841	10,842	-	-	63%	64%	62%	62%	60%	60%
	10,842	10,843	-	-	63%	64%	62%	62%	60%	60%
	10,843	10,844	-	-	63%	64%	62%	62%	60%	60%
	10,844	10,845	-	-	63%	64%	62%	62%	60%	60%
	10,845	10,846	-	-	59%	59%	58%	57%	56%	55%
	10,846	10,847	-	-	59%	59%	58%	57%	56%	55%
	10,847	10,848	-	-	59%	59%	58%	57%	56%	55%
	10,848	10,849	-	-	59%	59%	58%	57%	56%	55%
	10,849	10,850	-	-	59%	59%	58%	57%	56%	55%
	10,850	10,851	-	-	59%	59%	58%	57%	56%	55%
	10,851	10,852	-	-	66%	66%	64%	64%	63%	62%
10,852	10,853	-	-	66%	65%	64%	64%	63%	63%	
I-6	10,853	10,910	-	-	71%	71%	68%	69%	66%	68%

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	71%	71%	68%	69%	66%	68%
	10,909	10,908	-	-	73%	73%	70%	71%	68%	70%
	10,908	10,907	-	-	73%	73%	70%	71%	68%	70%
	10,907	10,906	-	-	73%	73%	70%	71%	68%	70%
	10,906	10,639	-	-	74%	74%	72%	73%	70%	71%
I-5	10,639	10,638	-	-	73%	73%	72%	72%	71%	72%
	10,645	10,687	-	-	66%	68%	64%	67%	60%	64%
	10,687	10,638	-	-	66%	68%	64%	67%	60%	64%
	10,647	10,648	-	-	69%	69%	69%	69%	68%	67%
	10,648	10,649	-	-	69%	69%	69%	69%	68%	67%
	10,649	10,650	-	-	69%	69%	68%	68%	67%	67%
	10,650	10,651	-	-	66%	67%	66%	66%	68%	67%
	10,651	10,652	-	-	68%	69%	69%	69%	68%	67%
	10,652	10,653	-	-	68%	69%	69%	69%	68%	67%
	10,653	10,654	-	-	68%	69%	69%	69%	68%	67%
	10,654	10,655	-	-	68%	69%	69%	69%	68%	67%
III-609	10,655	10,656	-	-	68%	69%	69%	69%	68%	67%
	10,650	11,999	-	-	68%	70%	69%	70%	76%	76%
	11,999	12,000	-	-	60%	65%	63%	65%	79%	79%
	12,000	12,001	-	-	77%	77%	77%	77%	76%	76%
	12,001	12,002	-	-	77%	77%	77%	77%	76%	76%
	12,002	12,003	-	-	77%	77%	77%	77%	76%	76%
	12,003	12,004	-	-	77%	77%	77%	77%	76%	76%
	12,004	12,005	-	-	77%	77%	77%	77%	76%	76%
III-552	10,840	12,167	-	-	13%	45%	42%	45%	89%	89%
	12,167	12,000	-	-	13%	45%	42%	45%	89%	89%
	10,845	12,544	-	-	42%	35%	34%	33%	33%	32%
	12,544	12,545	-	-	42%	35%	34%	33%	33%	32%
	12,545	12,546	-	-	42%	35%	34%	33%	33%	32%
	12,546	12,547	-	-	42%	35%	34%	33%	33%	32%
	12,547	12,005	-	-	42%	35%	34%	33%	33%	32%
	12,005	13,198	-	-	53%	50%	49%	48%	48%	47%
	13,198	12,504	-	-	57%	54%	52%	52%	52%	50%
	12,504	13,108	-	-	57%	54%	52%	52%	52%	50%
	13,108	13,107	-	-	57%	54%	52%	52%	52%	50%
Stage 1	13,107	13,106	-	-	57%	54%	52%	52%	52%	50%
	13,106	12,101	-	-	57%	54%	52%	52%	52%	50%
	11,987	11,988	-	-	81%	77%	81%	77%	82%	76%
	11,988	10,610	-	-	84%	77%	84%	77%	84%	76%
	10,657	13,045	-	-	75%	86%	77%	86%	76%	86%
Stage 2	13,045	11,987	-	-	75%	86%	77%	86%	76%	86%
	11,987	13,057	-	-	85%	86%	85%	86%	86%	86%
Stage 3	10,608	17,000	-	-		80%		79%		78%
	17000	13,093	-	-		80%		79%		78%
Stage 3	13093	12,031	-	-		80%		79%		78%



Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		80%		79%		78%
	17001	17,002	-	-		80%		79%		78%
Stage Connection	10644	17,002	-	-		80%		79%		78%

**Table 1.43 HGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Tunnel Only Option K**

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	12%	11%	13%	13%	15%	15%
	10657	10658	-	-	12%	12%	13%	13%	16%	16%
	10658	10659	-	-	12%	12%	13%	13%	16%	16%
	10659	10611	-	-	12%	12%	13%	13%	16%	16%
	10611	10612	-	-	9%	7%	10%	8%	11%	9%
	10612	10640	-	-	23%	32%	26%	35%	30%	39%
	10640	10641	-	-	23%	32%	26%	35%	30%	39%
	10641	10642	-	-	23%	31%	26%	34%	30%	40%
	10642	10643	-	-	23%	31%	26%	34%	30%	40%
	10643	10644	-	-	23%	31%	26%	34%	30%	40%
	10644	17005	-	-	23%	21%	26%	24%	30%	27%
17005	10645	-	-	23%	21%	26%	24%	30%	27%	
IV-5522	10656	12104	-	-	36%	37%	40%	40%	43%	47%
	12104	12103	-	-	36%	37%	40%	40%	43%	47%
	12103	12102	-	-	36%	37%	40%	40%	43%	47%
	12102	12101	-	-	36%	37%	40%	40%	43%	47%
III-552	12101	12505	-	-	34%	36%	39%	39%	41%	44%
	12505	10641	-	-	34%	36%	39%	39%	41%	44%
IV-5006	10640	12031	-	-						
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	8%	6%	9%	6%	10%	7%
	10610	10609	-	-	7%	3%	8%	3%	10%	4%
	10609	10608	-	-	7%	3%	8%	3%	10%	4%
Minor Rd	13,057	13,058	-	-	3%	3%	3%	3%	3%	3%
	13,058	10,608	-	-	3%	3%	3%	3%	3%	3%
II-55	10,646	10,839	-	-	25%	26%	29%	30%	35%	35%
	10,839	10,840	-	-	25%	26%	29%	30%	35%	35%
	10,840	10,841	-	-	28%	27%	30%	31%	34%	34%
	10,841	10,842	-	-	28%	27%	30%	31%	34%	34%
	10,842	10,843	-	-	28%	27%	30%	31%	34%	34%
	10,843	10,844	-	-	28%	27%	30%	31%	34%	34%
	10,844	10,845	-	-	28%	27%	30%	31%	34%	34%
	10,845	10,846	-	-	32%	32%	35%	35%	38%	38%
	10,846	10,847	-	-	32%	32%	35%	35%	38%	38%
	10,847	10,848	-	-	32%	32%	35%	35%	38%	38%
	10,848	10,849	-	-	32%	32%	35%	35%	38%	38%
	10,849	10,850	-	-	32%	32%	35%	35%	38%	38%
	10,850	10,851	-	-	32%	32%	35%	35%	38%	38%
10,851	10,852	-	-	25%	25%	28%	28%	31%	31%	
10,852	10,853	-	-	25%	25%	28%	28%	30%	30%	
I-6	10,853	10,910	-	-	21%	21%	25%	24%	28%	26%

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	21%	21%	25%	24%	28%	26%
	10,909	10,908	-	-	20%	20%	23%	22%	26%	24%
	10,908	10,907	-	-	20%	20%	23%	22%	26%	24%
	10,907	10,906	-	-	20%	20%	23%	22%	26%	24%
	10,906	10,639	-	-	17%	17%	20%	19%	23%	22%
I-5	10,639	10,638	-	-	18%	17%	19%	19%	21%	20%
	10,645	10,687	-	-	23%	21%	25%	23%	31%	28%
	10,687	10,638	-	-	23%	21%	25%	23%	31%	28%
	10,647	10,648	-	-	18%	18%	20%	20%	23%	23%
	10,648	10,649	-	-	18%	18%	20%	20%	23%	23%
	10,649	10,650	-	-	18%	18%	20%	20%	23%	23%
	10,650	10,651	-	-	22%	21%	23%	23%	23%	23%
	10,651	10,652	-	-	19%	18%	20%	20%	23%	23%
	10,652	10,653	-	-	19%	18%	20%	20%	23%	23%
	10,653	10,654	-	-	19%	18%	20%	20%	23%	23%
	10,654	10,655	-	-	19%	18%	20%	20%	23%	23%
10,655	10,656	-	-	19%	18%	20%	20%	23%	23%	
III-609	10,650	11,999	-	-	17%	16%	17%	17%	11%	11%
	11,999	12,000	-	-	30%	25%	28%	26%	11%	10%
	12,000	12,001	-	-	10%	10%	11%	11%	13%	13%
	12,001	12,002	-	-	10%	10%	11%	11%	13%	13%
	12,002	12,003	-	-	10%	10%	11%	11%	13%	13%
	12,003	12,004	-	-	10%	10%	11%	11%	13%	13%
	12,004	12,005	-	-	10%	10%	11%	11%	13%	13%
	10,840	12,167	-	-	86%	50%	54%	50%	3%	3%
12,167	12,000	-	-	86%	50%	54%	50%	3%	3%	
III-552	10,845	12,544	-	-	49%	56%	58%	59%	60%	61%
	12,544	12,545	-	-	49%	56%	58%	59%	60%	61%
	12,545	12,546	-	-	49%	56%	58%	59%	60%	61%
	12,546	12,547	-	-	49%	56%	58%	59%	60%	61%
	12,547	12,005	-	-	49%	56%	58%	59%	60%	61%
	12,005	13,198	-	-	36%	39%	42%	42%	44%	45%
	13,198	12,504	-	-	33%	36%	38%	38%	40%	41%
	12,504	13,108	-	-	33%	36%	38%	38%	40%	41%
	13,108	13,107	-	-	33%	36%	38%	38%	40%	41%
	13,107	13,106	-	-	33%	36%	38%	38%	40%	41%
13,106	12,101	-	-	33%	36%	38%	38%	40%	41%	
Stage 1	11,987	11,988	-	-	7%	10%	7%	11%	7%	13%
	11,988	10,610	-	-	9%	10%	11%	11%	11%	13%
	10,657	13,045	-	-	12%	3%	12%	3%	13%	3%
	13,045	11,987	-	-	12%	3%	12%	3%	13%	3%
	11,987	13,057	-	-	3%	3%	3%	3%	3%	3%
Stage 2	10,608	17,000	-	-		13%		15%		17%
	17000	13,093	-	-		13%		15%		17%
Stage 3	13093	12,031	-	-		13%		15%		17%

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		13%		15%		17%
	17001	17,002	-	-		13%		15%		17%
Stage Connection	10644	17,002	-	-		13%		15%		17%

**Table 1.44 LGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Tunnel Only Option K**

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	7%	7%	6%	6%	6%	6%
	10657	10658	-	-	6%	6%	6%	6%	5%	5%
	10658	10659	-	-	6%	6%	6%	6%	5%	5%
	10659	10611	-	-	6%	6%	6%	6%	5%	5%
	10611	10612	-	-	6%	6%	6%	6%	5%	5%
	10612	10640	-	-	5%	5%	5%	5%	4%	4%
	10640	10641	-	-	5%	5%	5%	5%	4%	4%
	10641	10642	-	-	6%	6%	5%	5%	5%	4%
	10642	10643	-	-	6%	6%	5%	5%	5%	4%
	10643	10644	-	-	6%	6%	5%	5%	5%	4%
	10644	17005	-	-	6%	5%	5%	5%	5%	4%
17005	10645	-	-	6%	5%	5%	5%	5%	4%	
IV-5522	10656	12104	-	-	6%	6%	5%	5%	4%	4%
	12104	12103	-	-	6%	6%	5%	5%	4%	4%
	12103	12102	-	-	6%	6%	5%	5%	4%	4%
	12102	12101	-	-	6%	6%	5%	5%	4%	4%
III-552	12101	12505	-	-	6%	5%	5%	5%	4%	4%
	12505	10641	-	-	6%	5%	5%	5%	4%	4%
IV-5006	10640	12031	-	-						
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	6%	6%	6%	6%	5%	5%
	10610	10609	-	-	8%	9%	7%	8%	6%	8%
	10609	10608	-	-	8%	9%	7%	8%	6%	8%
Minor Rd	13,057	13,058	-	-	10%	10%	10%	10%	10%	10%
	13,058	10,608	-	-	10%	10%	10%	10%	10%	10%
II-55	10,646	10,839	-	-	4%	4%	3%	3%	3%	3%
	10,839	10,840	-	-	4%	4%	3%	3%	3%	3%
	10,840	10,841	-	-	3%	4%	3%	3%	3%	3%
	10,841	10,842	-	-	3%	4%	3%	3%	3%	3%
	10,842	10,843	-	-	3%	4%	3%	3%	3%	3%
	10,843	10,844	-	-	3%	4%	3%	3%	3%	3%
	10,844	10,845	-	-	3%	4%	3%	3%	3%	3%
	10,845	10,846	-	-	3%	3%	3%	3%	3%	3%
	10,846	10,847	-	-	3%	3%	3%	3%	3%	3%
	10,847	10,848	-	-	3%	3%	3%	3%	3%	3%
	10,848	10,849	-	-	3%	3%	3%	3%	3%	3%
	10,849	10,850	-	-	3%	3%	3%	3%	3%	3%
	10,850	10,851	-	-	3%	3%	3%	3%	3%	3%
	10,851	10,852	-	-	3%	3%	3%	3%	3%	3%
10,852	10,853	-	-	3%	3%	3%	3%	3%	3%	
I-6	10,853	10,910	-	-	4%	4%	4%	4%	3%	3%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	4%	4%	4%	4%	3%	3%
	10,909	10,908	-	-	4%	4%	4%	4%	3%	3%
	10,908	10,907	-	-	4%	4%	4%	4%	3%	3%
	10,907	10,906	-	-	4%	4%	4%	4%	3%	3%
	10,906	10,639	-	-	4%	4%	4%	4%	4%	4%
I-5	10,639	10,638	-	-	4%	4%	4%	4%	4%	4%
	10,645	10,687	-	-	5%	5%	5%	4%	4%	4%
	10,687	10,638	-	-	5%	5%	5%	4%	4%	4%
	10,647	10,648	-	-	7%	7%	6%	6%	6%	6%
	10,648	10,649	-	-	7%	7%	6%	6%	6%	6%
	10,649	10,650	-	-	7%	7%	6%	6%	6%	6%
	10,650	10,651	-	-	6%	6%	6%	6%	5%	5%
	10,651	10,652	-	-	6%	7%	6%	6%	5%	5%
	10,652	10,653	-	-	6%	7%	6%	6%	5%	5%
	10,653	10,654	-	-	6%	7%	6%	6%	5%	5%
	10,654	10,655	-	-	6%	7%	6%	6%	5%	5%
10,655	10,656	-	-	6%	7%	6%	6%	5%	5%	
III-609	10,650	11,999	-	-	6%	6%	6%	6%	6%	6%
	11,999	12,000	-	-	6%	7%	6%	6%	7%	7%
	12,000	12,001	-	-	8%	8%	8%	8%	7%	7%
	12,001	12,002	-	-	8%	8%	8%	8%	7%	7%
	12,002	12,003	-	-	8%	8%	8%	8%	7%	7%
	12,003	12,004	-	-	8%	8%	8%	8%	7%	7%
	12,004	12,005	-	-	8%	8%	8%	8%	7%	7%
	10,840	12,167	-	-	1%	4%	4%	4%	8%	8%
12,167	12,000	-	-	1%	4%	4%	4%	8%	8%	
III-552	10,845	12,544	-	-	4%	3%	3%	3%	3%	3%
	12,544	12,545	-	-	4%	3%	3%	3%	3%	3%
	12,545	12,546	-	-	4%	3%	3%	3%	3%	3%
	12,546	12,547	-	-	4%	3%	3%	3%	3%	3%
	12,547	12,005	-	-	4%	3%	3%	3%	3%	3%
	12,005	13,198	-	-	5%	5%	5%	4%	4%	4%
	13,198	12,504	-	-	5%	5%	5%	5%	4%	4%
	12,504	13,108	-	-	5%	5%	5%	5%	4%	4%
	13,108	13,107	-	-	5%	5%	5%	5%	4%	4%
	13,107	13,106	-	-	5%	5%	5%	5%	4%	4%
	13,106	12,101	-	-	5%	5%	5%	5%	4%	4%
Stage 1	11,987	11,988	-	-	9%	7%	9%	7%	9%	7%
	11,988	10,610	-	-	2%	7%	2%	7%	2%	7%
	10,657	13,045	-	-	7%	10%	7%	10%	7%	10%
	13,045	11,987	-	-	7%	10%	7%	10%	7%	10%
	11,987	13,057	-	-	10%	10%	10%	10%	10%	10%
Stage 2	10,608	17,000	-	-		5%		5%		4%
	17000	13,093	-	-		5%		5%		4%
Stage 3	13093	12,031	-	-		5%		5%		4%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		5%		5%		4%
	17001	17,002	-	-		5%		5%		4%
Stage Connection	10644	17,002	-	-		5%		5%		4%

