Oakland-Alameda Access Project
EA#04-0G360

Traffic Operations Analysis Report

FINAL

Prepared for

Alameda County Transportation Commission

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August 19, 2020

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Document Description

Client	Alameda County Transportation Commission
DKS Project / Proposal Number	15074-000
Document Name	Oakland-Alameda Access Project (OAAP) TOAR
File Path	p:\p\15\15074-000 actc broadway-jackson pa-ed\08 deliverables\20 toar\11 ver 6\oaap toar v6-1 track nc.docx
Date Document Issued	August 19, 2020

Version Control

Version Number	Date	Description of Change	Author
1	11/xx/18	Initial Document	TRK/UM
1.1	03/xx/19	DMT Revisions	DMT
1.2	03/27/19	Modified queue tables and added travel time tables	DMT
1.3	04/05/19	Revisions based on TRK edits and Comments	DMT
1.4	4/17/19	Edits to Chapters 6, 7 and 8	TRK
2.1	7/21/19	Revisions in response to ETC comments	DMT/TRK
3.1	8/23/19	Revisions in response to ETC comments	DMT/JMP/TRK
4.1	9/11/19	Revisions in response to ETC/HNTB comments	DMT/JMP/TRK
5.1	10/24/19	Revisions in response to Caltrans comments	BR/UM/TK
6.1	12/6/19	Revisions in response to Caltrans comments	BR/UM/TK
6.2	1/22/20	Revised to provide advisory speed sign in Tubes	BW/RP/TK
6.3	3/5/20	Revised purpose and need statement	BW/RP/TK
6.4	8/19/20	Revised purpose and need statement	BW/RP/TK
7	9/15/20	Revised project description and purpose/need statement	TJW

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EXECUTIVE SUMMARY

The Alameda County Transportation Commission (ACTC) has initiated a study to improve traffic flow, multi-modal connectivity, and safety in the area between Downtown Oakland and the City of Alameda. The Oakland-Alameda Access Project (OAAP) proposes to remove and modify the existing freeway ramps and to modify the Posey Tube exit in Oakland. In addition, the proposed project would construct Class IV bicycle paths within the project area to improve connectivity to existing and future City of Oakland bicycle paths and implement various "complete streets" improvements to facilitate mobility across I-880 between downtown Oakland and the Jack London District. The Build Alternative also proposes implementing bicycle and pedestrian improvements at the Posey and Webster Tubes approach in Alameda and opening the Webster Tube west side walkway.

Purpose and Need

The purpose of the project is to:

- improve multimodal safety and reduce conflicts between regional and local traffic;
- enhance bicycle and pedestrian accessibility and connectivity within the project study area;
- improve mobility and accessibility between I-880, SR-260 (Tubes), City of Oakland downtown neighborhoods, and the City of Alameda;
- reduce freeway-bound regional traffic and congestion on local roadways and in area neighborhoods;

The proposed project is needed to address safety issues, existing and projected traffic congestion, geometric deficiencies, and improve bicycle and pedestrian connectivity within and between the cities of Oakland and Alameda. I-880 and SR-260 within the project area serve as major transportation corridors. The I-880 freeway viaduct (the series of elevated bridge spans that run east to west between 5th and 6th Streets) is a physical barrier that limits bicycle and pedestrian connectivity between downtown Oakland and Chinatown to the north and the Jack London District and Oakland Estuary to the south.

Local streets in the project area are congested during morning and evening peak commute hours. Under current conditions, motorists traveling between I-880 and I-980 freeways and the Tubes must take circuitous routes along Oakland city streets, which causes local arterial congestion, bottlenecks (a localized disruption of vehicular traffic), and long travel delays. Several of the local intersections are operating at deficient levels of service because of the high traffic volumes. The streets in and around the Oakland Chinatown area have a high volume of pedestrian activity and experience substantial vehicle-pedestrian conflicts. In addition, I-880 is a physical barrier to the implementation of better bicycle and pedestrian connectivity between downtown Oakland and the Jack London District.

Project Description

The Build Alternative, also referred to as the proposed project, is expected to be constructed for 2025. The project involves the removal or modification of existing freeway ramps, modification of the Posey Tube exit in the City of Oakland, construction of a new 6th Street connecting Oak Street to Broadway, construction of various multi-use paths to improve bicycle and pedestrian access between Alameda and Oakland, and implementation of various "complete streets" improvements to facilitate mobility across I-880 between downtown Oakland and Jack London neighborhoods.

More specifically, the project consists of the following primary elements:

1. Construction of a new horseshoe connector under I-880 at Jackson Street.
2. Reconstruction of the existing WB I-980/Jackson Street off-ramp.
3. Removal of the existing NB I-880/Broadway off-ramp viaduct structure including the bridge deck and supporting columns.
4. Widening of the NB I-880/Oak Street off-ramp.
5. Modification of the 5th Street/Broadway access to the Webster Tube.

6. Construction of a new through 6th Street connecting Oak Street to Broadway.
7. Construction of a two-way bicycle/pedestrian walkway from Webster Street in Alameda to 6th Street in Oakland through the Posey Tube and from 4th Street in Oakland through the Webster Tube to Mariner Square Loop in Alameda.
8. Modification of 5th, 7th, Madison, Jackson, Harrison, Webster, Oak, and Franklin Streets.

Summary of Project Impacts

The proposed project is deemed to meet the project objectives as demonstrated by the following:

- The proposed exit from the Posey Tube to the "horseshoe" ramp and 5th provides more direct linkage between Posey Tube and both northbound and southbound I-880. Construction of this new facility would allow unimpeded access from Posey Tube to NB I-880/EB I-980 without traveling through any intersections or pedestrian/bicycle conflicts. It would also take freeway-bound traffic from Alameda off of Chinatown streets, notably Harrison/7th/Jackson (the existing "racetrack").
- Removal of Broadway off-ramp and extension of 6th provides a direct link to the Webster Tube from northbound I-880 and the east side of downtown, pulling traffic off portions of Broadway between 5th and 7th, 7th west of Webster, Webster north of 6th, and 8th east of Webster.
- The extension of 6th Street provides for additional local circulation and network connectivity for all modes.
- These roadway network modifications lead to traffic volumes decreases on several streets in downtown Oakland and Chinatown, notably along 7th, 8th, Broadway, Webster, Harrison, and Jackson. For some segments, decreases as high as 1500 vph are achieved. These volume reductions lead to reduced conflicts between vehicles, cyclists and pedestrians, thus improving safety for all travelers.
- Overall, operating conditions on local streets improve as a greater number of core study area intersections improve from LOS E or F to LOS D or better than degrade.
- In the morning peak hour, travel times through the Posey Tube to I-880 decrease by up to 3 minutes. Meanwhile, travel times to the Webster Tube from various points can decrease by up to 8 minutes during the PM peak hour.
- New bicycle facilities, including cycle tracks on 6th and Oak, multi-use paths, and sidewalk improvements provide enhanced connections between Alameda and Oakland, between downtown Oakland and the Jack London district, and across downtown Oakland for cyclists and pedestrians. Collectively, they will enhance the mobility and accessibility of non-motorized travel within the project area.
- The enhanced bicycle and pedestrian facilities, along with other features such as curb extensions that reduce crossing distances, vehicular turn prohibitions, PHB signal, separate/protected signal phases, and leading pedestrian intervals, will help reduce conflicts and increase user confidence and perceived safety. Volume reductions on several streets will further enhance safety by reducing potential conflicts.
- Freeway operating conditions for northbound I-880 are expected to degrade slightly under the Build alternative. For 2025 AM, 2045 AM, and 2045 PM, VHT is expected to increase and average speed decrease under the Build compared to the No Build. Also, one additional freeway segment is expected to degrade from LOS D to LOS F during both the 2025 AM peak period (Oak off to Broadway off) and the 2045 PM period (Broadway off to Jackson on).

These results are a function of the reallocation of demands associated with the closure of the northbound off-ramp to Broadway and improved connection to the Jackson on-ramp. These network changes result in higher demands within the weave segment between the Jackson on-ramp and the I-

980 off-ramp. While this segment is expected to operate at capacity under both the No Build and Build alternatives, the higher demands under the Build alternative lead to additional congestion and queuing.

For the southbound direction, there is essentially no difference in freeway performance between the No Build and Build alternatives.