**Table 1.45 Traffic Flow in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Tunnel Only Option L**

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	3,164	3,305	3,547	3,559	3,740	3,747
	10657	10658	-	-	2,215	2,216	2,378	2,380	2,494	2,497
	10658	10659	-	-	2,215	2,216	2,378	2,380	2,494	2,497
	10659	10611	-	-	2,215	2,216	2,378	2,380	2,494	2,497
	10611	10612	-	-	11,914	9,358	12,433	9,881	12,693	10,122
	10612	10640	-	-	5,071	2,525	5,233	2,689	5,371	2,809
	10640	10641	-	-	5,071	2,525	5,233	2,689	5,371	2,809
	10641	10642	-	-	4,723	2,305	5,101	2,550	5,323	2,562
	10642	10643	-	-	4,723	2,305	5,101	2,550	5,323	2,562
	10643	10644	-	-	4,723	2,305	5,101	2,550	5,323	2,562
	10644	17005	-	-	4,723	5,031	5,101	5,454	5,323	5,652
17005	10645	-	-	4,723	5,031	5,101	5,454	5,323	5,652	
IV-5522	10656	12104	-	-	1,315	1,307	1,505	1,493	1,583	1,455
	12104	12103	-	-	1,315	1,307	1,505	1,493	1,583	1,455
	12103	12102	-	-	1,315	1,307	1,505	1,493	1,583	1,455
	12102	12101	-	-	1,315	1,307	1,505	1,493	1,583	1,455
III-552	12101	12505	-	-	3,159	3,013	3,325	3,308	3,399	3,340
	12505	10641	-	-	3,159	3,013	3,325	3,308	3,399	3,340
IV-5006	10640	12031	-	-						
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	9,699	7,142	10,055	7,501	10,199	7,625
	10610	10609	-	-	6,896	4,708	7,173	4,873	7,195	4,877
	10609	10608	-	-	6,896	4,708	7,173	4,873	7,195	4,877
Minor Rd	13,057	13,058	-	-	1,835	2,064	1,978	2,223	2,074	2,355
	13,058	10,608	-	-	1,835	2,064	1,978	2,223	2,074	2,355
II-55	10,646	10,839	-	-	5,080	5,031	5,787	5,754	6,546	6,504
	10,839	10,840	-	-	5,080	5,031	5,787	5,754	6,546	6,504
	10,840	10,841	-	-	5,281	5,370	6,162	6,117	6,739	6,701
	10,841	10,842	-	-	5,281	5,370	6,162	6,117	6,739	6,701
	10,842	10,843	-	-	5,281	5,370	6,162	6,117	6,739	6,701
	10,843	10,844	-	-	5,281	5,370	6,162	6,117	6,739	6,701
	10,844	10,845	-	-	5,281	5,370	6,162	6,117	6,739	6,701
	10,845	10,846	-	-	6,463	6,413	7,306	7,254	7,877	7,908
	10,846	10,847	-	-	6,463	6,413	7,306	7,254	7,877	7,908
	10,847	10,848	-	-	6,463	6,413	7,306	7,254	7,877	7,908
	10,848	10,849	-	-	6,463	6,413	7,306	7,254	7,877	7,908
	10,849	10,850	-	-	6,463	6,413	7,306	7,254	7,877	7,908
	10,850	10,851	-	-	6,463	6,413	7,306	7,254	7,877	7,908
	10,851	10,852	-	-	6,947	6,894	7,830	7,776	8,421	8,450
10,852	10,853	-	-	7,020	6,969	7,910	7,854	8,575	8,595	
I-6	10,853	10,910	-	-	5,640	5,669	6,155	6,125	6,892	6,942



Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	5,640	5,669	6,155	6,125	6,892	6,942
	10,909	10,908	-	-	6,174	6,207	6,754	6,728	7,538	7,593
	10,908	10,907	-	-	6,174	6,207	6,754	6,728	7,538	7,593
	10,907	10,906	-	-	6,174	6,207	6,754	6,728	7,538	7,593
	10,906	10,639	-	-	7,208	7,243	7,814	7,791	8,606	8,664
I-5	10,639	10,638	-	-	11,524	11,678	12,531	12,688	13,418	13,663
	10,645	10,687	-	-	2,950	3,217	3,113	3,422	3,280	3,509
	10,687	10,638	-	-	2,950	3,217	3,113	3,422	3,280	3,509
	10,647	10,648	-	-	5,053	5,047	5,518	5,510	5,785	5,690
	10,648	10,649	-	-	5,053	5,047	5,518	5,510	5,785	5,690
	10,649	10,650	-	-	5,251	5,245	5,719	5,710	5,983	5,887
	10,650	10,651	-	-	4,640	4,772	5,239	5,219	5,307	5,215
	10,651	10,652	-	-	4,421	4,555	4,991	4,992	5,259	5,168
	10,652	10,653	-	-	4,421	4,555	4,991	4,992	5,259	5,168
	10,653	10,654	-	-	4,421	4,555	4,991	4,992	5,259	5,168
	10,654	10,655	-	-	4,421	4,555	4,991	4,992	5,259	5,168
10,655	10,656	-	-	4,421	4,555	4,991	4,992	5,259	5,168	
III-609	10,650	11,999	-	-	2,064	2,202	2,287	2,274	2,100	2,103
	11,999	12,000	-	-	777	915	974	961	797	800
	12,000	12,001	-	-	576	575	599	598	604	603
	12,001	12,002	-	-	576	575	599	598	604	603
	12,002	12,003	-	-	576	575	599	598	604	603
	12,003	12,004	-	-	576	575	599	598	604	603
	12,004	12,005	-	-	576	575	599	598	604	603
	10,840	12,167	-	-	201	340	375	364	193	197
12,167	12,000	-	-	201	340	375	364	193	197	
III-552	10,845	12,544	-	-	1,182	1,043	1,144	1,137	1,138	1,207
	12,544	12,545	-	-	1,182	1,043	1,144	1,137	1,138	1,207
	12,545	12,546	-	-	1,182	1,043	1,144	1,137	1,138	1,207
	12,546	12,547	-	-	1,182	1,043	1,144	1,137	1,138	1,207
	12,547	12,005	-	-	1,182	1,043	1,144	1,137	1,138	1,207
	12,005	13,198	-	-	1,757	1,618	1,742	1,735	1,742	1,810
	13,198	12,504	-	-	1,844	1,706	1,821	1,815	1,815	1,885
	12,504	13,108	-	-	1,844	1,706	1,821	1,815	1,815	1,885
	13,108	13,107	-	-	1,844	1,706	1,821	1,815	1,815	1,885
	13,107	13,106	-	-	1,844	1,706	1,821	1,815	1,815	1,885
	13,106	12,101	-	-	1,844	1,706	1,821	1,815	1,815	1,885
Stage 1	11,987	11,988	-	-	2,858	1,089	3,226	1,179	3,384	1,250
	11,988	10,610	-	-	2,802	1,089	2,882	1,179	3,004	1,250
	10,657	13,045	-	-	949	2,064	1,169	2,223	1,246	2,355
	13,045	11,987	-	-	949	2,064	1,169	2,223	1,246	2,355
	11,987	13,057	-	-	1,835	2,064	1,978	2,223	2,074	2,355
Stage 2	10,608	17,000	-	-		2,725		2,904		3,091
	17000	13,093	-	-		2,725		2,904		3,091
Stage 3	13093	12,031	-	-		2,725		2,904		3,091

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		2,725		2,904		3,091
	17001	17,002	-	-		2,725		2,904		3,091
Stage Connection	10644	17,002	-	-		2,725		2,904		3,091

**Table 1.46 Car Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Tunnel Only Option L**

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	76%	76%	77%	77%	76%	76%
	10657	10658	-	-	76%	76%	76%	76%	75%	75%
	10658	10659	-	-	76%	76%	76%	76%	75%	75%
	10659	10611	-	-	76%	76%	76%	76%	75%	75%
	10611	10612	-	-	82%	83%	82%	84%	81%	83%
	10612	10640	-	-	66%	54%	64%	52%	62%	50%
	10640	10641	-	-	66%	54%	64%	52%	62%	50%
	10641	10642	-	-	65%	52%	64%	51%	61%	48%
	10642	10643	-	-	65%	52%	64%	51%	61%	48%
	10643	10644	-	-	65%	52%	64%	51%	61%	48%
	10644	17005	-	-	65%	67%	64%	66%	61%	64%
17005	10645	-	-	65%	67%	64%	66%	61%	64%	
IV-5522	10656	12104	-	-	50%	50%	49%	49%	48%	44%
	12104	12103	-	-	50%	50%	49%	49%	48%	44%
	12103	12102	-	-	50%	50%	49%	49%	48%	44%
	12102	12101	-	-	50%	50%	49%	49%	48%	44%
III-552	12101	12505	-	-	54%	52%	51%	51%	50%	48%
	12505	10641	-	-	54%	52%	51%	51%	50%	48%
IV-5006	10640	12031	-	-						
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	84%	86%	83%	86%	83%	86%
	10610	10609	-	-	84%	87%	83%	87%	83%	87%
	10609	10608	-	-	84%	87%	83%	87%	83%	87%
Minor Rd	13,057	13,058	-	-	85%	86%	85%	86%	86%	86%
	13,058	10,608	-	-	85%	86%	85%	86%	86%	86%
II-55	10,646	10,839	-	-	65%	65%	63%	63%	59%	59%
	10,839	10,840	-	-	65%	65%	63%	63%	59%	59%
	10,840	10,841	-	-	63%	64%	62%	62%	60%	60%
	10,841	10,842	-	-	63%	64%	62%	62%	60%	60%
	10,842	10,843	-	-	63%	64%	62%	62%	60%	60%
	10,843	10,844	-	-	63%	64%	62%	62%	60%	60%
	10,844	10,845	-	-	63%	64%	62%	62%	60%	60%
	10,845	10,846	-	-	59%	59%	58%	57%	56%	55%
	10,846	10,847	-	-	59%	59%	58%	57%	56%	55%
	10,847	10,848	-	-	59%	59%	58%	57%	56%	55%
	10,848	10,849	-	-	59%	59%	58%	57%	56%	55%
	10,849	10,850	-	-	59%	59%	58%	57%	56%	55%
	10,850	10,851	-	-	59%	59%	58%	57%	56%	55%
	10,851	10,852	-	-	66%	66%	64%	64%	63%	63%
10,852	10,853	-	-	66%	65%	64%	64%	63%	63%	
I-6	10,853	10,910	-	-	71%	71%	68%	69%	66%	68%

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	71%	71%	68%	69%	66%	68%
	10,909	10,908	-	-	73%	73%	70%	71%	68%	70%
	10,908	10,907	-	-	73%	73%	70%	71%	68%	70%
	10,907	10,906	-	-	73%	73%	70%	71%	68%	70%
	10,906	10,639	-	-	74%	74%	72%	73%	70%	71%
I-5	10,639	10,638	-	-	73%	73%	72%	72%	71%	72%
	10,645	10,687	-	-	66%	68%	64%	67%	60%	64%
	10,687	10,638	-	-	66%	68%	64%	67%	60%	64%
	10,647	10,648	-	-	69%	69%	69%	69%	68%	67%
	10,648	10,649	-	-	69%	69%	69%	69%	68%	67%
	10,649	10,650	-	-	69%	69%	68%	68%	67%	67%
	10,650	10,651	-	-	66%	67%	66%	66%	68%	67%
	10,651	10,652	-	-	68%	69%	69%	69%	68%	67%
	10,652	10,653	-	-	68%	69%	69%	69%	68%	67%
	10,653	10,654	-	-	68%	69%	69%	69%	68%	67%
	10,654	10,655	-	-	68%	69%	69%	69%	68%	67%
III-609	10,655	10,656	-	-	68%	69%	69%	69%	68%	67%
	10,650	11,999	-	-	68%	70%	69%	70%	76%	76%
	11,999	12,000	-	-	60%	65%	63%	65%	79%	79%
	12,000	12,001	-	-	77%	77%	77%	77%	76%	76%
	12,001	12,002	-	-	77%	77%	77%	77%	76%	76%
	12,002	12,003	-	-	77%	77%	77%	77%	76%	76%
	12,003	12,004	-	-	77%	77%	77%	77%	76%	76%
	12,004	12,005	-	-	77%	77%	77%	77%	76%	76%
III-552	10,840	12,167	-	-	13%	45%	42%	45%	89%	89%
	12,167	12,000	-	-	13%	45%	42%	45%	89%	89%
	10,845	12,544	-	-	42%	35%	34%	33%	33%	32%
	12,544	12,545	-	-	42%	35%	34%	33%	33%	32%
	12,545	12,546	-	-	42%	35%	34%	33%	33%	32%
	12,546	12,547	-	-	42%	35%	34%	33%	33%	32%
	12,547	12,005	-	-	42%	35%	34%	33%	33%	32%
	12,005	13,198	-	-	53%	50%	49%	48%	48%	47%
	13,198	12,504	-	-	57%	54%	52%	52%	52%	50%
	12,504	13,108	-	-	57%	54%	52%	52%	52%	50%
	13,108	13,107	-	-	57%	54%	52%	52%	52%	50%
Stage 1	13,107	13,106	-	-	57%	54%	52%	52%	52%	50%
	13,106	12,101	-	-	57%	54%	52%	52%	52%	50%
	11,987	11,988	-	-	81%	77%	81%	77%	82%	76%
	11,988	10,610	-	-	84%	77%	84%	77%	84%	76%
	10,657	13,045	-	-	75%	86%	77%	86%	76%	86%
Stage 2	13,045	11,987	-	-	75%	86%	77%	86%	76%	86%
	11,987	13,057	-	-	85%	86%	85%	86%	86%	86%
Stage 3	10,608	17,000	-	-		80%		79%		78%
	17000	13,093	-	-		80%		79%		78%
Stage 3	13093	12,031	-	-		80%		79%		78%

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		80%		79%		78%
	17001	17,002	-	-		80%		79%		78%
Stage Connection	10644	17,002	-	-		80%		79%		78%

**Table 1.47 HGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Tunnel Only Option L**

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	12%	11%	13%	13%	15%	15%
	10657	10658	-	-	12%	12%	13%	13%	16%	16%
	10658	10659	-	-	12%	12%	13%	13%	16%	16%
	10659	10611	-	-	12%	12%	13%	13%	16%	16%
	10611	10612	-	-	9%	7%	10%	8%	11%	9%
	10612	10640	-	-	23%	32%	26%	35%	30%	39%
	10640	10641	-	-	23%	32%	26%	35%	30%	39%
	10641	10642	-	-	23%	31%	26%	34%	30%	40%
	10642	10643	-	-	23%	31%	26%	34%	30%	40%
	10643	10644	-	-	23%	31%	26%	34%	30%	40%
	10644	17005	-	-	23%	21%	26%	24%	30%	27%
17005	10645	-	-	23%	21%	26%	24%	30%	27%	
IV-5522	10656	12104	-	-	36%	37%	40%	40%	43%	47%
	12104	12103	-	-	36%	37%	40%	40%	43%	47%
	12103	12102	-	-	36%	37%	40%	40%	43%	47%
	12102	12101	-	-	36%	37%	40%	40%	43%	47%
III-552	12101	12505	-	-	34%	36%	39%	39%	41%	44%
	12505	10641	-	-	34%	36%	39%	39%	41%	44%
IV-5006	10640	12031	-	-						
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	8%	6%	9%	6%	10%	7%
	10610	10609	-	-	7%	3%	8%	3%	10%	4%
	10609	10608	-	-	7%	3%	8%	3%	10%	4%
Minor Rd	13,057	13,058	-	-	3%	3%	3%	3%	3%	3%
	13,058	10,608	-	-	3%	3%	3%	3%	3%	3%
II-55	10,646	10,839	-	-	25%	26%	29%	30%	35%	35%
	10,839	10,840	-	-	25%	26%	29%	30%	35%	35%
	10,840	10,841	-	-	28%	27%	30%	31%	34%	34%
	10,841	10,842	-	-	28%	27%	30%	31%	34%	34%
	10,842	10,843	-	-	28%	27%	30%	31%	34%	34%
	10,843	10,844	-	-	28%	27%	30%	31%	34%	34%
	10,844	10,845	-	-	28%	27%	30%	31%	34%	34%
	10,845	10,846	-	-	32%	32%	35%	35%	38%	38%
	10,846	10,847	-	-	32%	32%	35%	35%	38%	38%
	10,847	10,848	-	-	32%	32%	35%	35%	38%	38%
	10,848	10,849	-	-	32%	32%	35%	35%	38%	38%
	10,849	10,850	-	-	32%	32%	35%	35%	38%	38%
	10,850	10,851	-	-	32%	32%	35%	35%	38%	38%
	10,851	10,852	-	-	25%	25%	28%	28%	31%	31%
10,852	10,853	-	-	25%	25%	28%	28%	30%	30%	
I-6	10,853	10,910	-	-	21%	21%	25%	24%	28%	26%

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	21%	21%	25%	24%	28%	26%
	10,909	10,908	-	-	20%	20%	23%	22%	26%	24%
	10,908	10,907	-	-	20%	20%	23%	22%	26%	24%
	10,907	10,906	-	-	20%	20%	23%	22%	26%	24%
	10,906	10,639	-	-	17%	17%	20%	19%	23%	22%
I-5	10,639	10,638	-	-	18%	17%	19%	19%	21%	20%
	10,645	10,687	-	-	23%	21%	25%	23%	31%	28%
	10,687	10,638	-	-	23%	21%	25%	23%	31%	28%
	10,647	10,648	-	-	18%	18%	20%	20%	23%	23%
	10,648	10,649	-	-	18%	18%	20%	20%	23%	23%
	10,649	10,650	-	-	18%	18%	20%	20%	23%	23%
	10,650	10,651	-	-	22%	21%	23%	23%	23%	23%
	10,651	10,652	-	-	19%	18%	20%	20%	23%	23%
	10,652	10,653	-	-	19%	18%	20%	20%	23%	23%
	10,653	10,654	-	-	19%	18%	20%	20%	23%	23%
	10,654	10,655	-	-	19%	18%	20%	20%	23%	23%
III-609	10,655	10,656	-	-	19%	18%	20%	20%	23%	23%
	10,650	11,999	-	-	17%	16%	17%	17%	11%	11%
	11,999	12,000	-	-	30%	25%	28%	26%	11%	10%
	12,000	12,001	-	-	10%	10%	11%	11%	13%	13%
	12,001	12,002	-	-	10%	10%	11%	11%	13%	13%
	12,002	12,003	-	-	10%	10%	11%	11%	13%	13%
	12,003	12,004	-	-	10%	10%	11%	11%	13%	13%
	12,004	12,005	-	-	10%	10%	11%	11%	13%	13%
III-552	10,840	12,167	-	-	86%	50%	54%	50%	3%	3%
	12,167	12,000	-	-	86%	50%	54%	50%	3%	3%
	10,845	12,544	-	-	49%	56%	58%	59%	60%	61%
	12,544	12,545	-	-	49%	56%	58%	59%	60%	61%
	12,545	12,546	-	-	49%	56%	58%	59%	60%	61%
	12,546	12,547	-	-	49%	56%	58%	59%	60%	61%
	12,547	12,005	-	-	49%	56%	58%	59%	60%	61%
	12,005	13,198	-	-	36%	39%	42%	42%	44%	45%
	13,198	12,504	-	-	33%	36%	38%	38%	40%	41%
	12,504	13,108	-	-	33%	36%	38%	38%	40%	41%
	13,108	13,107	-	-	33%	36%	38%	38%	40%	41%
Stage 1	13,107	13,106	-	-	33%	36%	38%	38%	40%	41%
	13,106	12,101	-	-	33%	36%	38%	38%	40%	41%
	11,987	11,988	-	-	7%	10%	7%	11%	7%	13%
	11,988	10,610	-	-	9%	10%	11%	11%	11%	13%
	10,657	13,045	-	-	12%	3%	12%	3%	13%	3%
Stage 2	13,045	11,987	-	-	12%	3%	12%	3%	13%	3%
	11,987	13,057	-	-	3%	3%	3%	3%	3%	3%
Stage 3	10,608	17,000	-	-		13%		15%		17%
	17000	13,093	-	-		13%		15%		17%
	13093	12,031	-	-		13%		15%		17%

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		13%		15%		17%
	17001	17,002	-	-		13%		15%		17%
Stage Connection	10644	17,002	-	-		13%		15%		17%