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1 INTRODUCTION

The Alameda County Transportation Commission (ACTC) has initiated a study to improve traffic flow, multi-modal connectivity, and safety in the area between Downtown Oakland and the City of Alameda. The Oakland-Alameda Access Project (OAAP) will identify access and operational improvements between Interstate 880 (I-880), I-980 and local Oakland streets including access to and from the Posey / Webster Tubes which connect Oakland and the island of Alameda. The improvements are intended to enhance or replace access to and from the freeway in the area of the existing Broadway and Jackson Street interchanges.

The study area is a major crossroads between I-880, I-980, Downtown Oakland, Chinatown, Jack London Square, the Port of Oakland and the City of Alameda. Constrained geometric roadway features coupled with heavy traffic (pedestrian, bicycle, auto and freight) result in high levels of congestion during peak periods. Conditions are expected to worsen due to several planned and proposed large-scale land developments nearby, namely the Brooklyn Basin Project, redevelopment of the Oakland Army Base and Alameda Naval Base, and the Oakland A's ballpark at Howard Terminal.

1.1 Purpose and Need

The purpose of the project is to:

- improve multimodal safety and reduce conflicts between regional and local traffic;
- enhance bicycle and pedestrian accessibility and connectivity within the project study area;
- improve mobility and accessibility between I-880, SR-260 (Tubes), City of Oakland downtown neighborhoods, and the City of Alameda;
- reduce freeway-bound regional traffic and congestion on local roadways and in area neighborhoods;

Local streets in the project area are congested during morning and evening peak commute hours. Under current conditions, motorists traveling between I-880 and I-980 freeways and the Tubes must take circuitous routes along Oakland city streets, which causes local arterial congestion, bottlenecks (a localized disruption of vehicular traffic), and long travel delays. Several of the local intersections are operating at deficient levels of service because of the high traffic volumes. The streets in and around the Oakland Chinatown area have a high volume of pedestrian activity and experience substantial vehicle-pedestrian conflicts. In addition, I-880 is a physical barrier to the implementation of bicycle and pedestrian connectivity between downtown Oakland and the Jack London District.

1.2 Project Description

The proposed project (project), the Oakland Alameda Access Project, is located in the cities of Oakland and Alameda in Alameda County, California. The project would improve access along I-880, the Posey and Webster Tubes, downtown Oakland, and the City of Alameda. Within the approximately 1-mile-long project, I-880 (PM ALA 30.47 to 31.61) and SR 260 (PM ALA R0.78 to R1.90) are major transportation corridors. Moreover, the I-880 freeway viaduct is a physical barrier, limiting bicycle and pedestrian connectivity between downtown Oakland and Chinatown to the north and the Jack London District and Oakland Estuary to the south. Existing local street patterns across I-880 are intertwined with freeway entrance and exit ramps and the Posey and Webster Tubes (Tubes) through downtown Oakland and to and from the City of Alameda, affecting the cross-freeway circulation of motorists, bicyclists, and pedestrians.

Under the Build Alternative, Caltrans and ACTC propose to remove and modify the existing freeway ramps and to modify the Posey Tube exit in Oakland. In addition, the proposed project would include construction of Class IV two-way cycle tracks within the project area. This would improve connectivity to existing and future planned bicycle paths in the City of Oakland and implement various "complete streets" improvements to create additional opportunities for non-motorized vehicles and pedestrians across I-880 between downtown Oakland and the Jack London District. Bicycle and pedestrian

improvements would be constructed at the Posey and Webster Tubes approaches in Alameda and Oakland. The Webster Tube westside walkway would be opened to bicycles and pedestrians. An illustration of the proposed Build Alternative is provided in **Appendix A**.

1.3 Report Organization

This report includes eight sections: (1) Introduction, (2) Methodology, (3) Existing Conditions, (4) Alternatives, (5) Travel Demand Forecasts, (6) Opening Year (2025) Traffic Operational Analysis, (7) Design Year (2045) Traffic Operational Analysis, and (8) Summary and Conclusions.

Section 2 describes the methodology used in performing the traffic operational analysis for this project. This includes definition of the analysis area, forecast methodology and operational analysis methodology. Section 3 summarizes the existing conditions within the study area, including roadway geometry, traffic volumes, and level-of-service (LOS).

Section 4 describes the alternatives evaluated in this TOAR. Section 5 presents the projected future travel demands for each analysis alternative. This includes the projected AM and PM peak travel demands for the freeway mainline segments, ramps, and each of the study intersections.

Sections 6 and 7 present the traffic operational analysis related to the project for the forecast years of 2025 and 2045, respectively. This analysis examines the projected traffic operating conditions on I-880 and at each of the intersections within the analysis area. A discussion of other considerations, specifically related to bicycle, pedestrian and safety impacts, is provided in Section 8. A summary of the key findings and conclusions is provided in Section 9.

2 METHODOLOGY

This section summarizes the methodology used in performing the traffic operational analysis. This includes a definition of the analysis area, forecast methodology and operational analysis methodology. Additional detail regarding the methodology used for this analysis is provided in the technical report titled "*Oakland-Alameda Access Project – Existing Conditions Traffic Report*" (see **Appendix B**) and the technical memorandum titled "*Oakland-Alameda Access Project – 2025/2045 Traffic Demand Forecasts*" (see **Appendix C**).

2.1 Study Area

The traffic analysis study area encompasses both freeways and local street roadways. For the freeway portions, the analysis focuses on the segment of I-880 from just west of Union Street to just west of High Street and the segment of I-980 from I-880 to 18th Street. For the local street portion, the study area includes 56 existing intersections and joining roadways including SR 260 from I-880 to Atlantic Avenue in Alameda.

The study network freeway segments are illustrated in **Figure 1**. The study roadways and intersections are illustrated in **Figure 2.** A listing of the study intersections is provided in **Table 1.** Of the 56 existing study intersections listed in the table, a subset of 25 "Core" study intersections were defined and are highlighted in **bold** text. The analysis results for only these core intersections are reported in the body of this report, although results for all intersections included in the appendices.

2.2 Horizon Years

Consistent with the requirements for the Project Approval/Environmental Documentation (PA/ED) process, the traffic analysis presented in this report examines two horizon years: Opening Year and Design Year. Completion of the environmental review, design and construction is anticipated to be sometime around the year 2025. Per Caltrans requirements, the Design Year is defined as 20 years after the expected completion of the proposed improvements. Therefore, the horizon years examined as part of this operational analysis are 2025 (Opening Year) and 2045 (Design Year).

2.3 Analysis Time Periods

The analysis encompassed the weekday AM and PM peak periods that were defined as 6 AM to 10 AM and 3 PM to 7 PM, respectively. Within these periods, the AM peak hour is defined as 8 AM to 9 AM, and the PM peak hour is 5 PM to 6 PM.

2.4 Data Collection

To support the project analysis, a variety of information related to the physical attributes and operating conditions is required. This information was compiled from numerous sources, including existing data sources and studies, new data collection and field observations. For this project, a comprehensive data collection program covering the entire study area was conducted in April 2015, with some recounts completed in May of 2015, while local schools were in-session. The program included the following elements:

1. Freeway mainline counts;
2. On- and off-ramp counts;
3. Arterial segment counts;
4. Intersection vehicle/pedestrian/bicycle counts;
5. Freeway travel time and speeds surveys; and
6. Field observations.