**Table 1.48 LGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Tunnel Only Option L**

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	7%	7%	6%	6%	6%	6%
	10657	10658	-	-	6%	6%	6%	6%	5%	5%
	10658	10659	-	-	6%	6%	6%	6%	5%	5%
	10659	10611	-	-	6%	6%	6%	6%	5%	5%
	10611	10612	-	-	6%	6%	6%	6%	5%	5%
	10612	10640	-	-	5%	5%	5%	5%	4%	4%
	10640	10641	-	-	5%	5%	5%	5%	4%	4%
	10641	10642	-	-	6%	6%	5%	5%	5%	4%
	10642	10643	-	-	6%	6%	5%	5%	5%	4%
	10643	10644	-	-	6%	6%	5%	5%	5%	4%
	10644	17005	-	-	6%	5%	5%	5%	5%	4%
17005	10645	-	-	6%	5%	5%	5%	5%	4%	
IV-5522	10656	12104	-	-	6%	6%	5%	5%	4%	4%
	12104	12103	-	-	6%	6%	5%	5%	4%	4%
	12103	12102	-	-	6%	6%	5%	5%	4%	4%
	12102	12101	-	-	6%	6%	5%	5%	4%	4%
III-552	12101	12505	-	-	6%	5%	5%	5%	4%	4%
	12505	10641	-	-	6%	5%	5%	5%	4%	4%
IV-5006	10640	12031	-	-						
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	6%	6%	6%	6%	5%	5%
	10610	10609	-	-	8%	9%	7%	8%	6%	8%
	10609	10608	-	-	8%	9%	7%	8%	6%	8%
Minor Rd	13,057	13,058	-	-	10%	10%	10%	10%	10%	10%
	13,058	10,608	-	-	10%	10%	10%	10%	10%	10%
II-55	10,646	10,839	-	-	4%	4%	3%	3%	3%	3%
	10,839	10,840	-	-	4%	4%	3%	3%	3%	3%
	10,840	10,841	-	-	3%	4%	3%	3%	3%	3%
	10,841	10,842	-	-	3%	4%	3%	3%	3%	3%
	10,842	10,843	-	-	3%	4%	3%	3%	3%	3%
	10,843	10,844	-	-	3%	4%	3%	3%	3%	3%
	10,844	10,845	-	-	3%	4%	3%	3%	3%	3%
	10,845	10,846	-	-	3%	3%	3%	3%	3%	3%
	10,846	10,847	-	-	3%	3%	3%	3%	3%	3%
	10,847	10,848	-	-	3%	3%	3%	3%	3%	3%
	10,848	10,849	-	-	3%	3%	3%	3%	3%	3%
	10,849	10,850	-	-	3%	3%	3%	3%	3%	3%
	10,850	10,851	-	-	3%	3%	3%	3%	3%	3%
	10,851	10,852	-	-	3%	3%	3%	3%	3%	3%
10,852	10,853	-	-	3%	3%	3%	3%	3%	3%	
I-6	10,853	10,910	-	-	4%	4%	4%	4%	3%	3%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	4%	4%	4%	4%	3%	3%
	10,909	10,908	-	-	4%	4%	4%	4%	3%	3%
	10,908	10,907	-	-	4%	4%	4%	4%	3%	3%
	10,907	10,906	-	-	4%	4%	4%	4%	3%	3%
	10,906	10,639	-	-	4%	4%	4%	4%	4%	4%
I-5	10,639	10,638	-	-	4%	4%	4%	4%	4%	4%
	10,645	10,687	-	-	5%	5%	5%	4%	4%	4%
	10,687	10,638	-	-	5%	5%	5%	4%	4%	4%
	10,647	10,648	-	-	7%	7%	6%	6%	6%	6%
	10,648	10,649	-	-	7%	7%	6%	6%	6%	6%
	10,649	10,650	-	-	7%	7%	6%	6%	6%	6%
	10,650	10,651	-	-	6%	6%	6%	6%	5%	5%
	10,651	10,652	-	-	6%	7%	6%	6%	5%	5%
	10,652	10,653	-	-	6%	7%	6%	6%	5%	5%
	10,653	10,654	-	-	6%	7%	6%	6%	5%	5%
	10,654	10,655	-	-	6%	7%	6%	6%	5%	5%
III-609	10,655	10,656	-	-	6%	7%	6%	6%	5%	5%
	10,650	11,999	-	-	6%	6%	6%	6%	6%	6%
	11,999	12,000	-	-	6%	7%	6%	6%	7%	7%
	12,000	12,001	-	-	8%	8%	8%	8%	7%	7%
	12,001	12,002	-	-	8%	8%	8%	8%	7%	7%
	12,002	12,003	-	-	8%	8%	8%	8%	7%	7%
	12,003	12,004	-	-	8%	8%	8%	8%	7%	7%
	12,004	12,005	-	-	8%	8%	8%	8%	7%	7%
III-552	10,840	12,167	-	-	1%	4%	4%	4%	8%	8%
	12,167	12,000	-	-	1%	4%	4%	4%	8%	8%
	10,845	12,544	-	-	4%	3%	3%	3%	3%	3%
	12,544	12,545	-	-	4%	3%	3%	3%	3%	3%
	12,545	12,546	-	-	4%	3%	3%	3%	3%	3%
	12,546	12,547	-	-	4%	3%	3%	3%	3%	3%
	12,547	12,005	-	-	4%	3%	3%	3%	3%	3%
	12,005	13,198	-	-	5%	5%	5%	4%	4%	4%
	13,198	12,504	-	-	5%	5%	5%	5%	4%	4%
	12,504	13,108	-	-	5%	5%	5%	5%	4%	4%
	13,108	13,107	-	-	5%	5%	5%	5%	4%	4%
Stage 1	13,107	13,106	-	-	5%	5%	5%	5%	4%	4%
	13,106	12,101	-	-	5%	5%	5%	5%	4%	4%
	11,987	11,988	-	-	9%	7%	9%	7%	9%	7%
	11,988	10,610	-	-	2%	7%	2%	7%	2%	7%
	10,657	13,045	-	-	7%	10%	7%	10%	7%	10%
Stage 2	13,045	11,987	-	-	7%	10%	7%	10%	7%	10%
	11,987	13,057	-	-	10%	10%	10%	10%	10%	10%
Stage 3	10,608	17,000	-	-		5%		5%		4%
	17000	13,093	-	-		5%		5%		4%
Stage 3	13093	12,031	-	-		5%		5%		4%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage 4	12031	17,001	-	-		5%		5%		4%
	17001	17,002	-	-		5%		5%		4%
Stage Connection	10644	17,002	-	-		5%		5%		4%

**Table 1.49 Traffic Flow in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Tunnel Only Option M**

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	3,164	3,128	3,547	3,359	3,740	3,526
	10657	10658	-	-	2,215	2,180	2,378	2,333	2,494	2,439
	10658	10659	-	-	2,215	2,180	2,378	2,333	2,494	2,439
	10659	10611	-	-	2,215	2,180	2,378	2,333	2,494	2,439
	10611	10612	-	-	11,914	13,170	12,433	14,004	12,693	14,389
	10612	10640	-	-	5,071	6,833	5,233	7,389	5,371	7,704
	10640	10641	-	-	5,071	6,833	5,233	7,389	5,371	7,704
	10641	10642	-	-	4,723	8,690	5,101	9,620	5,323	10,381
	10642	10643	-	-	4,723	8,690	5,101	9,620	5,323	10,381
	10643	10644	-	-	4,723	8,690	5,101	9,620	5,323	10,381
	10644	17005	-	-	4,723	0	5,101	0	5,323	0
17005	10645	-	-	4,723	8,690	5,101	9,620	5,323	10,381	
IV-5522	10656	12104	-	-	1,315	2,398	1,505	2,785	1,583	3,231
	12104	12103	-	-	1,315	2,398	1,505	2,785	1,583	3,231
	12103	12102	-	-	1,315	2,398	1,505	2,785	1,583	3,231
	12102	12101	-	-	1,315	2,398	1,505	2,785	1,583	3,231
III-552	12101	12505	-	-	3,159	3,182	3,325	3,590	3,399	4,037
	12505	10641	-	-	3,159	3,182	3,325	3,590	3,399	4,037
IV-5006	10640	12031	-	-	0	0	0	0	0	0
IV-4404	10612	13092	-	-	0	0	0	0	0	0
	13092	13093	-	-	0	0	0	0	0	0
II-44	10611	10610	-	-	9,699	10,991	10,055	11,672	10,199	11,949
	10610	10609	-	-	6,896	8,189	7,173	8,647	7,195	8,786
	10609	10608	-	-	6,896	8,189	7,173	8,647	7,195	8,786
Minor Rd	13,057	13,058	-	-	1,835	1,835	1,978	1,978	2,074	2,074
	13,058	10,608	-	-	1,835	1,835	1,978	1,978	2,074	2,074
II-55	10,646	10,839	-	-	5,080	4,263	5,787	4,849	6,546	5,235
	10,839	10,840	-	-	5,080	4,263	5,787	4,849	6,546	5,235
	10,840	10,841	-	-	5,281	4,294	6,162	4,882	6,739	5,268
	10,841	10,842	-	-	5,281	4,294	6,162	4,882	6,739	5,268
	10,842	10,843	-	-	5,281	4,294	6,162	4,882	6,739	5,268
	10,843	10,844	-	-	5,281	4,294	6,162	4,882	6,739	5,268
	10,844	10,845	-	-	5,281	4,294	6,162	4,882	6,739	5,268
	10,845	10,846	-	-	6,463	4,393	7,306	4,988	7,877	5,375
	10,846	10,847	-	-	6,463	4,393	7,306	4,988	7,877	5,375
	10,847	10,848	-	-	6,463	4,393	7,306	4,988	7,877	5,375
	10,848	10,849	-	-	6,463	4,393	7,306	4,988	7,877	5,375
	10,849	10,850	-	-	6,463	4,393	7,306	4,988	7,877	5,375
	10,850	10,851	-	-	6,463	4,393	7,306	4,988	7,877	5,375
	10,851	10,852	-	-	6,947	6,659	7,830	7,442	8,421	7,989
10,852	10,853	-	-	7,020	6,878	7,910	7,668	8,575	8,208	
I-6	10,853	10,910	-	-	5,640	7,025	6,155	7,578	6,892	8,056

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	5,640	7,025	6,155	7,578	6,892	8,056
	10,909	10,908	-	-	6,174	7,558	6,754	8,174	7,538	8,701
	10,908	10,907	-	-	6,174	7,558	6,754	8,174	7,538	8,701
	10,907	10,906	-	-	6,174	7,558	6,754	8,174	7,538	8,701
	10,906	10,639	-	-	7,208	8,607	7,814	9,249	8,606	9,785
I-5	10,639	10,638	-	-	11,524	13,948	12,531	15,291	13,418	16,382
	10,645	10,687	-	-	2,950	6,087	3,113	6,687	3,280	7,206
	10,687	10,638	-	-	2,950	6,087	3,113	6,687	3,280	7,206
	10,647	10,648	-	-	5,053	6,017	5,518	6,678	5,785	7,298
	10,648	10,649	-	-	5,053	6,017	5,518	6,678	5,785	7,298
	10,649	10,650	-	-	5,251	6,214	5,719	6,877	5,983	7,494
	10,650	10,651	-	-	4,640	5,464	5,239	6,090	5,307	6,696
	10,651	10,652	-	-	4,421	5,416	4,991	6,042	5,259	6,650
	10,652	10,653	-	-	4,421	5,416	4,991	6,042	5,259	6,650
	10,653	10,654	-	-	4,421	5,416	4,991	6,042	5,259	6,650
	10,654	10,655	-	-	4,421	5,416	4,991	6,042	5,259	6,650
10,655	10,656	-	-	4,421	5,416	4,991	6,042	5,259	6,650	
III-609	10,650	11,999	-	-	2,064	1,894	2,287	1,944	2,100	1,939
	11,999	12,000	-	-	777	599	974	624	797	628
	12,000	12,001	-	-	576	569	599	591	604	595
	12,001	12,002	-	-	576	569	599	591	604	595
	12,002	12,003	-	-	576	569	599	591	604	595
	12,003	12,004	-	-	576	569	599	591	604	595
	12,004	12,005	-	-	576	569	599	591	604	595
	10,840	12,167	-	-	201	30	375	32	193	33
12,167	12,000	-	-	201	30	375	32	193	33	
III-552	10,845	12,544	-	-	1,182	99	1,144	107	1,138	107
	12,544	12,545	-	-	1,182	99	1,144	107	1,138	107
	12,545	12,546	-	-	1,182	99	1,144	107	1,138	107
	12,546	12,547	-	-	1,182	99	1,144	107	1,138	107
	12,547	12,005	-	-	1,182	99	1,144	107	1,138	107
	12,005	13,198	-	-	1,757	668	1,742	698	1,742	703
	13,198	12,504	-	-	1,844	784	1,821	805	1,815	806
	12,504	13,108	-	-	1,844	784	1,821	805	1,815	806
	13,108	13,107	-	-	1,844	784	1,821	805	1,815	806
	13,107	13,106	-	-	1,844	784	1,821	805	1,815	806
	13,106	12,101	-	-	1,844	784	1,821	805	1,815	806
Stage 1	11,987	11,988	-	-	2,858	2,858	3,226	3,226	3,384	3,384
	11,988	10,610	-	-	2,802	2,802	2,882	2,882	3,004	3,004
	10,657	13,045	-	-	949	949	1,169	1,169	1,246	1,246
	13,045	11,987	-	-	949	949	1,169	1,169	1,246	1,246
	11,987	13,057	-	-	1,835	1,835	1,978	1,978	2,074	2,074

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage Connection	10644	17,002	-	-	-	8,690	-	9,620	-	10,381
Stage 5	17002	17,003	-	-	-	8,690	-	9,620	-	10,381
	17003	17,004	-	-	-	8,690	-	9,620	-	10,381
	17004	17,005	-	-	-	8,690	-	9,620	-	10,381

**Table 1.50 Car Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Tunnel Only Option M**

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	76%	76%	77%	76%	76%	75%
	10657	10658	-	-	76%	76%	76%	76%	75%	75%
	10658	10659	-	-	76%	76%	76%	76%	75%	75%
	10659	10611	-	-	76%	76%	76%	76%	75%	75%
	10611	10612	-	-	82%	81%	82%	81%	81%	81%
	10612	10640	-	-	66%	69%	64%	69%	62%	68%
	10640	10641	-	-	66%	69%	64%	69%	62%	68%
	10641	10642	-	-	65%	62%	64%	61%	61%	61%
	10642	10643	-	-	65%	62%	64%	61%	61%	61%
	10643	10644	-	-	65%	62%	64%	61%	61%	61%
	10644	17005	-	-	65%	-	64%	-	61%	-
17005	10645	-	-	65%	62%	64%	61%	61%	61%	
IV-5522	10656	12104	-	-	50%	48%	49%	48%	48%	49%
	12104	12103	-	-	50%	48%	49%	48%	48%	49%
	12103	12102	-	-	50%	48%	49%	48%	48%	49%
	12102	12101	-	-	50%	48%	49%	48%	48%	49%
III-552	12101	12505	-	-	54%	57%	51%	56%	50%	55%
	12505	10641	-	-	54%	57%	51%	56%	50%	55%
IV-5006	10640	12031	-	-	-	-	-	-	-	-
IV-4404	10612	13092	-	-	-	-	-	-	-	-
	13092	13093	-	-	-	-	-	-	-	-
II-44	10611	10610	-	-	84%	82%	83%	82%	83%	82%
	10610	10609	-	-	84%	82%	83%	81%	83%	81%
	10609	10608	-	-	84%	82%	83%	81%	83%	81%
Minor Rd	13,057	13,058	-	-	85%	85%	85%	85%	86%	86%
	13,058	10,608	-	-	85%	85%	85%	85%	86%	86%
II-55	10,646	10,839	-	-	65%	67%	63%	66%	59%	62%
	10,839	10,840	-	-	65%	67%	63%	66%	59%	62%
	10,840	10,841	-	-	63%	67%	62%	66%	60%	62%
	10,841	10,842	-	-	63%	67%	62%	66%	60%	62%
	10,842	10,843	-	-	63%	67%	62%	66%	60%	62%
	10,843	10,844	-	-	63%	67%	62%	66%	60%	62%
	10,844	10,845	-	-	63%	67%	62%	66%	60%	62%
	10,845	10,846	-	-	59%	67%	58%	66%	56%	62%
	10,846	10,847	-	-	59%	67%	58%	66%	56%	62%
	10,847	10,848	-	-	59%	67%	58%	66%	56%	62%
	10,848	10,849	-	-	59%	67%	58%	66%	56%	62%
	10,849	10,850	-	-	59%	67%	58%	66%	56%	62%
	10,850	10,851	-	-	59%	67%	58%	66%	56%	62%
	10,851	10,852	-	-	66%	68%	64%	67%	63%	64%
10,852	10,853	-	-	66%	68%	64%	67%	63%	64%	
I-6	10,853	10,910	-	-	71%	66%	68%	64%	66%	63%

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	71%	66%	68%	64%	66%	63%
	10,909	10,908	-	-	73%	68%	70%	66%	68%	65%
	10,908	10,907	-	-	73%	68%	70%	66%	68%	65%
	10,907	10,906	-	-	73%	68%	70%	66%	68%	65%
	10,906	10,639	-	-	74%	69%	72%	68%	70%	67%
I-5	10,639	10,638	-	-	73%	68%	72%	67%	71%	68%
	10,645	10,687	-	-	66%	61%	64%	60%	60%	61%
	10,687	10,638	-	-	66%	61%	64%	60%	60%	61%
	10,647	10,648	-	-	69%	65%	69%	64%	68%	63%
	10,648	10,649	-	-	69%	65%	69%	64%	68%	63%
	10,649	10,650	-	-	69%	64%	68%	64%	67%	63%
	10,650	10,651	-	-	66%	64%	66%	63%	68%	62%
	10,651	10,652	-	-	68%	64%	69%	63%	68%	62%
	10,652	10,653	-	-	68%	64%	69%	63%	68%	62%
	10,653	10,654	-	-	68%	64%	69%	63%	68%	62%
	10,654	10,655	-	-	68%	64%	69%	63%	68%	62%
10,655	10,656	-	-	68%	64%	69%	63%	68%	62%	
III-609	10,650	11,999	-	-	68%	75%	69%	75%	76%	75%
	11,999	12,000	-	-	60%	77%	63%	77%	79%	76%
	12,000	12,001	-	-	77%	77%	77%	77%	76%	76%
	12,001	12,002	-	-	77%	77%	77%	77%	76%	76%
	12,002	12,003	-	-	77%	77%	77%	77%	76%	76%
	12,003	12,004	-	-	77%	77%	77%	77%	76%	76%
	12,004	12,005	-	-	77%	77%	77%	77%	76%	76%
	10,840	12,167	-	-	13%	82%	42%	82%	89%	81%
12,167	12,000	-	-	13%	82%	42%	82%	89%	81%	
III-552	10,845	12,544	-	-	42%	83%	34%	83%	33%	84%
	12,544	12,545	-	-	42%	83%	34%	83%	33%	84%
	12,545	12,546	-	-	42%	83%	34%	83%	33%	84%
	12,546	12,547	-	-	42%	83%	34%	83%	33%	84%
	12,547	12,005	-	-	42%	83%	34%	83%	33%	84%
	12,005	13,198	-	-	53%	78%	49%	78%	48%	77%
	13,198	12,504	-	-	57%	83%	52%	83%	52%	83%
	12,504	13,108	-	-	57%	83%	52%	83%	52%	83%
	13,108	13,107	-	-	57%	83%	52%	83%	52%	83%
	13,107	13,106	-	-	57%	83%	52%	83%	52%	83%
13,106	12,101	-	-	57%	83%	52%	83%	52%	83%	
Stage 1	11,987	11,988	-	-	81%	81%	81%	81%	82%	82%
	11,988	10,610	-	-	84%	84%	84%	84%	84%	84%
	10,657	13,045	-	-	75%	75%	77%	77%	76%	76%
	13,045	11,987	-	-	75%	75%	77%	77%	76%	76%
	11,987	13,057	-	-	85%	85%	85%	85%	86%	86%



Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage Connection	10644	17,002	-	-	-	62%	-	61%	-	61%
Stage 5	17002	17,003	-	-	-	62%	-	61%	-	61%
	17003	17,004	-	-	-	62%	-	61%	-	61%
	17004	17,005	-	-	-	62%	-	61%	-	61%

**Table 1.51 HGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Tunnel Only Option M**

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	12%	12%	13%	13%	15%	16%
	10657	10658	-	-	12%	12%	13%	13%	16%	16%
	10658	10659	-	-	12%	12%	13%	13%	16%	16%
	10659	10611	-	-	12%	12%	13%	13%	16%	16%
	10611	10612	-	-	9%	10%	10%	11%	11%	12%
	10612	10640	-	-	23%	22%	26%	24%	30%	24%
	10640	10641	-	-	23%	22%	26%	24%	30%	24%
	10641	10642	-	-	23%	28%	26%	31%	30%	32%
	10642	10643	-	-	23%	28%	26%	31%	30%	32%
	10643	10644	-	-	23%	28%	26%	31%	30%	32%
	10644	17005	-	-	23%	-	26%	-	30%	-
17005	10645	-	-	23%	28%	26%	31%	30%	32%	
IV-5522	10656	12104	-	-	36%	42%	40%	44%	43%	45%
	12104	12103	-	-	36%	42%	40%	44%	43%	45%
	12103	12102	-	-	36%	42%	40%	44%	43%	45%
	12102	12101	-	-	36%	42%	40%	44%	43%	45%
III-552	12101	12505	-	-	34%	33%	39%	36%	41%	37%
	12505	10641	-	-	34%	33%	39%	36%	41%	37%
IV-5006	10640	12031	-	-	-	-	-	-	-	-
IV-4404	10612	13092	-	-	-	-	-	-	-	-
	13092	13093	-	-	-	-	-	-	-	-
II-44	10611	10610	-	-	8%	10%	9%	11%	10%	11%
	10610	10609	-	-	7%	10%	8%	11%	10%	11%
	10609	10608	-	-	7%	10%	8%	11%	10%	11%
Minor Rd	13,057	13,058	-	-	3%	3%	3%	3%	3%	3%
	13,058	10,608	-	-	3%	3%	3%	3%	3%	3%
II-55	10,646	10,839	-	-	25%	24%	29%	27%	35%	33%
	10,839	10,840	-	-	25%	24%	29%	27%	35%	33%
	10,840	10,841	-	-	28%	24%	30%	27%	34%	32%
	10,841	10,842	-	-	28%	24%	30%	27%	34%	32%
	10,842	10,843	-	-	28%	24%	30%	27%	34%	32%
	10,843	10,844	-	-	28%	24%	30%	27%	34%	32%
	10,844	10,845	-	-	28%	24%	30%	27%	34%	32%
	10,845	10,846	-	-	32%	24%	35%	27%	38%	32%
	10,846	10,847	-	-	32%	24%	35%	27%	38%	32%
	10,847	10,848	-	-	32%	24%	35%	27%	38%	32%
	10,848	10,849	-	-	32%	24%	35%	27%	38%	32%
	10,849	10,850	-	-	32%	24%	35%	27%	38%	32%
	10,850	10,851	-	-	32%	24%	35%	27%	38%	32%
	10,851	10,852	-	-	25%	23%	28%	25%	31%	30%
10,852	10,853	-	-	25%	22%	28%	25%	30%	29%	
I-6	10,853	10,910	-	-	21%	26%	25%	29%	28%	30%

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	21%	26%	25%	29%	28%	30%
	10,909	10,908	-	-	20%	25%	23%	27%	26%	28%
	10,908	10,907	-	-	20%	25%	23%	27%	26%	28%
	10,907	10,906	-	-	20%	25%	23%	27%	26%	28%
	10,906	10,639	-	-	17%	22%	20%	24%	23%	25%
I-5	10,639	10,638	-	-	18%	23%	19%	24%	21%	25%
	10,645	10,687	-	-	23%	30%	25%	32%	31%	32%
	10,687	10,638	-	-	23%	30%	25%	32%	31%	32%
	10,647	10,648	-	-	18%	24%	20%	26%	23%	29%
	10,648	10,649	-	-	18%	24%	20%	26%	23%	29%
	10,649	10,650	-	-	18%	24%	20%	26%	23%	28%
	10,650	10,651	-	-	22%	25%	23%	27%	23%	30%
	10,651	10,652	-	-	19%	25%	20%	27%	23%	30%
	10,652	10,653	-	-	19%	25%	20%	27%	23%	30%
	10,653	10,654	-	-	19%	25%	20%	27%	23%	30%
	10,654	10,655	-	-	19%	25%	20%	27%	23%	30%
10,655	10,656	-	-	19%	25%	20%	27%	23%	30%	
III-609	10,650	11,999	-	-	17%	9%	17%	10%	11%	12%
	11,999	12,000	-	-	30%	10%	28%	11%	11%	13%
	12,000	12,001	-	-	10%	10%	11%	11%	13%	13%
	12,001	12,002	-	-	10%	10%	11%	11%	13%	13%
	12,002	12,003	-	-	10%	10%	11%	11%	13%	13%
	12,003	12,004	-	-	10%	10%	11%	11%	13%	13%
	12,004	12,005	-	-	10%	10%	11%	11%	13%	13%
	10,840	12,167	-	-	86%	11%	54%	12%	3%	14%
12,167	12,000	-	-	86%	11%	54%	12%	3%	14%	
III-552	10,845	12,544	-	-	49%	12%	58%	13%	60%	12%
	12,544	12,545	-	-	49%	12%	58%	13%	60%	12%
	12,545	12,546	-	-	49%	12%	58%	13%	60%	12%
	12,546	12,547	-	-	49%	12%	58%	13%	60%	12%
	12,547	12,005	-	-	49%	12%	58%	13%	60%	12%
	12,005	13,198	-	-	36%	10%	42%	12%	44%	13%
	13,198	12,504	-	-	33%	5%	38%	6%	40%	6%
	12,504	13,108	-	-	33%	5%	38%	6%	40%	6%
	13,108	13,107	-	-	33%	5%	38%	6%	40%	6%
	13,107	13,106	-	-	33%	5%	38%	6%	40%	6%
13,106	12,101	-	-	33%	5%	38%	6%	40%	6%	
Stage 1	11,987	11,988	-	-	7%	7%	7%	7%	7%	7%
	11,988	10,610	-	-	9%	9%	11%	11%	11%	11%
	10,657	13,045	-	-	12%	12%	12%	12%	13%	13%
	13,045	11,987	-	-	12%	12%	12%	12%	13%	13%
	11,987	13,057	-	-	3%	3%	3%	3%	3%	3%

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage Connection	10644	17,002	-	-	-	28%	-	31%	-	32%
Stage 5	17002	17,003	-	-	-	28%	-	31%	-	32%
	17003	17,004	-	-	-	28%	-	31%	-	32%
	17004	17,005	-	-	-	28%	-	31%	-	32%

**Table 1.52 LGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Tunnel Only Option M**

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	7%	7%	6%	6%	6%	6%
	10657	10658	-	-	6%	6%	6%	6%	5%	5%
	10658	10659	-	-	6%	6%	6%	6%	5%	5%
	10659	10611	-	-	6%	6%	6%	6%	5%	5%
	10611	10612	-	-	6%	6%	6%	5%	5%	5%
	10612	10640	-	-	5%	5%	5%	4%	4%	4%
	10640	10641	-	-	5%	5%	5%	4%	4%	4%
	10641	10642	-	-	6%	4%	5%	4%	5%	4%
	10642	10643	-	-	6%	4%	5%	4%	5%	4%
	10643	10644	-	-	6%	4%	5%	4%	5%	4%
	10644	17005	-	-	6%	-	5%	-	5%	-
17005	10645	-	-	6%	4%	5%	4%	5%	4%	
IV-5522	10656	12104	-	-	6%	4%	5%	3%	4%	3%
	12104	12103	-	-	6%	4%	5%	3%	4%	3%
	12103	12102	-	-	6%	4%	5%	3%	4%	3%
	12102	12101	-	-	6%	4%	5%	3%	4%	3%
III-552	12101	12505	-	-	6%	5%	5%	4%	4%	4%
	12505	10641	-	-	6%	5%	5%	4%	4%	4%
IV-5006	10640	12031	-	-	-	-	-	-	-	-
IV-4404	10612	13092	-	-	-	-	-	-	-	-
	13092	13093	-	-	-	-	-	-	-	-
II-44	10611	10610	-	-	6%	6%	6%	5%	5%	5%
	10610	10609	-	-	8%	7%	7%	7%	6%	6%
	10609	10608	-	-	8%	7%	7%	7%	6%	6%
Minor Rd	13,057	13,058	-	-	10%	10%	10%	10%	10%	10%
	13,058	10,608	-	-	10%	10%	10%	10%	10%	10%
II-55	10,646	10,839	-	-	4%	3%	3%	2%	3%	2%
	10,839	10,840	-	-	4%	3%	3%	2%	3%	2%
	10,840	10,841	-	-	3%	3%	3%	2%	3%	2%
	10,841	10,842	-	-	3%	3%	3%	2%	3%	2%
	10,842	10,843	-	-	3%	3%	3%	2%	3%	2%
	10,843	10,844	-	-	3%	3%	3%	2%	3%	2%
	10,844	10,845	-	-	3%	3%	3%	2%	3%	2%
	10,845	10,846	-	-	3%	3%	3%	2%	3%	2%
	10,846	10,847	-	-	3%	3%	3%	2%	3%	2%
	10,847	10,848	-	-	3%	3%	3%	2%	3%	2%
	10,848	10,849	-	-	3%	3%	3%	2%	3%	2%
	10,849	10,850	-	-	3%	3%	3%	2%	3%	2%
	10,850	10,851	-	-	3%	3%	3%	2%	3%	2%
	10,851	10,852	-	-	3%	3%	3%	3%	3%	2%
10,852	10,853	-	-	3%	3%	3%	3%	3%	3%	
I-6	10,853	10,910	-	-	4%	4%	4%	4%	3%	4%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	4%	4%	4%	4%	3%	4%
	10,909	10,908	-	-	4%	4%	4%	4%	3%	4%
	10,908	10,907	-	-	4%	4%	4%	4%	3%	4%
	10,907	10,906	-	-	4%	4%	4%	4%	3%	4%
	10,906	10,639	-	-	4%	4%	4%	4%	4%	4%
I-5	10,639	10,638	-	-	4%	4%	4%	4%	4%	4%
	10,645	10,687	-	-	5%	4%	5%	4%	4%	3%
	10,687	10,638	-	-	5%	4%	5%	4%	4%	3%
	10,647	10,648	-	-	7%	6%	6%	5%	6%	5%
	10,648	10,649	-	-	7%	6%	6%	5%	6%	5%
	10,649	10,650	-	-	7%	6%	6%	5%	6%	5%
	10,650	10,651	-	-	6%	5%	6%	5%	5%	4%
	10,651	10,652	-	-	6%	5%	6%	5%	5%	4%
	10,652	10,653	-	-	6%	5%	6%	5%	5%	4%
	10,653	10,654	-	-	6%	5%	6%	5%	5%	4%
	10,654	10,655	-	-	6%	5%	6%	5%	5%	4%
III-609	10,655	10,656	-	-	6%	5%	6%	5%	5%	4%
	10,650	11,999	-	-	6%	6%	6%	6%	6%	6%
	11,999	12,000	-	-	6%	8%	6%	8%	7%	7%
	12,000	12,001	-	-	8%	8%	8%	8%	7%	7%
	12,001	12,002	-	-	8%	8%	8%	8%	7%	7%
	12,002	12,003	-	-	8%	8%	8%	8%	7%	7%
	12,003	12,004	-	-	8%	8%	8%	8%	7%	7%
	12,004	12,005	-	-	8%	8%	8%	8%	7%	7%
III-552	10,840	12,167	-	-	1%	3%	4%	3%	8%	3%
	12,167	12,000	-	-	1%	3%	4%	3%	8%	3%
	10,845	12,544	-	-	4%	3%	3%	3%	3%	3%
	12,544	12,545	-	-	4%	3%	3%	3%	3%	3%
	12,545	12,546	-	-	4%	3%	3%	3%	3%	3%
	12,546	12,547	-	-	4%	3%	3%	3%	3%	3%
	12,547	12,005	-	-	4%	3%	3%	3%	3%	3%
	12,005	13,198	-	-	5%	8%	5%	7%	4%	7%
	13,198	12,504	-	-	5%	7%	5%	7%	4%	7%
	12,504	13,108	-	-	5%	7%	5%	7%	4%	7%
	13,108	13,107	-	-	5%	7%	5%	7%	4%	7%
Stage 1	13,107	13,106	-	-	5%	7%	5%	7%	4%	7%
	13,106	12,101	-	-	5%	7%	5%	7%	4%	7%
	11,987	11,988	-	-	9%	9%	9%	9%	9%	9%
	11,988	10,610	-	-	2%	2%	2%	2%	2%	2%
	10,657	13,045	-	-	7%	7%	7%	7%	7%	7%
	13,045	11,987	-	-	7%	7%	7%	7%	7%	7%
	11,987	13,057	-	-	10%	10%	10%	10%	10%	10%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage Connection	10644	17,002	-	-	-	4%	-	4%	-	4%
Stage 5	17002	17,003	-	-	-	4%	-	4%	-	4%
	17003	17,004	-	-	-	4%	-	4%	-	4%
	17004	17,005	-	-	-	4%	-	4%	-	4%

**Table 1.53 Traffic Flow in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Tunnel Only Option N**

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	3,164	3,124	3,547	3,354	3,740	3,523
	10657	10658	-	-	2,215	2,175	2,378	2,328	2,494	2,436
	10658	10659	-	-	2,215	2,175	2,378	2,328	2,494	2,436
	10659	10611	-	-	2,215	2,175	2,378	2,328	2,494	2,436
	10611	10612	-	-	11,914	13,200	12,433	14,024	12,693	14,508
	10612	10640	-	-	5,071	6,886	5,233	7,435	5,371	7,851
	10640	10641	-	-	5,071	6,886	5,233	7,435	5,371	7,851
	10641	10642	-	-	4,723	9,253	5,101	10,048	5,323	10,789
	10642	10643	-	-	4,723	9,253	5,101	10,048	5,323	10,789
	10643	10644	-	-	4,723	9,253	5,101	10,048	5,323	10,789
	10644	17005	-	-	4,723	-	5,101	-	5,323	-
17005	10645	-	-	4,723	9,253	5,101	10,048	5,323	10,789	
IV-5522	10656	12104	-	-	1,315	2,906	1,505	3,165	1,583	3,489
	12104	12103	-	-	1,315	2,906	1,505	3,165	1,583	3,489
	12103	12102	-	-	1,315	2,906	1,505	3,165	1,583	3,489
	12102	12101	-	-	1,315	2,906	1,505	3,165	1,583	3,489
III-552	12101	12505	-	-	3,159	3,690	3,325	3,971	3,399	4,295
	12505	10641	-	-	3,159	3,690	3,325	3,971	3,399	4,295
IV-5006	10640	12031	-	-	-	-	-	-	-	-
IV-4404	10612	13092	-	-	-	-	-	-	-	-
	13092	13093	-	-	-	-	-	-	-	-
II-44	10611	10610	-	-	9,699	11,024	10,055	11,695	10,199	12,072
	10610	10609	-	-	6,896	8,222	7,173	8,671	7,195	8,908
	10609	10608	-	-	6,896	8,222	7,173	8,671	7,195	8,908
Minor Rd	13,057	13,058	-	-	1,835	1,835	1,978	1,978	2,074	2,074
	13,058	10,608	-	-	1,835	1,835	1,978	1,978	2,074	2,074
II-55	10,646	10,839	-	-	5,080	3,785	5,787	4,488	6,546	4,913
	10,839	10,840	-	-	5,080	3,785	5,787	4,488	6,546	4,913
	10,840	10,841	-	-	5,281	3,816	6,162	4,520	6,739	4,946
	10,841	10,842	-	-	5,281	3,816	6,162	4,520	6,739	4,946
	10,842	10,843	-	-	5,281	3,816	6,162	4,520	6,739	4,946
	10,843	10,844	-	-	5,281	3,816	6,162	4,520	6,739	4,946
	10,844	10,845	-	-	5,281	3,816	6,162	4,520	6,739	4,946
	10,845	10,846	-	-	6,463	3,915	7,306	4,627	7,877	5,053
	10,846	10,847	-	-	6,463	3,915	7,306	4,627	7,877	5,053
	10,847	10,848	-	-	6,463	3,915	7,306	4,627	7,877	5,053
	10,848	10,849	-	-	6,463	3,915	7,306	4,627	7,877	5,053
	10,849	10,850	-	-	6,463	3,915	7,306	4,627	7,877	5,053
	10,850	10,851	-	-	6,463	3,915	7,306	4,627	7,877	5,053
	10,851	10,852	-	-	6,947	6,186	7,830	7,083	8,421	7,670
10,852	10,853	-	-	7,020	6,405	7,910	7,310	8,575	7,899	
I-6	10,853	10,910	-	-	5,640	6,552	6,155	7,231	6,892	7,972



Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	5,640	6,552	6,155	7,231	6,892	7,972
	10,909	10,908	-	-	6,174	7,086	6,754	7,827	7,538	8,616
	10,908	10,907	-	-	6,174	7,086	6,754	7,827	7,538	8,616
	10,907	10,906	-	-	6,174	7,086	6,754	7,827	7,538	8,616
	10,906	10,639	-	-	7,208	8,135	7,814	8,903	8,606	9,701
I-5	10,639	10,638	-	-	11,524	14,431	12,531	15,658	13,418	16,703
	10,645	10,687	-	-	2,950	6,622	3,113	7,075	3,280	7,548
	10,687	10,638	-	-	2,950	6,622	3,113	7,075	3,280	7,548
	10,647	10,648	-	-	5,053	6,519	5,518	7,052	5,785	7,551
	10,648	10,649	-	-	5,053	6,519	5,518	7,052	5,785	7,551
	10,649	10,650	-	-	5,251	6,715	5,719	7,251	5,983	7,747
	10,650	10,651	-	-	4,640	5,967	5,239	6,465	5,307	6,950
	10,651	10,652	-	-	4,421	5,919	4,991	6,418	5,259	6,904
	10,652	10,653	-	-	4,421	5,919	4,991	6,418	5,259	6,904
	10,653	10,654	-	-	4,421	5,919	4,991	6,418	5,259	6,904
	10,654	10,655	-	-	4,421	5,919	4,991	6,418	5,259	6,904
10,655	10,656	-	-	4,421	5,919	4,991	6,418	5,259	6,904	
III-609	10,650	11,999	-	-	2,064	1,893	2,287	1,943	2,100	1,939
	11,999	12,000	-	-	777	598	974	623	797	628
	12,000	12,001	-	-	576	568	599	591	604	595
	12,001	12,002	-	-	576	568	599	591	604	595
	12,002	12,003	-	-	576	568	599	591	604	595
	12,003	12,004	-	-	576	568	599	591	604	595
	12,004	12,005	-	-	576	568	599	591	604	595
	10,840	12,167	-	-	201	30	375	32	193	33
12,167	12,000	-	-	201	30	375	32	193	33	
III-552	10,845	12,544	-	-	1,182	99	1,144	107	1,138	107
	12,544	12,545	-	-	1,182	99	1,144	107	1,138	107
	12,545	12,546	-	-	1,182	99	1,144	107	1,138	107
	12,546	12,547	-	-	1,182	99	1,144	107	1,138	107
	12,547	12,005	-	-	1,182	99	1,144	107	1,138	107
	12,005	13,198	-	-	1,757	667	1,742	698	1,742	703
	13,198	12,504	-	-	1,844	784	1,821	805	1,815	806
	12,504	13,108	-	-	1,844	784	1,821	805	1,815	806
	13,108	13,107	-	-	1,844	784	1,821	805	1,815	806
	13,107	13,106	-	-	1,844	784	1,821	805	1,815	806
	13,106	12,101	-	-	1,844	784	1,821	805	1,815	806
Stage 1	11,987	11,988	-	-	2,858	2,858	3,226	3,082	3,384	3,224
	11,988	10,610	-	-	2,802	2,802	2,882	3,024	3,004	3,163
	10,657	13,045	-	-	949	949	1,169	1,026	1,246	1,087
	13,045	11,987	-	-	949	949	1,169	1,026	1,246	1,087
	11,987	13,057	-	-	1,835	1,835	1,978	1,978	2,074	2,074

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage Connection	10644	17,002	-	-	-	9,253	-	10,048	-	10,789
Stage 5	17002	17,003	-	-	-	9,253	-	10,048	-	10,789
	17003	17,004	-	-	-	9,253	-	10,048	-	10,789
	17004	17,005	-	-	-	9,253	-	10,048	-	10,789

**Table 1.54 Car Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Tunnel Only Option N**

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	76%	75%	77%	76%	76%	75%
	10657	10658	-	-	76%	76%	76%	76%	75%	75%
	10658	10659	-	-	76%	76%	76%	76%	75%	75%
	10659	10611	-	-	76%	76%	76%	76%	75%	75%
	10611	10612	-	-	82%	81%	82%	81%	81%	81%
	10612	10640	-	-	66%	69%	64%	69%	62%	68%
	10640	10641	-	-	66%	69%	64%	69%	62%	68%
	10641	10642	-	-	65%	64%	64%	63%	61%	61%
	10642	10643	-	-	65%	64%	64%	63%	61%	61%
	10643	10644	-	-	65%	64%	64%	63%	61%	61%
	10644	17005	-	-	65%	-	64%	-	61%	-
17005	10645	-	-	65%	64%	64%	63%	61%	61%	
IV-5522	10656	12104	-	-	50%	56%	49%	53%	48%	50%
	12104	12103	-	-	50%	56%	49%	53%	48%	50%
	12103	12102	-	-	50%	56%	49%	53%	48%	50%
	12102	12101	-	-	50%	56%	49%	53%	48%	50%
III-552	12101	12505	-	-	54%	61%	51%	59%	50%	56%
	12505	10641	-	-	54%	61%	51%	59%	50%	56%
IV-5006	10640	12031	-	-	-	-	-	-	-	-
IV-4404	10612	13092	-	-	-	-	-	-	-	-
	13092	13093	-	-	-	-	-	-	-	-
II-44	10611	10610	-	-	84%	82%	83%	82%	83%	82%
	10610	10609	-	-	84%	81%	83%	81%	83%	81%
	10609	10608	-	-	84%	81%	83%	81%	83%	81%
Minor Rd	13,057	13,058	-	-	85%	85%	85%	85%	86%	86%
	13,058	10,608	-	-	85%	85%	85%	85%	86%	86%
II-55	10,646	10,839	-	-	65%	63%	63%	63%	59%	62%
	10,839	10,840	-	-	65%	63%	63%	63%	59%	62%
	10,840	10,841	-	-	63%	63%	62%	64%	60%	62%
	10,841	10,842	-	-	63%	63%	62%	64%	60%	62%
	10,842	10,843	-	-	63%	63%	62%	64%	60%	62%
	10,843	10,844	-	-	63%	63%	62%	64%	60%	62%
	10,844	10,845	-	-	63%	63%	62%	64%	60%	62%
	10,845	10,846	-	-	59%	64%	58%	64%	56%	62%
	10,846	10,847	-	-	59%	64%	58%	64%	56%	62%
	10,847	10,848	-	-	59%	64%	58%	64%	56%	62%
	10,848	10,849	-	-	59%	64%	58%	64%	56%	62%
	10,849	10,850	-	-	59%	64%	58%	64%	56%	62%
	10,850	10,851	-	-	59%	64%	58%	64%	56%	62%
	10,851	10,852	-	-	66%	66%	64%	66%	63%	64%
10,852	10,853	-	-	66%	66%	64%	66%	63%	65%	
I-6	10,853	10,910	-	-	71%	64%	68%	63%	66%	63%

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	71%	64%	68%	63%	66%	63%
	10,909	10,908	-	-	73%	66%	70%	65%	68%	65%
	10,908	10,907	-	-	73%	66%	70%	65%	68%	65%
	10,907	10,906	-	-	73%	66%	70%	65%	68%	65%
	10,906	10,639	-	-	74%	68%	72%	67%	70%	67%
I-5	10,639	10,638	-	-	73%	69%	72%	68%	71%	68%
	10,645	10,687	-	-	66%	64%	64%	62%	60%	61%
	10,687	10,638	-	-	66%	64%	64%	62%	60%	61%
	10,647	10,648	-	-	69%	67%	69%	66%	68%	63%
	10,648	10,649	-	-	69%	67%	69%	66%	68%	63%
	10,649	10,650	-	-	69%	66%	68%	65%	67%	63%
	10,650	10,651	-	-	66%	66%	66%	65%	68%	62%
	10,651	10,652	-	-	68%	66%	69%	65%	68%	62%
	10,652	10,653	-	-	68%	66%	69%	65%	68%	62%
	10,653	10,654	-	-	68%	66%	69%	65%	68%	62%
	10,654	10,655	-	-	68%	66%	69%	65%	68%	62%
III-609	10,655	10,656	-	-	68%	66%	69%	65%	68%	62%
	10,650	11,999	-	-	68%	75%	69%	75%	76%	75%
	11,999	12,000	-	-	60%	77%	63%	77%	79%	76%
	12,000	12,001	-	-	77%	77%	77%	77%	76%	76%
	12,001	12,002	-	-	77%	77%	77%	77%	76%	76%
	12,002	12,003	-	-	77%	77%	77%	77%	76%	76%
	12,003	12,004	-	-	77%	77%	77%	77%	76%	76%
	12,004	12,005	-	-	77%	77%	77%	77%	76%	76%
III-552	10,840	12,167	-	-	13%	82%	42%	82%	89%	81%
	12,167	12,000	-	-	13%	82%	42%	82%	89%	81%
	10,845	12,544	-	-	42%	83%	34%	83%	33%	84%
	12,544	12,545	-	-	42%	83%	34%	83%	33%	84%
	12,545	12,546	-	-	42%	83%	34%	83%	33%	84%
	12,546	12,547	-	-	42%	83%	34%	83%	33%	84%
	12,547	12,005	-	-	42%	83%	34%	83%	33%	84%
	12,005	13,198	-	-	53%	78%	49%	78%	48%	77%
	13,198	12,504	-	-	57%	83%	52%	83%	52%	83%
	12,504	13,108	-	-	57%	83%	52%	83%	52%	83%
Stage 1	13,108	13,107	-	-	57%	83%	52%	83%	52%	83%
	13,107	13,106	-	-	57%	83%	52%	83%	52%	83%
	13,106	12,101	-	-	57%	83%	52%	83%	52%	83%
	11,987	11,988	-	-	81%	81%	81%	81%	82%	81%
	11,988	10,610	-	-	84%	84%	84%	84%	84%	84%
	10,657	13,045	-	-	75%	75%	77%	77%	76%	74%
	13,045	11,987	-	-	75%	75%	77%	77%	76%	74%
	11,987	13,057	-	-	85%	85%	85%	85%	86%	86%

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage Connection	10644	17,002	-	-	-	64%	-	63%	-	61%
Stage 5	17002	17,003	-	-	-	64%	-	63%	-	61%
	17003	17,004	-	-	-	64%	-	63%	-	61%
	17004	17,005	-	-	-	64%	-	63%	-	61%

**Table 1.55 HGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Tunnel Only Option N**

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	12%	12%	13%	13%	15%	16%
	10657	10658	-	-	12%	12%	13%	13%	16%	16%
	10658	10659	-	-	12%	12%	13%	13%	16%	16%
	10659	10611	-	-	12%	12%	13%	13%	16%	16%
	10611	10612	-	-	9%	10%	10%	11%	11%	12%
	10612	10640	-	-	23%	21%	26%	23%	30%	25%
	10640	10641	-	-	23%	21%	26%	23%	30%	25%
	10641	10642	-	-	23%	27%	26%	30%	30%	32%
	10642	10643	-	-	23%	27%	26%	30%	30%	32%
	10643	10644	-	-	23%	27%	26%	30%	30%	32%
	10644	17005	-	-	23%	-	26%	-	30%	-
17005	10645	-	-	23%	27%	26%	30%	30%	32%	
IV-5522	10656	12104	-	-	36%	35%	40%	39%	43%	44%
	12104	12103	-	-	36%	35%	40%	39%	43%	44%
	12103	12102	-	-	36%	35%	40%	39%	43%	44%
	12102	12101	-	-	36%	35%	40%	39%	43%	44%
III-552	12101	12505	-	-	34%	29%	39%	32%	41%	37%
	12505	10641	-	-	34%	29%	39%	32%	41%	37%
IV-5006	10640	12031	-	-	-	-	-	-	-	
IV-4404	10612	13092	-	-	-	-	-	-	-	-
	13092	13093	-	-	-	-	-	-	-	-
II-44	10611	10610	-	-	8%	10%	9%	11%	10%	11%
	10610	10609	-	-	7%	10%	8%	11%	10%	11%
	10609	10608	-	-	7%	10%	8%	11%	10%	11%
Minor Rd	13,057	13,058	-	-	3%	3%	3%	3%	3%	3%
	13,058	10,608	-	-	3%	3%	3%	3%	3%	3%
II-55	10,646	10,839	-	-	25%	27%	29%	29%	35%	33%
	10,839	10,840	-	-	25%	27%	29%	29%	35%	33%
	10,840	10,841	-	-	28%	27%	30%	29%	34%	33%
	10,841	10,842	-	-	28%	27%	30%	29%	34%	33%
	10,842	10,843	-	-	28%	27%	30%	29%	34%	33%
	10,843	10,844	-	-	28%	27%	30%	29%	34%	33%
	10,844	10,845	-	-	28%	27%	30%	29%	34%	33%
	10,845	10,846	-	-	32%	27%	35%	28%	38%	32%
	10,846	10,847	-	-	32%	27%	35%	28%	38%	32%
	10,847	10,848	-	-	32%	27%	35%	28%	38%	32%
	10,848	10,849	-	-	32%	27%	35%	28%	38%	32%
	10,849	10,850	-	-	32%	27%	35%	28%	38%	32%
	10,850	10,851	-	-	32%	27%	35%	28%	38%	32%
	10,851	10,852	-	-	25%	25%	28%	27%	31%	30%
10,852	10,853	-	-	25%	24%	28%	26%	30%	29%	
I-6	10,853	10,910	-	-	21%	28%	25%	30%	28%	30%

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	21%	28%	25%	30%	28%	30%
	10,909	10,908	-	-	20%	26%	23%	28%	26%	28%
	10,908	10,907	-	-	20%	26%	23%	28%	26%	28%
	10,907	10,906	-	-	20%	26%	23%	28%	26%	28%
	10,906	10,639	-	-	17%	23%	20%	25%	23%	26%
I-5	10,639	10,638	-	-	18%	22%	19%	24%	21%	25%
	10,645	10,687	-	-	23%	27%	25%	30%	31%	32%
	10,687	10,638	-	-	23%	27%	25%	30%	31%	32%
	10,647	10,648	-	-	18%	22%	20%	25%	23%	29%
	10,648	10,649	-	-	18%	22%	20%	25%	23%	29%
	10,649	10,650	-	-	18%	22%	20%	25%	23%	28%
	10,650	10,651	-	-	22%	23%	23%	26%	23%	30%
	10,651	10,652	-	-	19%	23%	20%	26%	23%	30%
	10,652	10,653	-	-	19%	23%	20%	26%	23%	30%
	10,653	10,654	-	-	19%	23%	20%	26%	23%	30%
	10,654	10,655	-	-	19%	23%	20%	26%	23%	30%
III-609	10,655	10,656	-	-	19%	23%	20%	26%	23%	30%
	10,650	11,999	-	-	17%	9%	17%	10%	11%	12%
	11,999	12,000	-	-	30%	10%	28%	12%	11%	13%
	12,000	12,001	-	-	10%	10%	11%	11%	13%	13%
	12,001	12,002	-	-	10%	10%	11%	11%	13%	13%
	12,002	12,003	-	-	10%	10%	11%	11%	13%	13%
	12,003	12,004	-	-	10%	10%	11%	11%	13%	13%
	12,004	12,005	-	-	10%	10%	11%	11%	13%	13%
	10,840	12,167	-	-	86%	11%	54%	12%	3%	14%
III-552	12,167	12,000	-	-	86%	11%	54%	12%	3%	14%
	10,845	12,544	-	-	49%	12%	58%	13%	60%	12%
	12,544	12,545	-	-	49%	12%	58%	13%	60%	12%
	12,545	12,546	-	-	49%	12%	58%	13%	60%	12%
	12,546	12,547	-	-	49%	12%	58%	13%	60%	12%
	12,547	12,005	-	-	49%	12%	58%	13%	60%	12%
	12,005	13,198	-	-	36%	10%	42%	12%	44%	13%
	13,198	12,504	-	-	33%	5%	38%	6%	40%	6%
	12,504	13,108	-	-	33%	5%	38%	6%	40%	6%
	13,108	13,107	-	-	33%	5%	38%	6%	40%	6%
	13,107	13,106	-	-	33%	5%	38%	6%	40%	6%
Stage 1	13,106	12,101	-	-	33%	5%	38%	6%	40%	6%
	11,987	11,988	-	-	7%	7%	7%	7%	7%	7%
	11,988	10,610	-	-	9%	9%	11%	11%	11%	11%
	10,657	13,045	-	-	12%	12%	12%	12%	13%	13%
	13,045	11,987	-	-	12%	12%	12%	12%	13%	13%
	11,987	13,057	-	-	3%	3%	3%	3%	3%	3%

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage Connection	10644	17,002	-	-	-	27%	-	30%	-	32%
Stage 5	17002	17,003	-	-	-	27%	-	30%	-	32%
	17003	17,004	-	-	-	27%	-	30%	-	32%
	17004	17,005	-	-	-	27%	-	30%	-	32%