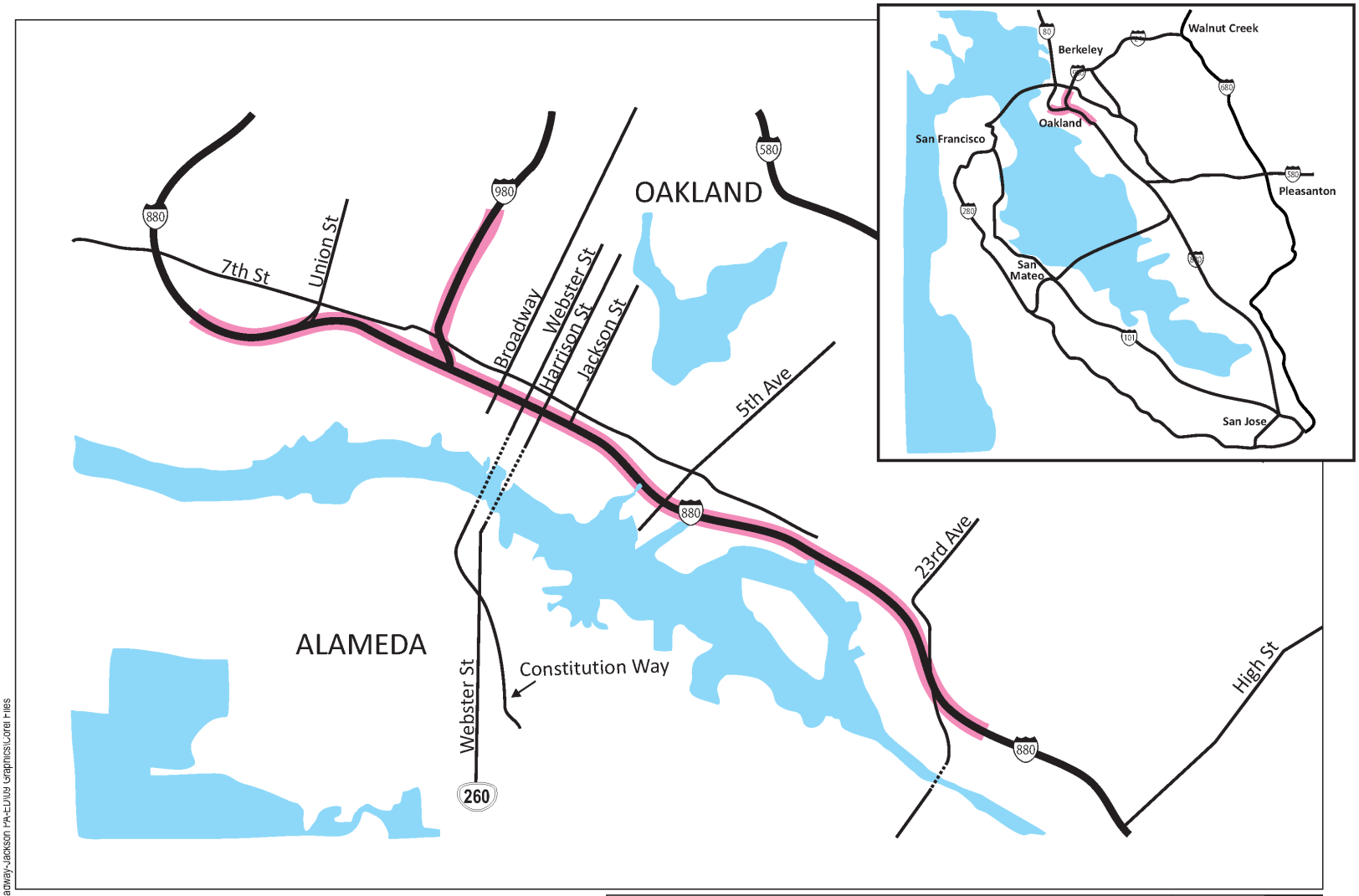
Details of the data collection effort and summaries of each of these data collection elements are provided in the technical report titled "*Oakland-Alameda Access Project– Existing Conditions Traffic Report*" (see Appendix B).

Table 1: Study Intersections

Intersections			
1	**4th Street / Broadway**	**29**	**7th Street / Jackson Street**
2	5th Street / Union Street - SB-880 Off-Ramp	**30**	**7th Street / Madison Street**
3	5th Street / Adeline Street	**31**	**8th Street / Harrison Street**
4	5th Street / Market Street	**32**	**8th Street / Webster Street**
5	5th Street / Brush Street	**33**	**8th Street / Franklin Street**
6	5th Street / Martin Luther King Jr	**34**	**8th Street / Broadway**
7	**5th Street / Washington Street**	**35**	**8th Street / Washington Street**
8	**5th Street / Broadway**	36	8th Street / Martin Luther King Jr Way (MLK Way)
9	**5th Street / Jackson Street**	**37**	**9th Street / Webster Street**
10	**5th Street / Madison Street**	38	11th Street and Brush Street
11	**5th Street / Oak Street**	39	11th Street / Castro Street
12	**6th Street / Oak Street**	40	11th Street / Webster Street
13	**6th Street / Madison Street**	41	11th Street / Harrison Street
14	**6th Street / Jackson Street**	42	12th Street / Harrison Street
15	**6th Street / Broadway**	43	12th Street / Webster Street
16	**6th Street / Washington Street**	44	12th Street / Castro Street
17	6th Street / Martin Luther King Jr Way (MLK Way)	45	12th Street / Brush Street
18	7th Street / Market Street	46	17th Street / Brush Street
19	7th Street / Union Street	47	17th Street / Castro Street
20	7th Street / Adeline Street	48	18th Street / Castro Street
21	7th Street / Market Street	49	18th Street / Brush Street
22	7th Street / Brush Street	50	Atlantic Avenue / Webster Street
23	7th Street / Castro Street	51	Willie Stargell Avenue / Webster Street
24	7th Street / Martin Luther King Jr Way (MLK Way)	52	Marina Village Parkway / Constitution Way
25	**7th Street / Washington Street**	53	Mariner Square Drive / Constitution Way
26	**7th Street / Broadway**	54	Atlantic Ave/Constitution Way
27	**7th Street / Webster Street**	**55**	**7th St/Oak St**
28	**7th Street / Harrison Street**	**56**	**8th St/Oak St**

Note: **BOLD** - Core Study Intersections
Source: DKS Associates, 2019

Figure 1 – Oakland-Alameda Access Project - Freeway Analysis Study Area



LEGEND

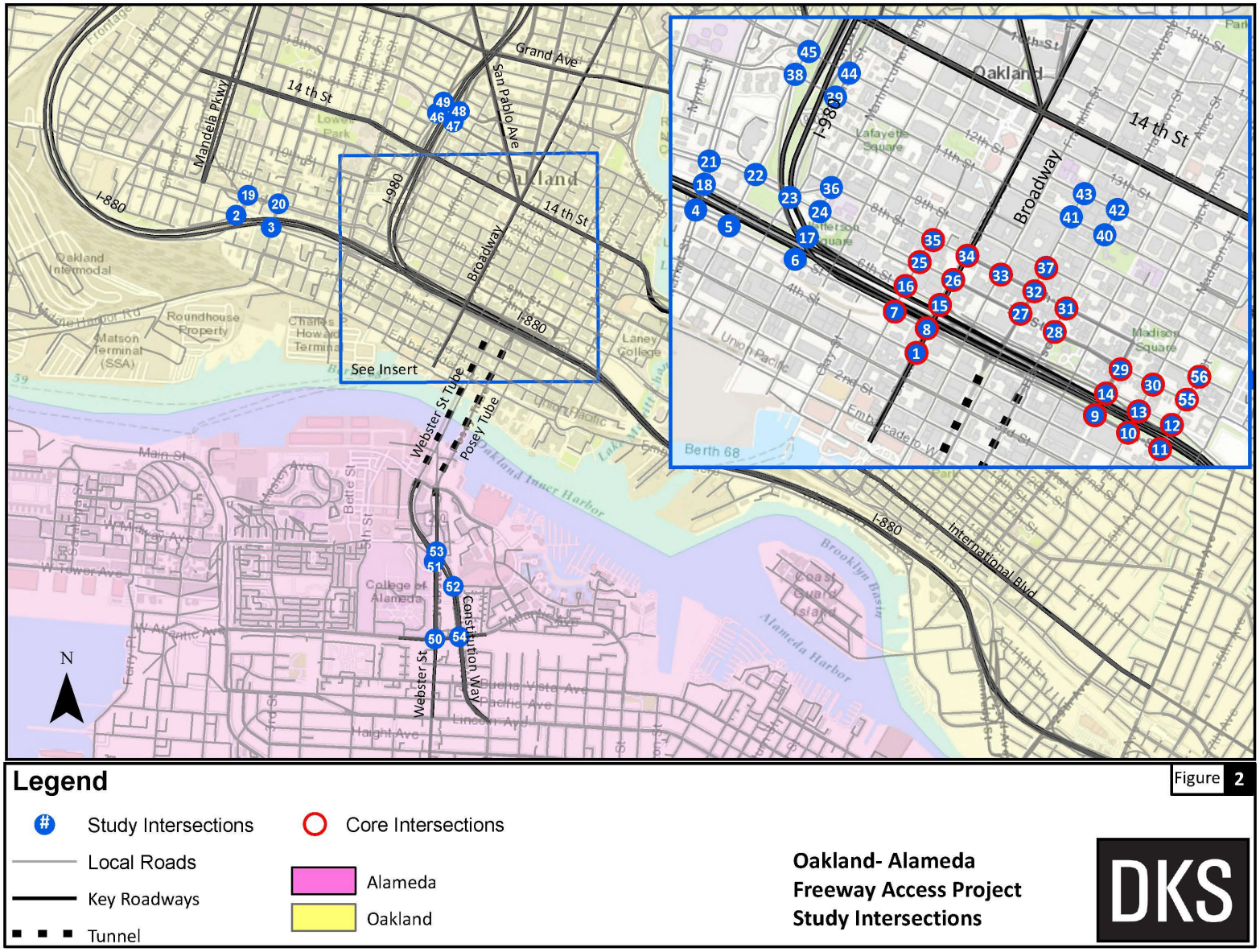
- Freeway Study Limits

NO SCALE

Figure 1

Oakland - Alameda Freeway Access Project
Freeway Analysis Study Area

Figure 2 – Oakland-Alameda Access Project - Study Intersections



2.5 Operational Analysis Methodology

The operational analysis examines impacts to both the freeway and surface street facilities. To support this analysis, simulation models of the study area were developed and calibrated to replicate current operations. These models were then modified to support the detailed operational analysis of alternatives under future year conditions. Separate simulation models were developed for the freeway system and the surface street network. The freeway system was modeled using FREQ, while the local street network was modeled using Synchro/SimTraffic. Descriptions of the models used in this study are provided in the following sections. Additional detail regarding the development and validation of these models is provided in the technical report titled "*Oakland-Alameda Access Project– Existing Conditions Traffic Report*" (see Appendix B)

Freeway Analysis

FREQ is a macroscopic simulation modeling software capable of analyzing freeway mainline, weaving areas, ramp junction, and ramp metering operations. FREQ models were developed for the weekday AM and PM peak periods which were defined as 6:00 to 10:00 AM and 3:00 to 7:00 PM, respectively. The models encompass the segment of I-880 from east of 23rd Avenue to west of Union Street. Although I-980 was included in the study area, the Build alternative ultimately considered in this report did not involve physical or meaningful traffic demand changes to I-980. Therefore, operational analysis was not conducted for that segment of freeway.

FREQ generates a number of performance measures useful for quantifying and evaluating traffic operations on the freeway. The primary FREQ model outputs or performance measures to be used in this study are summarized in **Table 2**.

Table 2: FREQ Freeway Analysis Performance Measures

Performance Measure	Description
Congestion & Queue Characteristics	Assessment of freeway and ramp congestion patterns, including location of bottlenecks, and the duration and severity of queues.
Network Vehicles Miles of Travel	Total vehicle miles of travel within the FREQ model network over the entire peak period.
Network Vehicle Hours of Travel	Total number of vehicle-hours of travel within the FREQ model network over the entire peak period.
Segment Level of Service (LOS)	Based on density (vehicles per mile per lane) for each link along the freeway mainline. Reported for peak hour. Breakdown by analysis timeslice provided in appendices. (LOS A ≤ 11 vpmpl; LOS B > 11 to 18; LOS C > 18 to 26; LOS D > 26 to 35; LOS S > 35 to 45; LOS > 45)
Segment Average Speed	Average speed over peak period for entire corridor. Breakdown for each link by analysis timeslice provided in appendices.

Source: DKS Associates, 2015

Intersection Level-of-Service Analysis

Synchro is a macroscopic analysis and optimization software package used primarily for signal optimization and coordination. SimTraffic is a microscopic analysis software which can be calibrated to replicate various field conditions based on driver behaviors and vehicle parameters. Because many of the study intersections are closely spaced and can affect operations at adjacent intersections, SimTraffic was used for the analysis to allow for calibration of the models per local conditions and to obtain plausible results. Synchro/SimTraffic models encompassing all 56 existing study intersections were developed for the AM (8:00 to 9:00) and PM (5:00 to 6:00) peak hours.

SimTraffic generates a number of performance measures useful for quantifying and evaluating traffic operations at intersections and along arterial segments. The primary performance measures to be used for this study are average vehicle delay, level-of-service (LOS), maximum queue, and travel time.

For signalized intersections, LOS is based on the average control delay per vehicle for all vehicles entering an intersection. Control delay includes the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. **Table 3** presents the average control delay thresholds for each LOS grade for signalized intersections. For unsignalized intersections, LOS is based on the average control delay for the critical minor stop-controlled approach (see **Table 4**).

Table 3: Signalized Intersections Level of Service Criteria

Level of Service	Average Control Delay (seconds/vehicle)	Description
A	Delay ⩽ 10.0	Free flow; minimal to no delay.
B	10.0 < Delay ⩽ 20.0	Stable flow, but speeds are beginning to be restricted by traffic condition; slight delays.
C	20.0 < Delay ⩽ 35.0	Stable flow, but most drivers cannot select their own speeds and feel somewhat restricted; acceptable delays.
D	35.0 < Delay ⩽ 55.0	Approaching unstable flow, and drivers have difficulty maneuvering; tolerable delays.
E	55.0 < Delay ⩽ 80.0	Unstable flow with stop and go; delays.
F	Delay > 80.0	Forced or breakdown flow that causes reduced capacity. Excessive long delays and vehicle queuing.

Notes:
Control Delay per Vehicle (in seconds per vehicle), Source: Chapter 16, Signalized Intersections, in the *Highway Capacity Manual* (Transportation Research Board 2000).

Table 4: Unsignalized Intersections Level of Service Criteria

Level of Service Criteria for Unsignalized Intersections	
Level of Service	**Average Control Delay**
A	0-10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	>50

Notes:

Control Delay per Vehicle (in seconds per vehicle), Source: Chapter 17, Unsignalized Intersections, in the Highway Capacity Manual (Transportation Research Board 2000).

For the purposes of this analysis, signal timing parameters (e.g. cycle length, splits) were held constant between the No Build and Build alternatives with the exception of new or modified intersections. These exceptions are detailed as part of the Build alternative description in Chapter 5.

Intersection Queuing Analysis

An important element of arterial performance is the presence of queues at intersections and specifically whether the queues extend beyond the available storage. This may take the form of queues extending out of a turn bay and impacting the adjacent through lanes, queues from one intersection extending back into the upstream intersection, or queues on an off-ramp extending back to the freeway mainline.

The intersection queuing analysis involved comparing the 95th-percentile queue for each lane, as reported in SimTraffic, to the available storage. Where there are multiple lanes serving one movement, the highest value was reported. Also, where the expected queue extended beyond the approach link to the intersection into upstream links, the combined length was calculated. In these cases, the total queue length was calculated as the sum of the link distances for those links where the queue extended beyond the upstream node plus the 95th percentile on the furthest upstream link where the queue does not extend the entire length. For the former, the link distance for the immediate intersection approach was taken from SimTraffic as it accounts for the portion of the link within the intersection itself, while for the upstream links that distance from Synchro was used.

For this analysis, focus was placed on changes in estimated 95th percentile queue lengths for key facilities impacted by the proposed improvements. These facilities include the freeway off-ramps in the core study area, as well the Posey Tube.

Surface Street Travel Times

Travel times on selected routes within the core study area were used as another measure of arterial performance. Of the measures used in this study, travel time is perhaps most relatable for the traveling public.

While there is an endless set of origin-destination combinations within the study area, this analysis focused on a few key routes associated with the Posey and Webster Tubes, and varied slightly for the AM peak and the PM peak. The routes include:

- Posey Tube to NB I-880 on-ramp – route begins at Alameda side of Tube and ends at the on-ramp merge to northbound I-880. For No Build, the route follows Harrison, 7th, and Jackson (the “racetrack) to the on-ramp. For Build, this route follows the proposed “Horseshoe” to the on-ramp. (Report for AM only.)

- Downtown To Webster Tube Entrance Portal – includes routes from three different starting points in downtown Oakland to the Webster Tube entrance.
    1. SB Webster - starting 12th St straight down Webster to the Tube entrance portal
    2. SB Madison - starting at Madison/17th St to entrance portal. For No Build, route follows Madison to 8th, then 8th to Webster and Webster to portal. For Build, follows Madison to 6th, then 6th to the portal,
    3. SB Jackson - starting at Jackson at 8th, down Jackson to 6th, then 6th to portal. (Reported for Build only.)