**Table 1.56 LGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Tunnel Only Option N**

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	7%	7%	6%	6%	6%	6%
	10657	10658	-	-	6%	6%	6%	6%	5%	5%
	10658	10659	-	-	6%	6%	6%	6%	5%	5%
	10659	10611	-	-	6%	6%	6%	6%	5%	5%
	10611	10612	-	-	6%	6%	6%	5%	5%	5%
	10612	10640	-	-	5%	5%	5%	4%	4%	4%
	10640	10641	-	-	5%	5%	5%	4%	4%	4%
	10641	10642	-	-	6%	4%	5%	4%	5%	3%
	10642	10643	-	-	6%	4%	5%	4%	5%	3%
	10643	10644	-	-	6%	4%	5%	4%	5%	3%
	10644	17005	-	-	6%	-	5%	-	5%	-
17005	10645	-	-	6%	4%	5%	4%	5%	3%	
IV-5522	10656	12104	-	-	6%	4%	5%	3%	4%	3%
	12104	12103	-	-	6%	4%	5%	3%	4%	3%
	12103	12102	-	-	6%	4%	5%	3%	4%	3%
	12102	12101	-	-	6%	4%	5%	3%	4%	3%
III-552	12101	12505	-	-	6%	5%	5%	4%	4%	4%
	12505	10641	-	-	6%	5%	5%	4%	4%	4%
IV-5006	10640	12031	-	-	-	-	-	-	-	-
IV-4404	10612	13092	-	-	-	-	-	-	-	-
	13092	13093	-	-	-	-	-	-	-	-
II-44	10611	10610	-	-	6%	6%	6%	5%	5%	5%
	10610	10609	-	-	8%	7%	7%	6%	6%	6%
	10609	10608	-	-	8%	7%	7%	6%	6%	6%
Minor Rd	13,057	13,058	-	-	10%	10%	10%	10%	10%	10%
	13,058	10,608	-	-	10%	10%	10%	10%	10%	10%
II-55	10,646	10,839	-	-	4%	3%	3%	2%	3%	2%
	10,839	10,840	-	-	4%	3%	3%	2%	3%	2%
	10,840	10,841	-	-	3%	3%	3%	2%	3%	2%
	10,841	10,842	-	-	3%	3%	3%	2%	3%	2%
	10,842	10,843	-	-	3%	3%	3%	2%	3%	2%
	10,843	10,844	-	-	3%	3%	3%	2%	3%	2%
	10,844	10,845	-	-	3%	3%	3%	2%	3%	2%
	10,845	10,846	-	-	3%	3%	3%	2%	3%	2%
	10,846	10,847	-	-	3%	3%	3%	2%	3%	2%
	10,847	10,848	-	-	3%	3%	3%	2%	3%	2%
	10,848	10,849	-	-	3%	3%	3%	2%	3%	2%
	10,849	10,850	-	-	3%	3%	3%	2%	3%	2%
	10,850	10,851	-	-	3%	3%	3%	2%	3%	2%
	10,851	10,852	-	-	3%	3%	3%	3%	3%	2%
10,852	10,853	-	-	3%	3%	3%	3%	3%	3%	
I-6	10,853	10,910	-	-	4%	4%	4%	4%	3%	4%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	4%	4%	4%	4%	3%	4%
	10,909	10,908	-	-	4%	4%	4%	4%	3%	3%
	10,908	10,907	-	-	4%	4%	4%	4%	3%	3%
	10,907	10,906	-	-	4%	4%	4%	4%	3%	3%
	10,906	10,639	-	-	4%	4%	4%	4%	4%	4%
I-5	10,639	10,638	-	-	4%	4%	4%	4%	4%	4%
	10,645	10,687	-	-	5%	4%	5%	4%	4%	3%
	10,687	10,638	-	-	5%	4%	5%	4%	4%	3%
	10,647	10,648	-	-	7%	6%	6%	5%	6%	5%
	10,648	10,649	-	-	7%	6%	6%	5%	6%	5%
	10,649	10,650	-	-	7%	6%	6%	5%	6%	5%
	10,650	10,651	-	-	6%	5%	6%	5%	5%	4%
	10,651	10,652	-	-	6%	5%	6%	5%	5%	4%
	10,652	10,653	-	-	6%	5%	6%	5%	5%	4%
	10,653	10,654	-	-	6%	5%	6%	5%	5%	4%
	10,654	10,655	-	-	6%	5%	6%	5%	5%	4%
III-609	10,655	10,656	-	-	6%	5%	6%	5%	5%	4%
	10,650	11,999	-	-	6%	6%	6%	6%	6%	6%
	11,999	12,000	-	-	6%	8%	6%	8%	7%	7%
	12,000	12,001	-	-	8%	8%	8%	8%	7%	7%
	12,001	12,002	-	-	8%	8%	8%	8%	7%	7%
	12,002	12,003	-	-	8%	8%	8%	8%	7%	7%
	12,003	12,004	-	-	8%	8%	8%	8%	7%	7%
	12,004	12,005	-	-	8%	8%	8%	8%	7%	7%
	10,840	12,167	-	-	1%	3%	4%	3%	8%	3%
III-552	12,167	12,000	-	-	1%	3%	4%	3%	8%	3%
	10,845	12,544	-	-	4%	3%	3%	3%	3%	3%
	12,544	12,545	-	-	4%	3%	3%	3%	3%	3%
	12,545	12,546	-	-	4%	3%	3%	3%	3%	3%
	12,546	12,547	-	-	4%	3%	3%	3%	3%	3%
	12,547	12,005	-	-	4%	3%	3%	3%	3%	3%
	12,005	13,198	-	-	5%	8%	5%	7%	4%	6%
	13,198	12,504	-	-	5%	7%	5%	7%	4%	7%
	12,504	13,108	-	-	5%	7%	5%	7%	4%	7%
	13,108	13,107	-	-	5%	7%	5%	7%	4%	7%
	13,107	13,106	-	-	5%	7%	5%	7%	4%	7%
Stage 1	13,106	12,101	-	-	5%	7%	5%	7%	4%	7%
	11,987	11,988	-	-	9%	9%	9%	9%	9%	9%
	11,988	10,610	-	-	2%	2%	2%	2%	2%	2%
	10,657	13,045	-	-	7%	7%	7%	7%	7%	7%
	13,045	11,987	-	-	7%	7%	7%	7%	7%	7%
	11,987	13,057	-	-	10%	10%	10%	10%	10%	10%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage Connection	10644	17,002	-	-	-	4%	-	4%	-	3%
Stage 5	17002	17,003	-	-	-	4%	-	4%	-	3%
	17003	17,004	-	-	-	4%	-	4%	-	3%
	17004	17,005	-	-	-	4%	-	4%	-	3%

**Table 1.57 Traffic Flow in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Tunnel Only Option O**

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	3,164	3,125	3,547	3,355	3,740	3,523
	10657	10658	-	-	2,215	2,177	2,378	2,329	2,494	2,437
	10658	10659	-	-	2,215	2,177	2,378	2,329	2,494	2,437
	10659	10611	-	-	2,215	2,177	2,378	2,329	2,494	2,437
	10611	10612	-	-	11,914	13,199	12,433	14,018	12,693	14,485
	10612	10640	-	-	5,071	6,881	5,233	7,424	5,371	7,823
	10640	10641	-	-	5,071	6,881	5,233	7,424	5,371	7,823
	10641	10642	-	-	4,723	9,074	5,101	9,804	5,323	10,729
	10642	10643	-	-	4,723	9,074	5,101	9,804	5,323	10,729
	10643	10644	-	-	4,723	9,074	5,101	9,804	5,323	10,729
	10644	17005	-	-	4,723	-	5,101	-	5,323	-
17005	10645	-	-	4,723	9,074	5,101	9,804	5,323	10,729	
IV-5522	10656	12104	-	-	1,315	2,733	1,505	2,934	1,583	3,457
	12104	12103	-	-	1,315	2,733	1,505	2,934	1,583	3,457
	12103	12102	-	-	1,315	2,733	1,505	2,934	1,583	3,457
	12102	12101	-	-	1,315	2,733	1,505	2,934	1,583	3,457
III-552	12101	12505	-	-	3,159	3,517	3,325	3,739	3,399	4,263
	12505	10641	-	-	3,159	3,517	3,325	3,739	3,399	4,263
IV-5006	10640	12031	-	-	-	-	-	-	-	-
IV-4404	10612	13092	-	-	-	-	-	-	-	-
	13092	13093	-	-	-	-	-	-	-	-
II-44	10611	10610	-	-	9,699	11,022	10,055	11,689	10,199	12,048
	10610	10609	-	-	6,896	8,220	7,173	8,665	7,195	8,885
	10609	10608	-	-	6,896	8,220	7,173	8,665	7,195	8,885
Minor Rd	13,057	13,058	-	-	1,835	1,835	1,978	1,978	2,074	2,074
	13,058	10,608	-	-	1,835	1,835	1,978	1,978	2,074	2,074
II-55	10,646	10,839	-	-	5,080	3,956	5,787	4,717	6,546	4,961
	10,839	10,840	-	-	5,080	3,956	5,787	4,717	6,546	4,961
	10,840	10,841	-	-	5,281	3,986	6,162	4,749	6,739	4,994
	10,841	10,842	-	-	5,281	3,986	6,162	4,749	6,739	4,994
	10,842	10,843	-	-	5,281	3,986	6,162	4,749	6,739	4,994
	10,843	10,844	-	-	5,281	3,986	6,162	4,749	6,739	4,994
	10,844	10,845	-	-	5,281	3,986	6,162	4,749	6,739	4,994
	10,845	10,846	-	-	6,463	4,086	7,306	4,856	7,877	5,102
	10,846	10,847	-	-	6,463	4,086	7,306	4,856	7,877	5,102
	10,847	10,848	-	-	6,463	4,086	7,306	4,856	7,877	5,102
	10,848	10,849	-	-	6,463	4,086	7,306	4,856	7,877	5,102
	10,849	10,850	-	-	6,463	4,086	7,306	4,856	7,877	5,102
	10,850	10,851	-	-	6,463	4,086	7,306	4,856	7,877	5,102
	10,851	10,852	-	-	6,947	6,355	7,830	7,312	8,421	7,718
10,852	10,853	-	-	7,020	6,574	7,910	7,539	8,575	7,947	
I-6	10,853	10,910	-	-	5,640	6,721	6,155	7,457	6,892	7,979

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	5,640	6,721	6,155	7,457	6,892	7,979
	10,909	10,908	-	-	6,174	7,255	6,754	8,053	7,538	8,623
	10,908	10,907	-	-	6,174	7,255	6,754	8,053	7,538	8,623
	10,907	10,906	-	-	6,174	7,255	6,754	8,053	7,538	8,623
	10,906	10,639	-	-	7,208	8,304	7,814	9,128	8,606	9,708
I-5	10,639	10,638	-	-	11,524	14,256	12,531	15,435	13,418	16,666
	10,645	10,687	-	-	2,950	6,444	3,113	6,847	3,280	7,507
	10,687	10,638	-	-	2,950	6,444	3,113	6,847	3,280	7,507
	10,647	10,648	-	-	5,053	6,348	5,518	6,821	5,785	7,521
	10,648	10,649	-	-	5,053	6,348	5,518	6,821	5,785	7,521
	10,649	10,650	-	-	5,251	6,544	5,719	7,020	5,983	7,716
	10,650	10,651	-	-	4,640	5,796	5,239	6,234	5,307	6,919
	10,651	10,652	-	-	4,421	5,748	4,991	6,186	5,259	6,873
	10,652	10,653	-	-	4,421	5,748	4,991	6,186	5,259	6,873
	10,653	10,654	-	-	4,421	5,748	4,991	6,186	5,259	6,873
	10,654	10,655	-	-	4,421	5,748	4,991	6,186	5,259	6,873
10,655	10,656	-	-	4,421	5,748	4,991	6,186	5,259	6,873	
III-609	10,650	11,999	-	-	2,064	1,894	2,287	1,943	2,100	1,939
	11,999	12,000	-	-	777	599	974	623	797	628
	12,000	12,001	-	-	576	568	599	591	604	595
	12,001	12,002	-	-	576	568	599	591	604	595
	12,002	12,003	-	-	576	568	599	591	604	595
	12,003	12,004	-	-	576	568	599	591	604	595
	12,004	12,005	-	-	576	568	599	591	604	595
	10,840	12,167	-	-	201	30	375	32	193	33
12,167	12,000	-	-	201	30	375	32	193	33	
III-552	10,845	12,544	-	-	1,182	99	1,144	107	1,138	108
	12,544	12,545	-	-	1,182	99	1,144	107	1,138	108
	12,545	12,546	-	-	1,182	99	1,144	107	1,138	108
	12,546	12,547	-	-	1,182	99	1,144	107	1,138	108
	12,547	12,005	-	-	1,182	99	1,144	107	1,138	108
	12,005	13,198	-	-	1,757	667	1,742	698	1,742	703
	13,198	12,504	-	-	1,844	784	1,821	805	1,815	806
	12,504	13,108	-	-	1,844	784	1,821	805	1,815	806
	13,108	13,107	-	-	1,844	784	1,821	805	1,815	806
	13,107	13,106	-	-	1,844	784	1,821	805	1,815	806
	13,106	12,101	-	-	1,844	784	1,821	805	1,815	806
Stage 1	11,987	11,988	-	-	2,858	2,858	3,226	3,226	3,384	3,384
	11,988	10,610	-	-	2,802	2,802	2,882	2,882	3,004	3,004
	10,657	13,045	-	-	949	949	1,169	1,169	1,246	1,246
	13,045	11,987	-	-	949	949	1,169	1,169	1,246	1,246
	11,987	13,057	-	-	1,835	1,835	1,978	1,978	2,074	2,074

Road	i Node	j Node	Total 2 Way Flow – 24 hour AADT (Vehicles)							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage Connection	10644	17,002	-	-	-	9,074	-	9,804	-	10,729
Stage 5	17002	17,003	-	-	-	9,074	-	9,804	-	10,729
	17003	17,004	-	-	-	9,074	-	9,804	-	10,729
	17004	17,005	-	-	-	9,074	-	9,804	-	10,729

**Table 1.58 Car Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Tunnel Only Option O**

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	76%	75%	77%	76%	76%	75%
	10657	10658	-	-	76%	76%	76%	76%	75%	75%
	10658	10659	-	-	76%	76%	76%	76%	75%	75%
	10659	10611	-	-	76%	76%	76%	76%	75%	75%
	10611	10612	-	-	82%	81%	82%	81%	81%	81%
	10612	10640	-	-	66%	69%	64%	69%	62%	68%
	10640	10641	-	-	66%	69%	64%	69%	62%	68%
	10641	10642	-	-	65%	63%	64%	62%	61%	61%
	10642	10643	-	-	65%	63%	64%	62%	61%	61%
	10643	10644	-	-	65%	63%	64%	62%	61%	61%
	10644	17005	-	-	65%		64%		61%	
17005	10645	-	-	65%	63%	64%	62%	61%	61%	
IV-5522	10656	12104	-	-	50%	53%	49%	50%	48%	50%
	12104	12103	-	-	50%	53%	49%	50%	48%	50%
	12103	12102	-	-	50%	53%	49%	50%	48%	50%
	12102	12101	-	-	50%	53%	49%	50%	48%	50%
III-552	12101	12505	-	-	54%	60%	51%	57%	50%	56%
	12505	10641	-	-	54%	60%	51%	57%	50%	56%
IV-5006	10640	12031	-	-						
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	84%	82%	83%	82%	83%	82%
	10610	10609	-	-	84%	81%	83%	81%	83%	81%
	10609	10608	-	-	84%	81%	83%	81%	83%	81%
Minor Rd	13,057	13,058	-	-	85%	85%	85%	85%	86%	86%
	13,058	10,608	-	-	85%	85%	85%	85%	86%	86%
II-55	10,646	10,839	-	-	65%	65%	63%	65%	59%	62%
	10,839	10,840	-	-	65%	65%	63%	65%	59%	62%
	10,840	10,841	-	-	63%	65%	62%	65%	60%	62%
	10,841	10,842	-	-	63%	65%	62%	65%	60%	62%
	10,842	10,843	-	-	63%	65%	62%	65%	60%	62%
	10,843	10,844	-	-	63%	65%	62%	65%	60%	62%
	10,844	10,845	-	-	63%	65%	62%	65%	60%	62%
	10,845	10,846	-	-	59%	65%	58%	65%	56%	62%
	10,846	10,847	-	-	59%	65%	58%	65%	56%	62%
	10,847	10,848	-	-	59%	65%	58%	65%	56%	62%
	10,848	10,849	-	-	59%	65%	58%	65%	56%	62%
	10,849	10,850	-	-	59%	65%	58%	65%	56%	62%
	10,850	10,851	-	-	59%	65%	58%	65%	56%	62%
	10,851	10,852	-	-	66%	67%	64%	67%	63%	64%
10,852	10,853	-	-	66%	67%	64%	67%	63%	65%	
I-6	10,853	10,910	-	-	71%	65%	68%	64%	66%	63%

Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	71%	65%	68%	64%	66%	63%
	10,909	10,908	-	-	73%	66%	70%	66%	68%	65%
	10,908	10,907	-	-	73%	66%	70%	66%	68%	65%
	10,907	10,906	-	-	73%	66%	70%	66%	68%	65%
	10,906	10,639	-	-	74%	68%	72%	68%	70%	67%
I-5	10,639	10,638	-	-	73%	69%	72%	67%	71%	68%
	10,645	10,687	-	-	66%	63%	64%	61%	60%	61%
	10,687	10,638	-	-	66%	63%	64%	61%	60%	61%
	10,647	10,648	-	-	69%	66%	69%	65%	68%	63%
	10,648	10,649	-	-	69%	66%	69%	65%	68%	63%
	10,649	10,650	-	-	69%	66%	68%	64%	67%	63%
	10,650	10,651	-	-	66%	65%	66%	64%	68%	62%
	10,651	10,652	-	-	68%	65%	69%	64%	68%	62%
	10,652	10,653	-	-	68%	65%	69%	64%	68%	62%
	10,653	10,654	-	-	68%	65%	69%	64%	68%	62%
	10,654	10,655	-	-	68%	65%	69%	64%	68%	62%
III-609	10,655	10,656	-	-	68%	65%	69%	64%	68%	62%
	10,650	11,999	-	-	68%	75%	69%	75%	76%	75%
	11,999	12,000	-	-	60%	77%	63%	77%	79%	76%
	12,000	12,001	-	-	77%	77%	77%	77%	76%	76%
	12,001	12,002	-	-	77%	77%	77%	77%	76%	76%
	12,002	12,003	-	-	77%	77%	77%	77%	76%	76%
	12,003	12,004	-	-	77%	77%	77%	77%	76%	76%
	12,004	12,005	-	-	77%	77%	77%	77%	76%	76%
III-552	10,840	12,167	-	-	13%	82%	42%	82%	89%	81%
	12,167	12,000	-	-	13%	82%	42%	82%	89%	81%
	10,845	12,544	-	-	42%	83%	34%	83%	33%	84%
	12,544	12,545	-	-	42%	83%	34%	83%	33%	84%
	12,545	12,546	-	-	42%	83%	34%	83%	33%	84%
	12,546	12,547	-	-	42%	83%	34%	83%	33%	84%
	12,547	12,005	-	-	42%	83%	34%	83%	33%	84%
	12,005	13,198	-	-	53%	78%	49%	78%	48%	77%
	13,198	12,504	-	-	57%	83%	52%	83%	52%	83%
	12,504	13,108	-	-	57%	83%	52%	83%	52%	83%
Stage 1	13,108	13,107	-	-	57%	83%	52%	83%	52%	83%
	13,107	13,106	-	-	57%	83%	52%	83%	52%	83%
	13,106	12,101	-	-	57%	83%	52%	83%	52%	83%
	11,987	11,988	-	-	81%	81%	81%	81%	82%	82%
	11,988	10,610	-	-	84%	84%	84%	84%	84%	84%
	10,657	13,045	-	-	75%	75%	77%	77%	76%	76%
	13,045	11,987	-	-	75%	75%	77%	77%	76%	76%
	11,987	13,057	-	-	85%	85%	85%	85%	86%	86%



Road	i Node	j Node	Car Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage Connection	10644	17,002	-	-	-	63%	-	62%	-	61%
Stage 5	17002	17,003	-	-	-	63%	-	62%	-	61%
	17003	17,004	-	-	-	63%	-	62%	-	61%
	17004	17,005	-	-	-	63%	-	62%	-	61%

**Table 1.59 HGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Tunnel Only Option O**

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	12%	12%	13%	13%	15%	16%
	10657	10658	-	-	12%	12%	13%	13%	16%	16%
	10658	10659	-	-	12%	12%	13%	13%	16%	16%
	10659	10611	-	-	12%	12%	13%	13%	16%	16%
	10611	10612	-	-	9%	10%	10%	11%	11%	12%
	10612	10640	-	-	23%	21%	26%	23%	30%	24%
	10640	10641	-	-	23%	21%	26%	23%	30%	24%
	10641	10642	-	-	23%	27%	26%	30%	30%	32%
	10642	10643	-	-	23%	27%	26%	30%	30%	32%
	10643	10644	-	-	23%	27%	26%	30%	30%	32%
	10644	17005	-	-	23%		26%		30%	
17005	10645	-	-	23%	27%	26%	30%	30%	32%	
IV-5522	10656	12104	-	-	36%	38%	40%	42%	43%	44%
	12104	12103	-	-	36%	38%	40%	42%	43%	44%
	12103	12102	-	-	36%	38%	40%	42%	43%	44%
	12102	12101	-	-	36%	38%	40%	42%	43%	44%
III-552	12101	12505	-	-	34%	30%	39%	34%	41%	37%
	12505	10641	-	-	34%	30%	39%	34%	41%	37%
IV-5006	10640	12031	-	-						
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	8%	10%	9%	11%	10%	11%
	10610	10609	-	-	7%	10%	8%	11%	10%	11%
	10609	10608	-	-	7%	10%	8%	11%	10%	11%
Minor Rd	13,057	13,058	-	-	3%	3%	3%	3%	3%	3%
	13,058	10,608	-	-	3%	3%	3%	3%	3%	3%
II-55	10,646	10,839	-	-	25%	26%	29%	28%	35%	33%
	10,839	10,840	-	-	25%	26%	29%	28%	35%	33%
	10,840	10,841	-	-	28%	26%	30%	27%	34%	33%
	10,841	10,842	-	-	28%	26%	30%	27%	34%	33%
	10,842	10,843	-	-	28%	26%	30%	27%	34%	33%
	10,843	10,844	-	-	28%	26%	30%	27%	34%	33%
	10,844	10,845	-	-	28%	26%	30%	27%	34%	33%
	10,845	10,846	-	-	32%	26%	35%	27%	38%	32%
	10,846	10,847	-	-	32%	26%	35%	27%	38%	32%
	10,847	10,848	-	-	32%	26%	35%	27%	38%	32%
	10,848	10,849	-	-	32%	26%	35%	27%	38%	32%
	10,849	10,850	-	-	32%	26%	35%	27%	38%	32%
	10,850	10,851	-	-	32%	26%	35%	27%	38%	32%
10,851	10,852	-	-	25%	24%	28%	26%	31%	30%	
10,852	10,853	-	-	25%	23%	28%	25%	30%	29%	
I-6	10,853	10,910	-	-	21%	27%	25%	29%	28%	30%