Northbound I-880 To Webster Tube Entrance Portal – start on I-880 at off-ramp to Oak. For No Build, route follows I-880 to Broadway off-ramp, then either Broadway to 7th and Webster, or Broadway to 5th. For Build, route goes via Oak/6th off-ramp, down 6th to portal. (Reported for PM only.)

2.6 Forecast Methodology

The traffic operational analysis conducted for this effort required forecasts of future year demands for both the freeway network and study intersections. To support the freeway operational analysis, four-hour AM and PM peak period forecasts were developed for all on- and off-ramps plus the freeway mainline start and end points within the study area. For the intersection analysis, turn movement forecasts for each study intersection were developed for only the peak hour within each peak period. The designated peak hours are 8-9 AM and 5-6 PM.

These traffic demand forecasts were developed using the Alameda CTC's countywide travel demand model (TDM). The ACTC TDM is a traditional four-step model using the CUBE software. Key characteristics of the ACTC TDM include:

- Model years: 2010, 2020, 2040
- Highway assignment time periods: AM 1-hour peak, AM 4-hour peak period (6-10 AM), PM 1-hour peak, PM 4-hour peak period (3-7 PM), midday 6 hour (10AM - 3PM), evening (7PM - 6PM).
- Input land use: ABAG Projections 2013 for 2010, 2020, 2040 (employment, population, and households) with local jurisdiction review.

For the OAAP, forecasts were developed for expected opening year (2025) and the proposed design year (2045), and for the No Build and Build alternatives. The Year 2025 model forecasts were generated by interpolating between the applicable 2020 and 2040 vehicle trip tables within the current TDM, and then running the assignment module within the TDM. For the Year 2045, the current 2040 forecasts were used as a surrogate recognizing the higher level of uncertainty in the underlying socio-economic (employment, population, and households) projections on which the forecasts are based.

Outputs from the travel demand model are not used directly in the operational analysis. Instead, changes in the demand between the base and horizon year models is added to existing traffic demands. A detailed description of the procedures used in developing the demand forecasts is provided in the technical memorandum titled "*Oakland-Alameda Access Project – 2025/2045 Traffic Demand Forecasts*" (see **Appendix B**).

3 EXISTING CONDITIONS

This section summarizes the existing conditions within the study area, including roadway geometry, traffic volumes, and level-of-service (LOS). A detailed description of the existing conditions is provided in the technical report titled "*Oakland-Alameda Access Project – Existing Conditions Traffic Report*" (see **Appendix B**).

3.1 Roadway Characteristics

The study network encompasses both freeway (mainline segment, on- and off-ramps) and local street facilities (arterial segments, intersections). This section describes the physical attributes and traffic control features of the study roadways.

Freeway Lane Configuration

The lane configuration for the study segment of I-880 is illustrated in **Figure 3**, while the configuration of I-980 is shown in **Figure 4**. Existing roadway characteristics were derived using publicly available on-line aerial photographs and field observations. In general, I-880 has four mixed-flow lanes in both directions. Auxiliary lanes are provided for northbound I-880 from Jackson Avenue On-ramp to the I-980 Connector and for southbound I-880 from the Oak Street On-ramp toward the south for approximately 3,000 feet.

Ramp Metering and TOS Elements

Table 5 summarizes the ramp metering characteristics for all on-ramps along the study segments of I-880 and I-980. Where applicable, information regarding metering rates and hours of operation was provided by Caltrans. A listing of other Traffic Operations System (TOS) elements within the study segments of I-880 and I-980 are provided in **Table 6**. Again, this information was provided by Caltrans.

For the purposes of this study, it was assumed that metering rates would be held constant between the No Build and Build alternatives. For this reason, ramp metering was not explicitly modelled in this analysis.

Intersection Lane Configuration and Control

The local streets within the study area consist of many one-way streets with on-street parking. The lane configuration and traffic control at the study intersections are illustrated in **Figures 5.1 - 5.3**.

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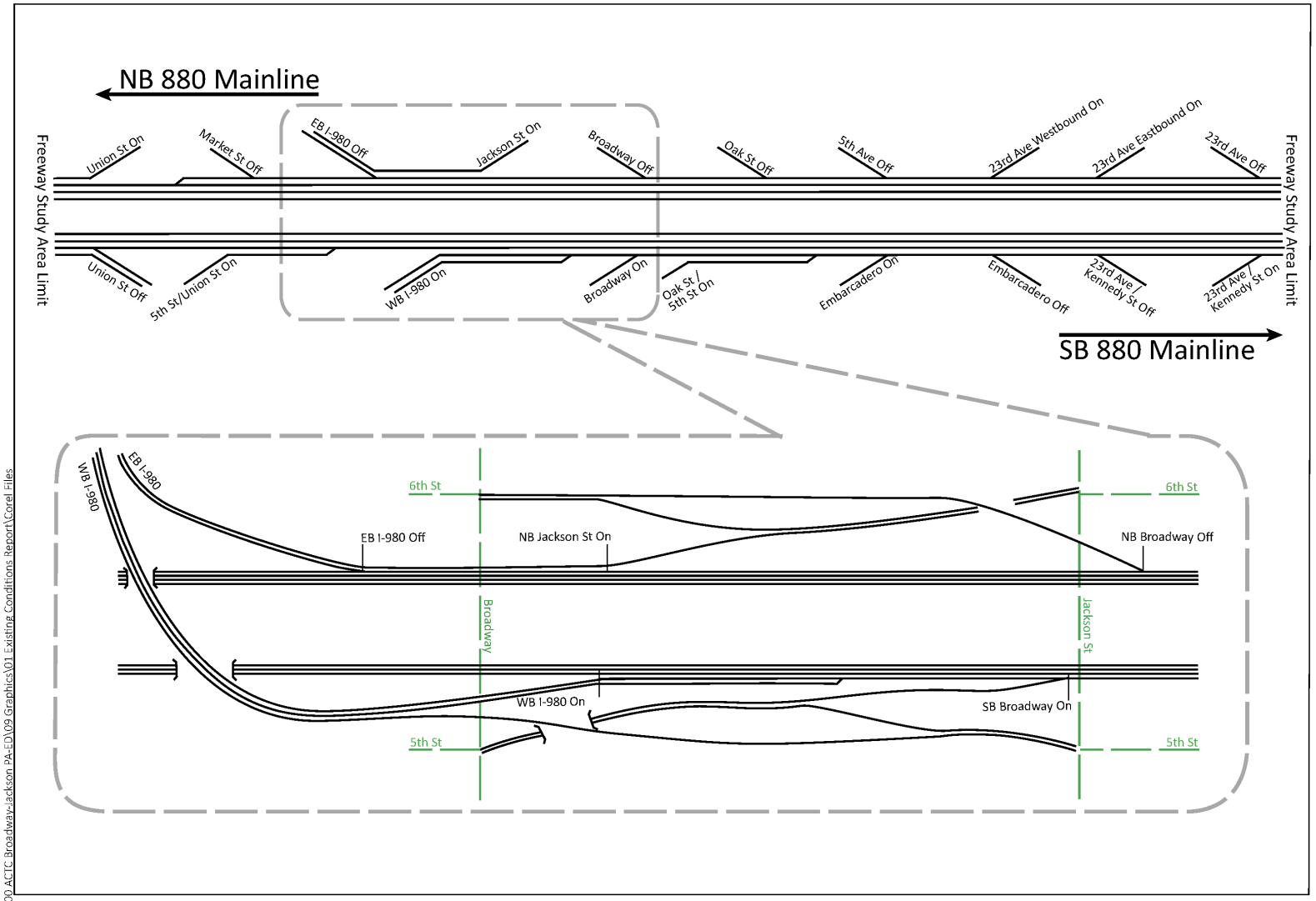
Figure 3 – Existing Freeway Lane Configuration – I-880



LEGEND

- Surface Street
- Freeway Mainline/Ramp

NO SCALE

Figure 3

Oakland - Alameda Freeway Access Study
Freeway Lane Configuration

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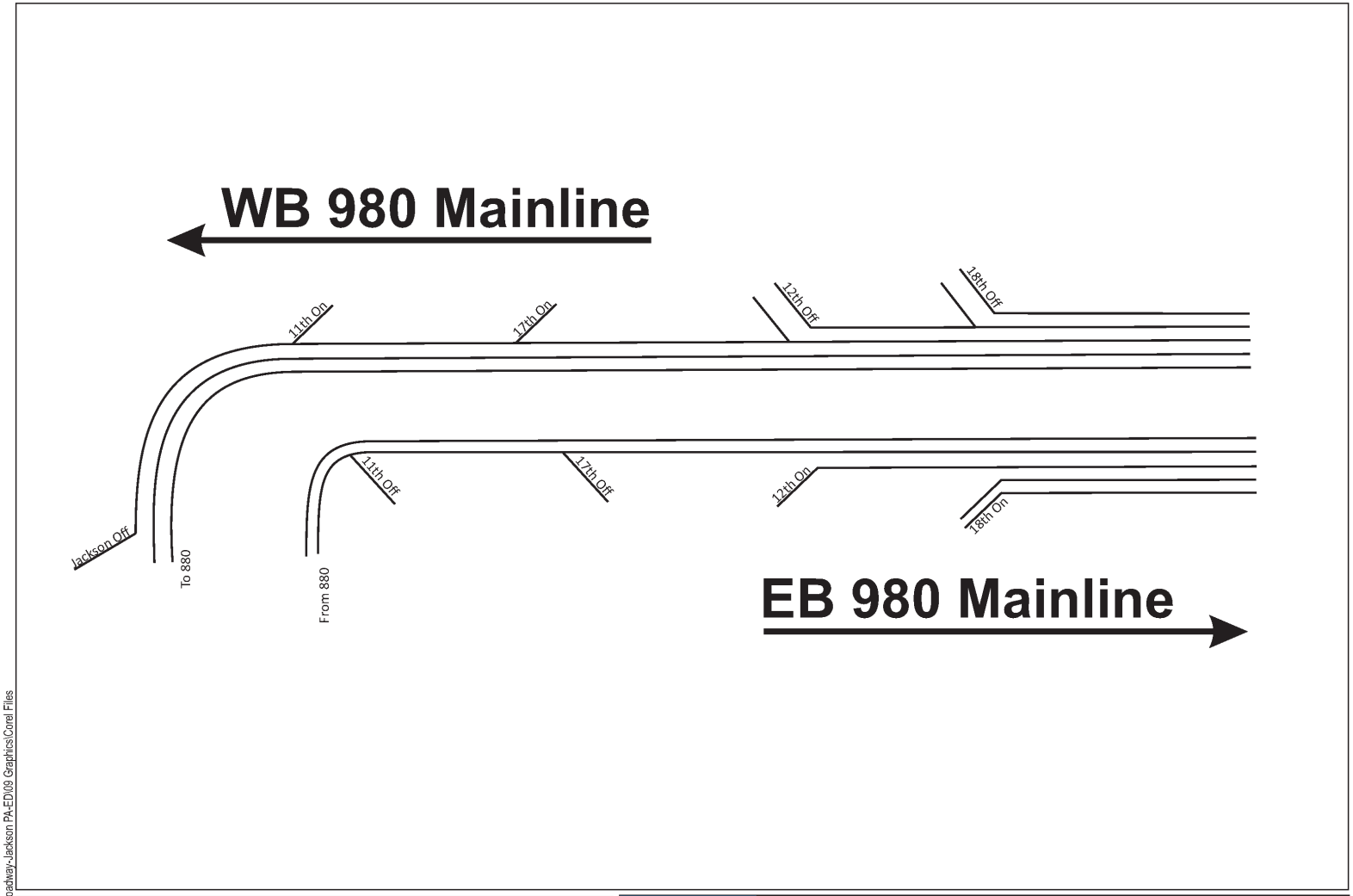
Figure 4 – Existing Freeway Lane Configuration – I-980



LEGEND

——— - Freeway Mainline/Ramp

NO SCALE

DKS

Figure 4

Oakland - Alameda Freeway Access Project
I-980 Freeway Lane Configuration

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Table 5: Ramp Metering Characteristics

On-ramp	Metering Equipment Present	Lanes at Meter Limit Line		AM Period			PM Period		
		Mixed-Use	HOV	Hours of Operation	Min. Rate (vphpl)	Max. Rate (vphpl)	Hours of Operation	Min. Rate (vphpl)	Max. Rate (vphpl)
Northbound I-880									
23rd Avenue EB	Yes	1	1	6-10	820	900	3-7	550	900
23rd Avenue WB	Yes	1	0	6-10	650	900	3-7	550	900
Jackson Street	Yes	2	0	6-10	n/a	n/a[1]	3-7	n/a	n/a[1]
Union Street	No	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Southbound I-880									
5th Street/Union Street	Yes	1	1	Not active	n/a	n/a	Not active	n/a	n/a
Westbound I-980	No	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Broadway	Yes	2	0	6-10	450	900	3-7	450	900
Oak Street/5th Street	Yes	2	1	6-10	360	900	3-7	360	900
Embarcadero	No	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23rd Avenue/Kennedy Street	Yes	1	0	6-10	510	900	3-7	550	900
Westbound I-980									
17th Avenue	No	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11th Avenue	No	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Eastbound I-980									
12th Avenue	No	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18th Avenue	No	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Source: Caltrans, 2015

Notes:

1. Operates as “all green”.

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Table 6: I-880 TOS Elements

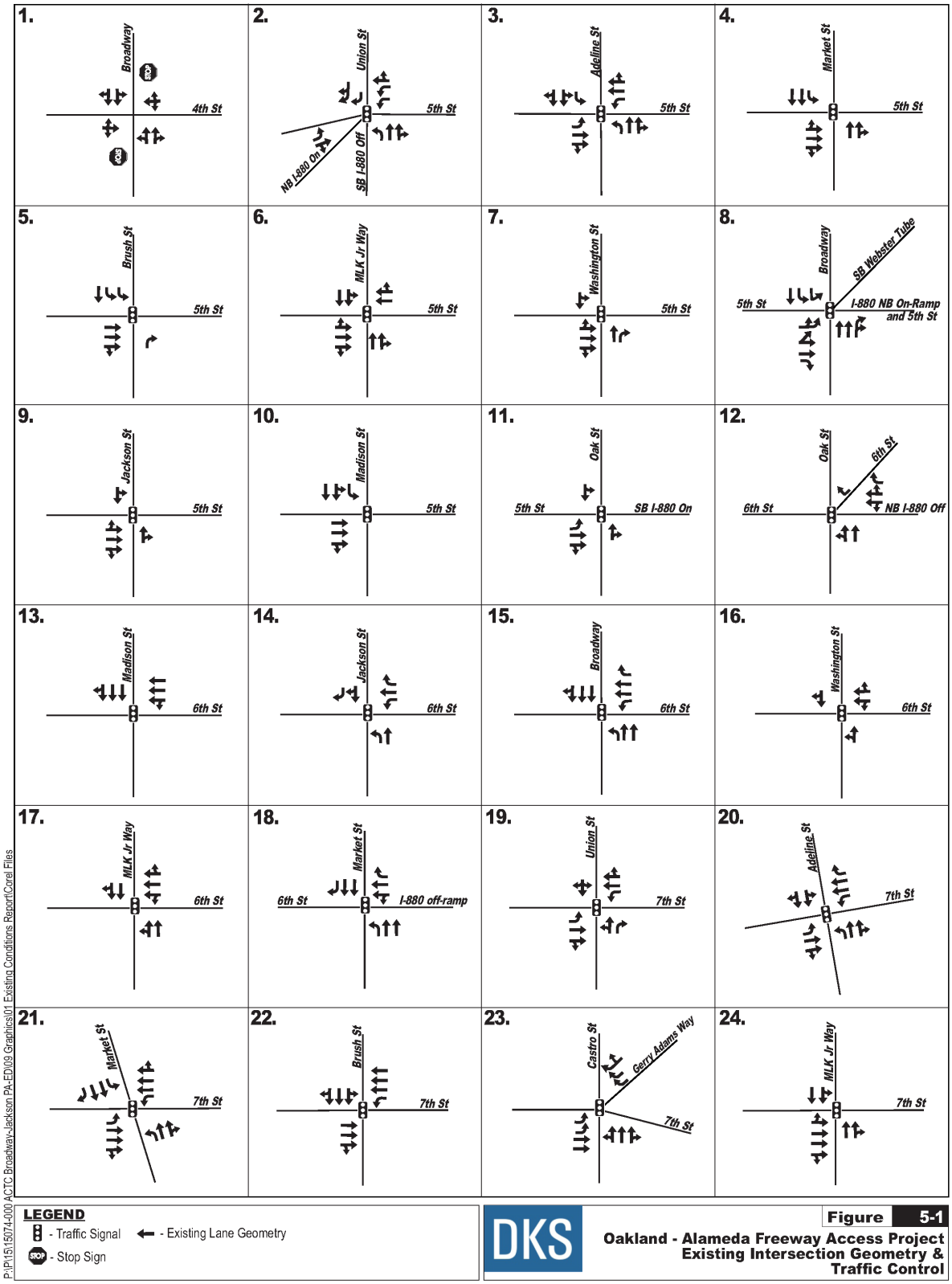
Element Type	Direction	Location			Status
		Post-mile			
I-880					
TMS (loops)	N	28.65	oppo 29th Ave rm-s-diag	Mainline	
TMS (loops)	S	28.65	29th Ave rm-s-diag	Mainline	
TMS (loops)	S	28.88	23th Ave/Kennedy St rm-s-loop	Mainline	
TMS (loops)	N	29.1	23rd Ave rm-n-fly/diag	Mainline	
TMS (loops)	N	31.42	Jackson St rm-n-diag	Mainline	
TMS (loops)	S	31.8	Clay St	Mainline	
CCTV	S	28.64	S880 AT 29TH AV		Active
CCTV	S	28.9	S880 23RD AV/KEENEDY ST OR		Non-active
CCTV	N	29.08	N880 23RD AV AND E 9TH ST		Active
CCTV	N	29.11	N880 23RD AV AND E 11TH ST		Active
CCTV	S	31	S880 AT OAK ST OR		Non-active
CCTV	S	31.4	S880 OVER 5TH & CASTRO ST		Active
CCTV	S	32.82	S880 BROADWAY OFR		Active
I-980					
TMS (loops)	W	0.98	14/18TH ST OFF RAMP	Mainline	
TMS (loops)	E	0.98	14/18TH ST OFF RAMP	Mainline	
TMS (loops)	E	1.58	28th St/Northgate	Mainline	
TMS (loops)	E	1.58	28th St/Northgate	Fwy-Fwy	
TMS (loops)	W	1.62	29TH STREET	Mainline	
TMS (loops)	W	1.62	29th street	Fwy-Fwy	
CCTV	W	0.19	W980 AT JCT-880		Active
CCTV	E	0.7	E980 AT 14TH ST		Active
CCTV	E	1.25	E980 JEO SAN PABLO AV		Active
CCTV	W	1.84	W980 AT 32ND ST		Non-active