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	21%	27%	25%	29%	28%	30%
	10,909	10,908	-	-	20%	26%	23%	27%	26%	28%
	10,908	10,907	-	-	20%	26%	23%	27%	26%	28%
	10,907	10,906	-	-	20%	26%	23%	27%	26%	28%
	10,906	10,639	-	-	17%	23%	20%	24%	23%	26%
I-5	10,639	10,638	-	-	18%	22%	19%	24%	21%	25%
	10,645	10,687	-	-	23%	28%	25%	31%	31%	32%
	10,687	10,638	-	-	23%	28%	25%	31%	31%	32%
	10,647	10,648	-	-	18%	23%	20%	26%	23%	29%
	10,648	10,649	-	-	18%	23%	20%	26%	23%	29%
	10,649	10,650	-	-	18%	23%	20%	26%	23%	29%
	10,650	10,651	-	-	22%	24%	23%	27%	23%	30%
	10,651	10,652	-	-	19%	24%	20%	27%	23%	30%
	10,652	10,653	-	-	19%	24%	20%	27%	23%	30%
	10,653	10,654	-	-	19%	24%	20%	27%	23%	30%
	10,654	10,655	-	-	19%	24%	20%	27%	23%	30%
III-609	10,655	10,656	-	-	19%	24%	20%	27%	23%	30%
	10,650	11,999	-	-	17%	9%	17%	10%	11%	12%
	11,999	12,000	-	-	30%	10%	28%	12%	11%	13%
	12,000	12,001	-	-	10%	10%	11%	11%	13%	13%
	12,001	12,002	-	-	10%	10%	11%	11%	13%	13%
	12,002	12,003	-	-	10%	10%	11%	11%	13%	13%
	12,003	12,004	-	-	10%	10%	11%	11%	13%	13%
	12,004	12,005	-	-	10%	10%	11%	11%	13%	13%
	10,840	12,167	-	-	86%	11%	54%	12%	3%	14%
III-552	12,167	12,000	-	-	86%	11%	54%	12%	3%	14%
	10,845	12,544	-	-	49%	12%	58%	13%	60%	12%
	12,544	12,545	-	-	49%	12%	58%	13%	60%	12%
	12,545	12,546	-	-	49%	12%	58%	13%	60%	12%
	12,546	12,547	-	-	49%	12%	58%	13%	60%	12%
	12,547	12,005	-	-	49%	12%	58%	13%	60%	12%
	12,005	13,198	-	-	36%	10%	42%	12%	44%	13%
	13,198	12,504	-	-	33%	5%	38%	6%	40%	6%
	12,504	13,108	-	-	33%	5%	38%	6%	40%	6%
	13,108	13,107	-	-	33%	5%	38%	6%	40%	6%
	13,107	13,106	-	-	33%	5%	38%	6%	40%	6%
Stage 1	13,106	12,101	-	-	33%	5%	38%	6%	40%	6%
	11,987	11,988	-	-	7%	7%	7%	7%	7%	7%
	11,988	10,610	-	-	9%	9%	11%	11%	11%	11%
	10,657	13,045	-	-	12%	12%	12%	12%	13%	13%
	13,045	11,987	-	-	12%	12%	12%	12%	13%	13%
	11,987	13,057	-	-	3%	3%	3%	3%	3%	3%

Road	i Node	j Node	HGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage Connection	10644	17,002	-	-	-	27%	-	30%	-	32%
Stage 5	17002	17,003	-	-	-	27%	-	30%	-	32%
	17003	17,004	-	-	-	27%	-	30%	-	32%
	17004	17,005	-	-	-	27%	-	30%	-	32%

**Table 1.60 LGV Traffic Composition in the Gabrovo Corridor in the Base and Forecast Years, with and without the project for Tunnel Only Option O**

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
I-5	10656	10657	-	-	7%	7%	6%	6%	6%	6%
	10657	10658	-	-	6%	6%	6%	6%	5%	5%
	10658	10659	-	-	6%	6%	6%	6%	5%	5%
	10659	10611	-	-	6%	6%	6%	6%	5%	5%
	10611	10612	-	-	6%	6%	6%	5%	5%	5%
	10612	10640	-	-	5%	5%	5%	4%	4%	4%
	10640	10641	-	-	5%	5%	5%	4%	4%	4%
	10641	10642	-	-	6%	4%	5%	4%	5%	3%
	10642	10643	-	-	6%	4%	5%	4%	5%	3%
	10643	10644	-	-	6%	4%	5%	4%	5%	3%
	10644	17005	-	-	6%		5%		5%	
17005	10645	-	-	6%	4%	5%	4%	5%	3%	
IV-5522	10656	12104	-	-	6%	4%	5%	3%	4%	3%
	12104	12103	-	-	6%	4%	5%	3%	4%	3%
	12103	12102	-	-	6%	4%	5%	3%	4%	3%
	12102	12101	-	-	6%	4%	5%	3%	4%	3%
III-552	12101	12505	-	-	6%	5%	5%	4%	4%	4%
	12505	10641	-	-	6%	5%	5%	4%	4%	4%
IV-5006	10640	12031	-	-						
IV-4404	10612	13092	-	-						
	13092	13093	-	-						
II-44	10611	10610	-	-	6%	6%	6%	5%	5%	5%
	10610	10609	-	-	8%	7%	7%	6%	6%	6%
	10609	10608	-	-	8%	7%	7%	6%	6%	6%
Minor Rd	13,057	13,058	-	-	10%	10%	10%	10%	10%	10%
	13,058	10,608	-	-	10%	10%	10%	10%	10%	10%
II-55	10,646	10,839	-	-	4%	3%	3%	2%	3%	2%
	10,839	10,840	-	-	4%	3%	3%	2%	3%	2%
	10,840	10,841	-	-	3%	3%	3%	2%	3%	2%
	10,841	10,842	-	-	3%	3%	3%	2%	3%	2%
	10,842	10,843	-	-	3%	3%	3%	2%	3%	2%
	10,843	10,844	-	-	3%	3%	3%	2%	3%	2%
	10,844	10,845	-	-	3%	3%	3%	2%	3%	2%
	10,845	10,846	-	-	3%	3%	3%	2%	3%	2%
	10,846	10,847	-	-	3%	3%	3%	2%	3%	2%
	10,847	10,848	-	-	3%	3%	3%	2%	3%	2%
	10,848	10,849	-	-	3%	3%	3%	2%	3%	2%
	10,849	10,850	-	-	3%	3%	3%	2%	3%	2%
	10,850	10,851	-	-	3%	3%	3%	2%	3%	2%
10,851	10,852	-	-	3%	3%	3%	3%	3%	2%	
10,852	10,853	-	-	3%	3%	3%	3%	3%	3%	
I-6	10,853	10,910	-	-	4%	4%	4%	4%	3%	4%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
	10,910	10,909	-	-	4%	4%	4%	4%	3%	4%
	10,909	10,908	-	-	4%	4%	4%	4%	3%	3%
	10,908	10,907	-	-	4%	4%	4%	4%	3%	3%
	10,907	10,906	-	-	4%	4%	4%	4%	3%	3%
	10,906	10,639	-	-	4%	4%	4%	4%	4%	4%
I-5	10,639	10,638	-	-	4%	4%	4%	4%	4%	4%
	10,645	10,687	-	-	5%	4%	5%	4%	4%	3%
	10,687	10,638	-	-	5%	4%	5%	4%	4%	3%
	10,647	10,648	-	-	7%	6%	6%	5%	6%	5%
	10,648	10,649	-	-	7%	6%	6%	5%	6%	5%
	10,649	10,650	-	-	7%	6%	6%	5%	6%	5%
	10,650	10,651	-	-	6%	5%	6%	5%	5%	4%
	10,651	10,652	-	-	6%	5%	6%	5%	5%	4%
	10,652	10,653	-	-	6%	5%	6%	5%	5%	4%
	10,653	10,654	-	-	6%	5%	6%	5%	5%	4%
III-609	10,654	10,655	-	-	6%	5%	6%	5%	5%	4%
	10,655	10,656	-	-	6%	5%	6%	5%	5%	4%
	10,650	11,999	-	-	6%	6%	6%	6%	6%	6%
	11,999	12,000	-	-	6%	8%	6%	8%	7%	7%
	12,000	12,001	-	-	8%	8%	8%	8%	7%	7%
	12,001	12,002	-	-	8%	8%	8%	8%	7%	7%
	12,002	12,003	-	-	8%	8%	8%	8%	7%	7%
	12,003	12,004	-	-	8%	8%	8%	8%	7%	7%
III-552	12,004	12,005	-	-	8%	8%	8%	8%	7%	7%
	10,840	12,167	-	-	1%	3%	4%	3%	8%	3%
	12,167	12,000	-	-	1%	3%	4%	3%	8%	3%
	10,845	12,544	-	-	4%	3%	3%	3%	3%	3%
	12,544	12,545	-	-	4%	3%	3%	3%	3%	3%
	12,545	12,546	-	-	4%	3%	3%	3%	3%	3%
	12,546	12,547	-	-	4%	3%	3%	3%	3%	3%
	12,547	12,005	-	-	4%	3%	3%	3%	3%	3%
	12,005	13,198	-	-	5%	8%	5%	7%	4%	6%
	13,198	12,504	-	-	5%	7%	5%	7%	4%	7%
Stage 1	12,504	13,108	-	-	5%	7%	5%	7%	4%	7%
	13,108	13,107	-	-	5%	7%	5%	7%	4%	7%
	13,107	13,106	-	-	5%	7%	5%	7%	4%	7%
	13,106	12,101	-	-	5%	7%	5%	7%	4%	7%
	11,987	11,988	-	-	9%	9%	9%	9%	9%	9%
Stage 1	11,988	10,610	-	-	2%	2%	2%	2%	2%	2%
	10,657	13,045	-	-	7%	7%	7%	7%	7%	7%
	13,045	11,987	-	-	7%	7%	7%	7%	7%	7%
	11,987	13,057	-	-	10%	10%	10%	10%	10%	10%

Road	i Node	j Node	LGV Traffic Composition							
			2015		2020		2030		2040	
			Without	With	Without	With	Without	With	Without	With
Stage Connection	10644	17,002	-	-	-	4%	-	4%	-	3%
Stage 5	17002	17,003	-	-	-	4%	-	4%	-	3%
	17003	17,004	-	-	-	4%	-	4%	-	3%
	17004	17,005	-	-	-	4%	-	4%	-	3%

## 2 Costs

**Table 2.1 Detailed Capital Costs for Bypass and Tunnel Option A (Nominal Prices)**

	<b>Item</b>	<b>Total Project Costs €</b>
1.	Planning/design fees	204,854
2.	Land purchase	6,901,632
3.	Building and construction	241,697,776
4.	Plant and machinery	0
5.	Contingencies	24,169,778
6.	Price adjustment	0
7.	Technical assistance	4,833,956
8.	Publicity	241,698
9.	Supervision during construction implementation	7,250,933
10.	<b>Sub-TOTAL</b>	<b>285,300,627</b>
11.	(VAT)	55,679,799
12.	<b>TOTAL</b>	<b>340,980,425</b>



**Table 2.2 Detailed Capital Costs for Bypass and Tunnel Option B (Nominal Prices)**

	<b>Item</b>	<b>Total Project Costs €</b>
1.	Planning/design fees	208,653
2.	Land purchase	6,838,820
3.	Building and construction	237,659,788
4.	Plant and machinery	0
5.	Contingencies	23,765,979
6.	Price adjustment	0
7.	Technical assistance	4,753,196
8.	Publicity	237,660
9.	Supervision during construction implementation	7,129,794
10.	<b>Sub-TOTAL</b>	<b>280,593,888</b>
11.	(VAT)	54,751,014
12.	<b>TOTAL</b>	<b>335,344,902</b>

**Table 2.3 Detailed Capital Costs for Bypass and Tunnel Option C (Nominal Prices)**

	<b>Item</b>	<b>Total Project Costs €</b>
1.	Planning/design fees	233,837
2.	Land purchase	6,816,386
3.	Building and construction	335,696,816
4.	Plant and machinery	0
5.	Contingencies	33,569,682
6.	Price adjustment	0
7.	Technical assistance	6,713,936
8.	Publicity	335,697
9.	Supervision during construction implementation	10,070,904
10.	<b>Sub-TOTAL</b>	<b>393,437,258</b>
11.	(VAT)	77,324,174
12.	<b>TOTAL</b>	<b>470,761,432</b>

**Table 2.4 Detailed Capital Costs for Bypass and Tunnel Option D (Nominal Prices)**

	<b>Item</b>	<b>Total Project Costs €</b>
1.	Planning/design fees	202,581
2.	Land purchase	7,035,334
3.	Building and construction	230,920,302
4.	Plant and machinery	0
5.	Contingencies	23,092,030
6.	Price adjustment	0
7.	Technical assistance	4,618,406
8.	Publicity	230,920
9.	Supervision during construction implementation	6,927,609
10.	<b>Sub-TOTAL</b>	<b>273,027,183</b>
11.	(VAT)	53,198,370
12.	<b>TOTAL</b>	<b>326,225,553</b>

**Table 2.5 Detailed Capital Costs for Bypass and Tunnel Option E (Nominal Prices)**

	<b>Item</b>	<b>Total Project Costs €</b>
1.	Planning/design fees	206,380
2.	Land purchase	6,972,521
3.	Building and construction	226,882,314
4.	Plant and machinery	0
5.	Contingencies	22,688,231
6.	Price adjustment	0
7.	Technical assistance	4,537,646
8.	Publicity	226,882
9.	Supervision during construction implementation	6,806,469
10.	<b>Sub-TOTAL</b>	<b>268,320,445</b>
11.	(VAT)	52,269,585
12.	<b>TOTAL</b>	<b>320,590,029</b>

**Table 2.6 Detailed Capital Costs for Tunnel Only Option F (Nominal Prices)**

	<b>Item</b>	<b>Total Project Costs €</b>
1.	Planning/design fees	231,564
2.	Land purchase	6,950,088
3.	Building and construction	324,919,342
4.	Plant and machinery	0
5.	Contingencies	32,491,934
6.	Price adjustment	0
7.	Technical assistance	6,498,387
8.	Publicity	324,919
9.	Supervision during construction implementation	9,747,580
10.	<b>Sub-TOTAL</b>	<b>381,163,815</b>
11.	(VAT)	74,842,745
12.	<b>TOTAL</b>	<b>456,006,560</b>

**Table 2.7 Detailed Capital Costs for Bypass Only Option G (Nominal Prices)**

	<b>Item</b>	<b>Total Project Costs €</b>
1.	Planning/design fees	105,129
2.	Land purchase	3,688,308
3.	Building and construction	56,020,720
4.	Plant and machinery	0
5.	Contingencies	5,602,072
6.	Price adjustment	0
7.	Technical assistance	1,120,414
8.	Publicity	56,021
9.	Supervision during construction implementation	1,680,622
10.	<b>Sub-TOTAL</b>	<b>68,273,285</b>
11.	(VAT)	12,916,995
12.	<b>TOTAL</b>	<b>81,190,280</b>

**Table 2.8 Detailed Capital Costs for Bypass Only Option H (Nominal Prices)**

	<b>Item</b>	<b>Total Project Costs €</b>
1.	Planning/design fees	106,802
2.	Land purchase	3,766,077
3.	Building and construction	55,768,021
4.	Plant and machinery	0
5.	Contingencies	5,576,802
6.	Price adjustment	0
7.	Technical assistance	1,115,360
8.	Publicity	55,768
9.	Supervision during construction implementation	1,673,041
10.	<b>Sub-TOTAL</b>	<b>68,061,871</b>
11.	(VAT)	12,859,159
12.	<b>TOTAL</b>	<b>80,921,030</b>

**Table 2.9 Detailed Capital Costs for Bypass Only Option I (Nominal Prices)**

	<b>Item</b>	<b>Total Project Costs €</b>
1.	Planning/design fees	107,918
2.	Land purchase	3,778,041
3.	Building and construction	58,041,882
4.	Plant and machinery	0
5.	Contingencies	5,804,188
6.	Price adjustment	0
7.	Technical assistance	1,160,838
8.	Publicity	58,042
9.	Supervision during construction implementation	1,741,256
10.	<b>Sub-TOTAL</b>	<b>70,692,166</b>
11.	(VAT)	13,382,825
12.	<b>TOTAL</b>	<b>84,074,991</b>



**Table 2.10 Detailed Capital Costs for Tunnel Only Option J (Nominal Prices)**

	<b>Item</b>	<b>Total Project Costs €</b>
1.	Planning/design fees	102,856
2.	Land purchase	3,822,010
3.	Building and construction	45,243,246
4.	Plant and machinery	0
5.	Contingencies	4,524,325
6.	Price adjustment	0
7.	Technical assistance	904,865
8.	Publicity	45,243
9.	Supervision during construction implementation	1,357,297
10.	<b>Sub-TOTAL</b>	<b>55,999,842</b>
11.	(VAT)	10,435,566
12.	<b>TOTAL</b>	<b>66,435,408</b>

**Table 2.11 Detailed Capital Costs for Bypass Only Option K (Nominal Prices)**

	<b>Item</b>	<b>Total Project Costs €</b>
1.	Planning/design fees	104,530
2.	Land purchase	3,899,778
3.	Building and construction	44,990,547
4.	Plant and machinery	0
5.	Contingencies	4,499,055
6.	Price adjustment	0
7.	Technical assistance	899,811
8.	Publicity	44,991
9.	Supervision during construction implementation	1,349,716
10.	<b>Sub-TOTAL</b>	<b>55,788,428</b>
11.	(VAT)	10,377,730
12.	<b>TOTAL</b>	<b>66,166,157</b>