Source: Caltrans, 2015

Acronyms:

- TMS (Loops): Traffic Monitoring Station (Inductance Loops)
- CCTV: Closed Circuit Television Camera

Figure 5 – Existing Study Intersection Lane Configurations



LEGEND

- Traffic Signal
- Existing Lane Geometry
- Stop Sign

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Figure 5-1

Oakland - Alameda Freeway Access Project
Existing Intersection Geometry & Traffic Control

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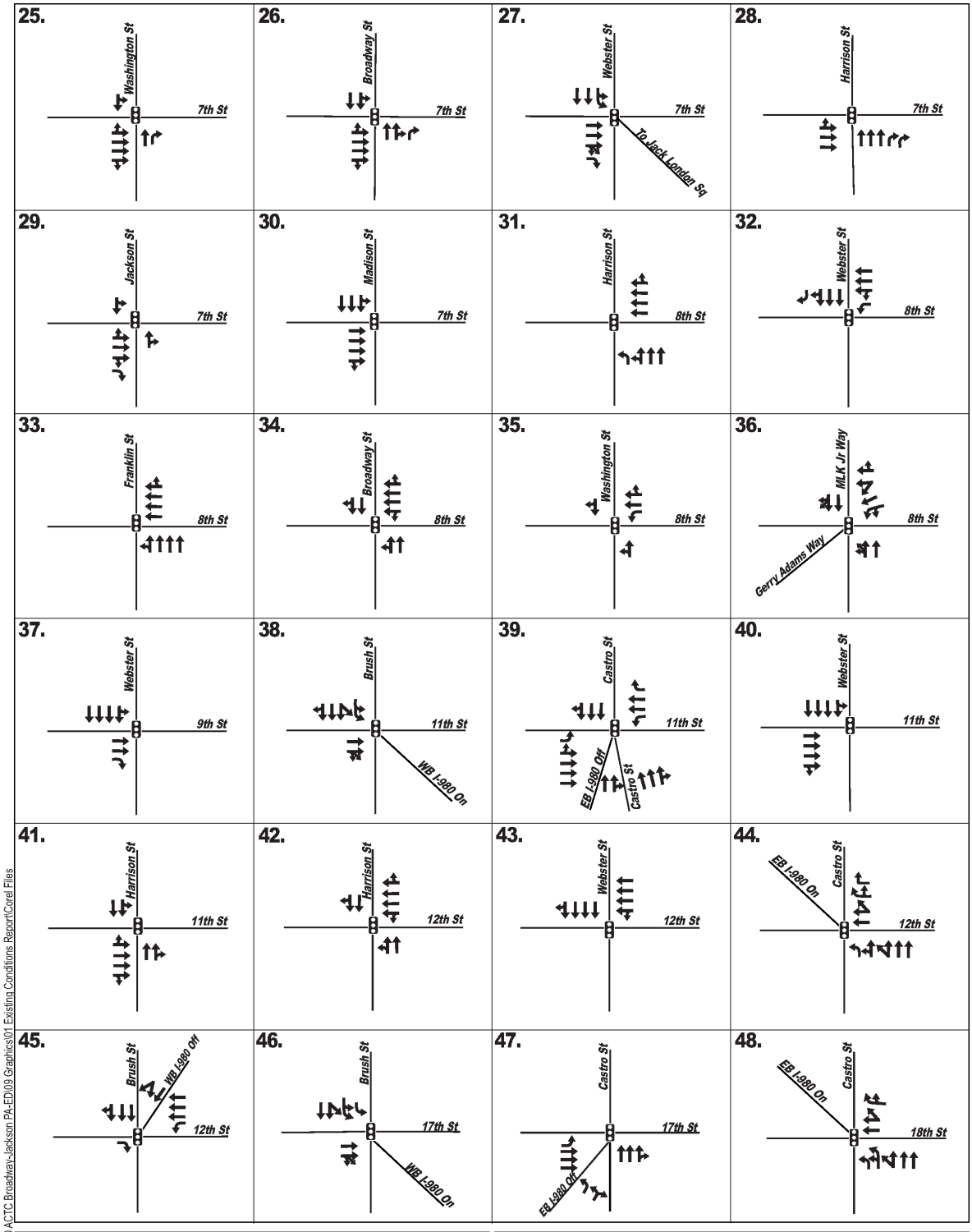
Figure 5 – Existing Study Intersection Lane Configurations (con't)