**Table 2.12 Detailed Capital Costs for Bypass Only Option L (Nominal Prices)**

	<b>Item</b>	<b>Total Project Costs €</b>
1.	Planning/design fees	105,646
2.	Land purchase	3,911,743
3.	Building and construction	47,264,409
4.	Plant and machinery	0
5.	Contingencies	4,726,441
6.	Price adjustment	0
7.	Technical assistance	945,288
8.	Publicity	47,264
9.	Supervision during construction implementation	1,417,932
10.	<b>Sub-TOTAL</b>	<b>58,418,722</b>
11.	(VAT)	10,901,396
12.	<b>TOTAL</b>	<b>69,320,118</b>

**Table 2.13 Detailed Capital Costs for Tunnel Only Option M (Nominal Prices)**

	<b>Item</b>	<b>Total Project Costs €</b>
1.	Planning/design fees	119,877
2.	Land purchase	4,149,534
3.	Building and construction	192,740,373
4.	Plant and machinery	0
5.	Contingencies	19,274,037
6.	Price adjustment	0
7.	Technical assistance	3,854,807
8.	Publicity	192,740
9.	Supervision during construction implementation	5,782,211
10.	<b>Sub-TOTAL</b>	<b>226,113,581</b>
11.	(VAT)	44,392,809
12.	<b>TOTAL</b>	<b>270,506,390</b>

**Table 2.14 Detailed Capital Costs for Tunnel Only Option N (Nominal Prices)**

	<b>Item</b>	<b>Total Project Costs €</b>
1.	Planning/design fees	122,002
2.	Land purchase	4,008,953
3.	Building and construction	188,955,084
4.	Plant and machinery	0
5.	Contingencies	18,895,508
6.	Price adjustment	0
7.	Technical assistance	3,779,102
8.	Publicity	188,955
9.	Supervision during construction implementation	5,668,653
10.	<b>Sub-TOTAL</b>	<b>221,618,256</b>
11.	(VAT)	43,521,861
12.	<b>TOTAL</b>	<b>265,140,117</b>

**Table 2.15 Detailed Capital Costs for Tunnel Only Option O (Nominal Prices)**

	<b>Item</b>	<b>Total Project Costs €</b>
1.	Planning/design fees	146,070
2.	Land purchase	3,974,555
3.	Building and construction	284,718,250
4.	Plant and machinery	0
5.	Contingencies	28,471,825
6.	Price adjustment	0
7.	Technical assistance	5,694,365
8.	Publicity	284,718
9.	Supervision during construction implementation	8,541,548
10.	<b>Sub-TOTAL</b>	<b>331,831,331</b>
11.	(VAT)	65,571,355
12.	<b>TOTAL</b>	<b>397,402,686</b>

### 3 CBA Results

**Table 3.1 - Bypass and Tunnel Option A Economic Appraisal Table**

No	Economic Impact	EUR (millions) Discounted 2007			
		"Without Project"	"With Project"	Incremental Cost or Benefit	Share in Total Costs/ Benefits
A	To Infrastructure Manager/Government				
1	Capital / Investment Costs		84.07	84.07	90.11%
2	Maintenance and Operation Costs	29.26	38.49	9.23	9.89%
B	To Users & Providers				
3	Value of Time	-97,601	-97,370	231.86	47.18%
4	Vehicle Operating Costs	-157,189	-157,002	190.34	38.73%
C	External Impacts				
5	On Safety (Accidents)	-275.01	-194.31	80.71	16.42%
6	Air Pollution	-81.36	-83.87	-2.51	-0.51%
7	Climate Change	-1271.70	-1279.09	-7.39	-1.50%
8	Noise	-1.98	-3.55	-1.57	-0.32%
9	Total Costs			93.30	
10	Total Benefits			491.44	
11	Net Present Value (NPV)	398.14			
12	EIRR	24.43%			
13	Benefit/Cost Ratio	5.27			

**Table 3.2 - Bypass and Tunnel Option B Economic Appraisal Table**

No	Economic Impact	EUR (millions) Discounted 2007			
		"Without Project"	"With Project"	Incremental Cost or Benefit	Share in Total Costs/ Benefits
A	To Infrastructure Manager/Government				
1	Capital / Investment Costs		82.91	82.91	89.61%
2	Maintenance and Operation Costs	29.26	38.87	9.61	10.39%
B	To Users & Providers				
3	Value of Time	-97,601	-97,366	235.91	47.05%
4	Vehicle Operating Costs	-157,189	-156,997	196.12	39.12%
C	External Impacts				
5	On Safety (Accidents)	-275.01	-194.30	80.72	16.10%
6	Air Pollution	-81.36	-83.74	-2.38	-0.48%
7	Climate Change	-1271.70	-1279.13	-7.43	-1.48%
8	Noise	-1.98	-3.56	-1.57	-0.31%
9	Total Costs			92.52	
10	Total Benefits			501.36	
11	Net Present Value (NPV)	408.84			
12	EIRR	25.06%			
13	Benefit/Cost Ratio	5.42			



Table 3.3 - Bypass and Tunnel Option C Economic Appraisal Table

No	Economic Impact	EUR (millions) Discounted 2007			
		"Without Project"	"With Project"	Incremental Cost or Benefit	Share in Total Costs/ Benefits
A	To Infrastructure Manager/Government				
1	Capital / Investment Costs		116.29	116.29	89.39%
2	Maintenance and Operation Costs	29.26	43.06	13.80	10.61%
B	To Users & Providers				
3	Value of Time	-97,601	-97,368	233.77	46.60%
4	Vehicle Operating Costs	-157,189	-156,995	197.33	39.34%
C	External Impacts				
5	On Safety (Accidents)	-275.01	-194.45	80.57	16.06%
6	Air Pollution	-81.36	-83.69	-2.33	-0.47%
7	Climate Change	-1271.70	-1277.87	-6.17	-1.23%
8	Noise	-1.98	-3.55	-1.57	-0.31%
9	Total Costs			130.09	
10	Total Benefits			501.59	
11	Net Present Value (NPV)			371.50	
12	EIRR			19.31%	
13	Benefit/Cost Ratio			3.86	

Table 3.4 - Bypass and Tunnel Option D Economic Appraisal Table

No	Economic Impact	"Without Project"	EUR (millions) Discounted 2007		
			"With Project"	Incremental Cost or Benefit	Share in Total Costs/ Benefits
A	To Infrastructure Manager/Government				
1	Capital / Investment Costs		80.44	80.44	90.04%
2	Maintenance and Operation Costs	29.26	38.16	8.89	9.96%
B	To Users & Providers				
3	Value of Time	-97,601	-97,374	227.58	47.27%
4	Vehicle Operating Costs	-157,189	-157,008	184.79	38.38%
C	External Impacts				
5	On Safety (Accidents)	-275.01	-194.70	80.31	16.68%
6	Air Pollution	-81.36	-83.75	-2.39	-0.50%
7	Climate Change	-1271.70	-1279.00	-7.30	-1.52%
8	Noise	-1.98	-3.55	-1.57	-0.33%
9	Total Costs			89.33	
10	Total Benefits			481.42	
11	Net Present Value (NPV)		392.09		
12	EIRR		24.97%		
13	Benefit/Cost Ratio		5.39		

Table 3.5 - Bypass Only Option E Economic Appraisal Table

No	Economic Impact	"Without Project"	EUR (millions) Discounted 2007		
			"With Project"	Incremental Cost or Benefit	Share in Total Costs/ Benefits
A	To Infrastructure Manager/Government				
1	Capital / Investment Costs		79.28	79.28	89.53%
2	Maintenance and Operation Costs	29.26	38.53	9.27	10.47%
B	To Users & Providers				
3	Value of Time	-97,601	-97,370	231.47	47.14%
4	Vehicle Operating Costs	-157,189	-157,002	190.91	38.88%
C	External Impacts				
5	On Safety (Accidents)	-275.01	-195.23	79.79	16.25%
6	Air Pollution	-81.36	-83.60	-2.24	-0.46%
7	Climate Change	-1271.70	-1279.03	-7.33	-1.49%
8	Noise	-1.98	-3.55	-1.57	-0.32%
9	Total Costs			88.55	
10	Total Benefits			491.02	
11	Net Present Value (NPV)		402.47		
12	EIRR		25.68%		
13	Benefit/Cost Ratio		5.54		

Table 3.6 - Bypass and Tunnel Option F Economic Appraisal Table

No	Economic Impact	"Without Project"	EUR (millions) Discounted 2007		
			"With Project"	Incremental Cost or Benefit	Share in Total Costs/ Benefits
A	To Infrastructure Manager/Government				
1	Capital / Investment Costs		112.66	112.66	89.27%
2	Maintenance and Operation Costs	29.26	42.80	13.54	10.73%
B	To Users & Providers				
3	Value of Time	-97,601	-97,347	254.40	49.24%
4	Vehicle Operating Costs	-157,189	-157,001	192.22	37.21%
C	External Impacts				
5	On Safety (Accidents)	-275.01	-195.18	79.84	15.45%
6	Air Pollution	-81.36	-83.54	-2.19	-0.42%
7	Climate Change	-1271.70	-1277.77	-6.07	-1.17%
8	Noise	-1.98	-3.55	-1.57	-0.30%
9	Total Costs			126.20	
10	Total Benefits			516.63	
11	Net Present Value (NPV)		390.43		
12	EIRR		20.47%		
13	Benefit/Cost Ratio		4.09		

Table 3.7 - Bypass Only Option G Economic Appraisal Table

			EUR (millions) Discounted 2007		
No	Economic Impact	"Without Project"	"With Project"	Incremental Cost or Benefit	Share in Total Costs/ Benefits
A	To Infrastructure Manager/Government				
1	Capital / Investment Costs		20.17	20.17	84.94%
2	Maintenance and Operation Costs	29.26	32.84	3.58	15.06%
B	To Users & Providers				
3	Value of Time	-97,601	-97,586	15.28	69.82%
4	Vehicle Operating Costs	-157,189	-157,190	-4.51	-20.59%
C	External Impacts				
5	On Safety (Accidents)	-275.01	-263.85	11.16	51.00%
6	Air Pollution	-81.36	-81.72	-0.36	-1.66%
7	Climate Change	-1271.70	-1271.50	0.20	0.90%
8	Noise	-1.98	-1.87	0.11	0.52%
9	Total Costs			23.75	
10	Total Benefits			21.89	
11	Net Present Value (NPV)			-1.86	
12	EIRR			4.24%	
13	Benefit/Cost Ratio			0.92	

**Table 3.8 - Bypass Only Option H Economic Appraisal Table**

			EUR (millions) Discounted 2007		
No	Economic Impact	"Without Project"	"With Project"	Incremental Cost or Benefit	Share in Total Costs/ Benefits
A	To Infrastructure Manager/Government				
1	Capital / Investment Costs		20.11	20.11	84.78%
2	Maintenance and Operation Costs	29.26	32.87	3.61	15.22%
B	To Users & Providers				
3	Value of Time	-97,601	-97,586	15.94	73.45%
4	Vehicle Operating Costs	-157,189	-157,191	-5.45	-25.13%
C	External Impacts				
5	On Safety (Accidents)	-275.01	-263.85	11.16	51.46%
6	Air Pollution	-81.36	-81.60	-0.25	-1.13%
7	Climate Change	-1271.70	-1271.53	0.17	0.79%
8	Noise	-1.98	-1.86	0.12	0.56%
9	Total Costs			23.72	
10	Total Benefits			21.70	
11	Net Present Value (NPV)			-2.03	
12	EIRR			4.22%	
13	Benefit/Cost Ratio			0.91	

Table 3.9 - Bypass Only Option I Economic Appraisal Table

No	Economic Impact	"Without Project"	EUR (millions) Discounted 2007		
			"With Project"	Incremental Cost or Benefit	Share in Total Costs/ Benefits
A	To Infrastructure Manager/Government				
1	Capital / Investment Costs		20.89	20.89	85.02%
2	Maintenance and Operation Costs	29.26	32.94	3.68	14.98%
B	To Users & Providers				
3	Value of Time	-97,601	-97,586	15.31	72.82%
4	Vehicle Operating Costs	-157,189	-157,191	-5.58	-26.52%
C	External Impacts				
5	On Safety (Accidents)	-275.01	-263.79	11.23	53.39%
6	Air Pollution	-81.36	-81.58	-0.22	-1.06%
7	Climate Change	-1271.70	-1271.53	0.17	0.79%
8	Noise	-1.98	-1.86	0.12	0.59%
9	Total Costs			24.57	
10	Total Benefits			21.03	
11	Net Present Value (NPV)			-3.54	
12	EIRR			3.66%	
13	Benefit/Cost Ratio			0.86	

**Table 3.10 - Bypass Only Option J Economic Appraisal Table**

			EUR (millions) Discounted 2007		
No	Economic Impact	"Without Project"	"With Project"	Incremental Cost or Benefit	Share in Total Costs/Benefits
A	To Infrastructure Manager/Government				
1	Capital / Investment Costs		16.55	16.55	83.63%
2	Maintenance and Operation Costs	29.26	32.50	3.24	16.37%
B	To Users & Providers				
3	Value of Time	-97,601	-97,587	14.94	74.46%
4	Vehicle Operating Costs	-157,189	-157,191	-6.19	-30.87%
C	External Impacts				
5	On Safety (Accidents)	-275.01	-263.80	11.21	55.90%
6	Air Pollution	-81.36	-81.56	-0.20	-1.01%
7	Climate Change	-1271.70	-1271.52	0.18	0.90%
8	Noise	-1.98	-1.86	0.13	0.63%
9	Total Costs			19.78	
10	Total Benefits			20.06	
11	Net Present Value (NPV)	0.28			
12	EIRR	5.12%			
13	Benefit/Cost Ratio	1.01			



Table 3.11 - Bypass Only Option K Economic Appraisal Table

No	Economic Impact	"Without Project"	EUR (millions) Discounted 2007		
			"With Project"	Incremental Cost or Benefit	Share in Total Costs/ Benefits
A	To Infrastructure Manager/Government				
1	Capital / Investment Costs		16.48	16.48	83.44%
2	Maintenance and Operation Costs	29.26	32.53	3.27	16.56%
B	To Users & Providers				
3	Value of Time	-97,601	-97,587	14.38	77.86%
4	Vehicle Operating Costs	-157,189	-157,192	-7.17	-38.82%
C	External Impacts				
5	On Safety (Accidents)	-275.01	-263.90	11.12	60.19%
6	Air Pollution	-81.36	-81.50	-0.14	-0.78%
7	Climate Change	-1271.70	-1271.54	0.16	0.85%
8	Noise	-1.98	-1.85	0.13	0.69%
9	Total Costs			19.76	
10	Total Benefits			18.47	
11	Net Present Value (NPV)			-1.28	
12	EIRR			4.34%	
13	Benefit/Cost Ratio			0.94	

Table 3.12 - Bypass Only Option L Economic Appraisal Table

No	Economic Impact	"Without Project"	EUR (millions) Discounted 2007		
			"With Project"	Incremental Cost or Benefit	Share in Total Costs/ Benefits
A	To Infrastructure Manager/Government				
1	Capital / Investment Costs		17.26	17.26	83.77%
2	Maintenance and Operation Costs	29.26	32.61	3.34	16.23%
B	To Users & Providers				
3	Value of Time	-97,601	-97,587	14.28	78.08%
4	Vehicle Operating Costs	-157,189	-157,193	-7.34	-40.13%
C	External Impacts				
5	On Safety (Accidents)	-275.01	-263.82	11.19	61.19%
6	Air Pollution	-81.36	-81.49	-0.13	-0.70%
7	Climate Change	-1271.70	-1271.54	0.16	0.86%
8	Noise	-1.98	-1.85	0.13	0.70%
9	Total Costs			20.61	
10	Total Benefits			18.29	
11	Net Present Value (NPV)			-2.31	
12	EIRR			3.88%	
13	Benefit/Cost Ratio			0.89	

Table 3.13 - Tunnel Only Option M Economic Appraisal Table

			EUR (millions) Discounted 2007		
No	Economic Impact	"Without Project"	"With Project"	Incremental Cost or Benefit	Share in Total Costs/ Benefits
A	To Infrastructure Manager/Government				
1	Capital / Investment Costs		66.60	66.60	91.66%
2	Maintenance and Operation Costs	29.26	35.33	6.06	8.34%
B	To Users & Providers				
3	Value of Time	-97,601	-97,464	137.79	47.16%
4	Vehicle Operating Costs	-157,189	-157,063	124.35	42.56%
C	External Impacts				
5	On Safety (Accidents)	-275.01	-240.55	34.47	11.80%
6	Air Pollution	-81.36	-82.20	-0.84	-0.29%
7	Climate Change	-1271.70	-1274.16	-2.46	-0.84%
8	Noise	-1.98	-3.11	-1.13	-0.39%
9	Total Costs			72.66	
10	Total Benefits			292.18	
11	Net Present Value (NPV)			219.52	
12	EIRR			19.61%	
13	Benefit/Cost Ratio			4.02	

Table 3.14 - Tunnel Only Option N Economic Appraisal Table

No	Economic Impact	EUR (millions) Discounted 2007			
		"Without Project"	"With Project"	Incremental Cost or Benefit	Share in Total Costs/ Benefits
A	To Infrastructure Manager/Government				
1	Capital / Investment Costs		65.50	65.50	91.09%
2	Maintenance and Operation Costs	29.26	35.67	6.41	8.91%
B	To Users & Providers				
3	Value of Time	-97,601	-97,478	123.49	42.10%
4	Vehicle Operating Costs	-157,189	-157,051	135.75	46.28%
C	External Impacts				
5	On Safety (Accidents)	-275.01	-236.33	38.68	13.19%
6	Air Pollution	-81.36	-82.01	-0.65	-0.22%
7	Climate Change	-1271.70	-1274.45	-2.75	-0.94%
8	Noise	-1.98	-3.18	-1.20	-0.41%
9	Total Costs			71.91	
10	Total Benefits			293.33	
11	Net Present Value (NPV)	221.42			
12	EIRR	19.88%			
13	Benefit/Cost Ratio	4.08			

**Table 3.15 - Tunnel Only Option O Economic Appraisal Table**

No	Economic Impact	"Without Project"	EUR (millions) Discounted 2007		
			"With Project"	Incremental Cost or Benefit	Share in Total Costs/ Benefits
A	To Infrastructure Manager/Government				
1	Capital / Investment Costs		98.06	98.06	90.24%
2	Maintenance and Operation Costs	29.26	39.86	10.60	9.76%
B	To Users & Providers				
3	Value of Time	-97,601	-97,479	122.10	41.73%
4	Vehicle Operating Costs	-157,189	-157,049	136.88	46.79%
C	External Impacts				
5	On Safety (Accidents)	-275.01	-237.96	37.06	12.67%
6	Air Pollution	-81.36	-81.98	-0.63	-0.21%
7	Climate Change	-1271.70	-1273.36	-1.66	-0.57%
8	Noise	-1.98	-3.16	-1.18	-0.40%
9	Total Costs			108.66	
10	Total Benefits			292.58	
11	Net Present Value (NPV)		183.92		
12	EIRR		14.32%		
13	Benefit/Cost Ratio		2.69		