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LEGEND

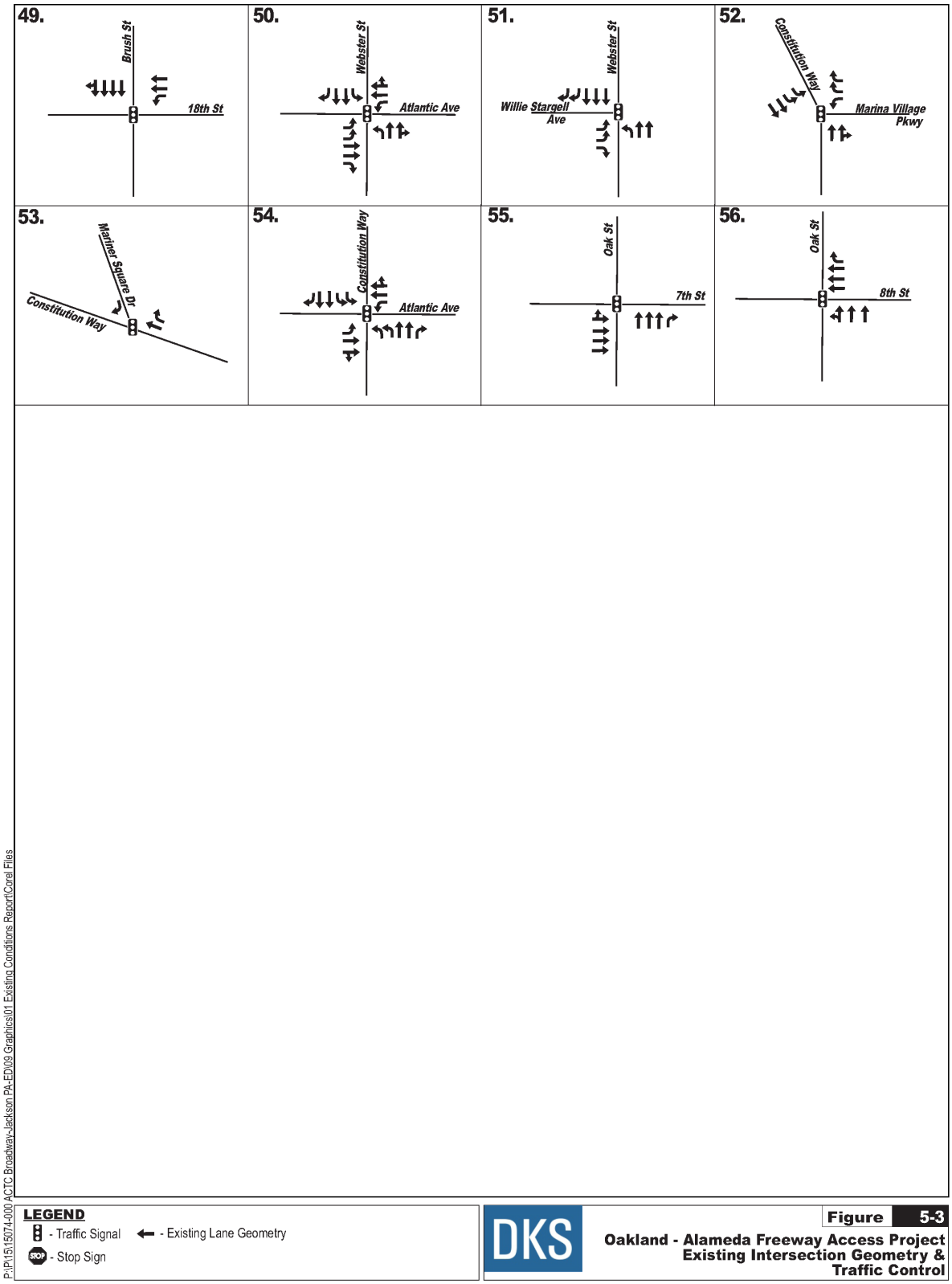
- Traffic Signal
- Existing Lane Geometry
- Stop Sign

DKS

Figure 5-2

Oakland - Alameda Freeway Access Project
Existing Intersection Geometry & Traffic Control

Figure 5 – Existing Study Intersection Lane Configurations (con't)



3.2 Bicycle and Pedestrian Travel

Pedestrian activity varies greatly throughout the study area, with very heavy activity in some areas, especially within Chinatown. Bicycle activity also varies throughout the study area, with most activity focused on streets with existing bicycle lanes. According to 2012 California Household Travel Survey, walk trips make up about 18% of all trips to and from downtown, while bike trips account for about 3%. As redevelopment of downtown occurs, in concert with the trend toward active transportation, the level of both bicycle and pedestrian activity is expected to grow throughout the project area.

As is typical of urban street networks, sidewalks are present on both sides of most streets in the study area. The intersections at 8th Street / Webster Street, 8th Street / Franklin Street, 9th Street / Webster Street, and 9th Street / Franklin Street operate with a "pedestrian scramble" where vehicular traffic is completely stopped to accommodate pedestrian crossing through the intersection. Bicycle facilities include directional bike lanes on Oak Street, Madison Street, 8th Street, and 9th Street.

Bicycle and pedestrian access between Alameda and Oakland is limited to a path on the east side of the Posey Tube. This path connects to sidewalks at both ends of the Tube.

However, there are several deficiencies that impact bicycle and pedestrian travel within the study area, including:

- substantial vehicle-pedestrian conflicts, notably at intersections with high turn volumes such as Harrison/7th, 7th/Jackson, and 5th/Broadway;
- gaps in or substandard sidewalks, notably along 5th and 6th Streets;
- limited bicycle facilities south of 8th Street and in the north-south direction;
- limited connectivity between Alameda and Oakland for both cyclists and pedestrians; and
- an impediment to bicycle and pedestrian connectivity between downtown Oakland and the Jack London District created by the large footprint of the I-880 structure.

3.3 Traffic Volumes

The AM (6:00-10:00) and PM (3:00-7:00) midweek peak period observed hourly volumes for the freeway mainline and ramps within the study segment of I-880 are presented in **Table 7** and **Table 8**, for the southbound and northbound directions respectively. Similar information for the portion of I-980 between 18th Street and I-880, as well as for SR 260 (Webster and Posey Tubes) is presented in **Table 9**.

The average weekday truck percentages for the I-880 freeway mainline within the study area are shown in **Table 10**. These values were derived from the mainline vehicle classification counts conducted in April 2015 at various locations along the I-880 study segment. The data represents the number of trucks as a percentage of the vehicle composition for certain locations. Values are provided for each peak period, as well as for daily. The daily truck percentages are comparable to those reported in the 2013 Annual Average Daily Truck Traffic Report by the Caltrans Traffic Data Branch (10.7% on I-880 and 2.9% on I-980).

The intersection analysis encompasses the weekday AM and PM peak hour which is defined as 8:00-9:00 AM and 5:00-6:00 PM. The peak hour volumes are presented in **Figures 6.1 – 6.3**.

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Table 7: Observed Average Hourly Flow Volumes – I-880 Southbound

Location	Flow Volume (vph)							
	AM				PM			
	6 to 7	7 to 8	8 to 9	9 to 10	3 to 4	4 to 5	5 to 6	6 to 7
Southbound I-880								
MAINLINE - between 7th Street on and Union Street off	**3,014**	**3,012**	**3,281**	**3,299**	**3,111**	**3,331**	**3,299**	**3,182**
Union Street off	553	776	868	727	698	1026	1543	859
5th Street/Union Street on	133	192	213	241	251	311	257	222
Westbound I-980 on (calculated)	2,204	2,774	2,642	2,541	1,947	1,841	1,857	1,518
Broadway on (calculated)	169	193	218	252	540*	514*	484*	342*
Oak Street/5th Street on	377	608	669	640	922*	1,008*	1,006*	848*
Embarcadero/10th Avenue on	159	252	307	253	311	423	473	384
Embarcadero off	176	210	291	264	284	250	228	232
23rd Avenue/Kennedy Street off	410	587	628	566	573	469	402	538
MAINLINE - between 23rd Avenue/Kennedy Street off and on	**4,840**	**5,417**	**5,780**	**5,550**	**5,514****	**5,850****	**5,223****	**5,840****
23rd Avenue/Kennedy Street on	396	510	537	482	624	599	648	543

Notes: * = Ramp tube count may have been conducted "in-queue" or is calculated from a count conducted "in-queue". Volume adjusted to balance with count at ramp terminus intersection.

** = Mainline count conducted "in-queue". Volume is observed flow.

Source: DKS Associates, 2015

DKS

Table 8: Observed Average Hourly Flow Volumes – I-880 Northbound

Location	Flow Volume (vph)							
	AM				PM			
	6 to 7	7 to 8	8 to 9	9 to 10	3 to 4	4 to 5	5 to 6	6 to 7
Northbound I-880								
23rd Avenue off	533	620	514	563	642	680	784	615
MAINLINE - between 23rd Avenue off and on	**5,423**	**6,243**	**5,398**	**5,110**	**6,032**	**6,039**	**5,815**	**5,166**
23rd Avenue EB on	517	956	1,144	825	837	733	753	605
23rd Avenue WB on	504	809	937	607	545	507	544	410
5th Avenue off	142	212	225	236	269	284	313	298
Oak Street off	334	715	950	671	572	532	565	406
Broadway off from northbound I-880 (calculated)	655	957	989	840	635	693	830	585
Broadway off from 880/Jackson	694	1,021	1,090	954	793	864	1,033	808
Jackson to 880/Broadway	1,068	1,925	1,971	1,578	1,573	1,835	1,880	1,652
Jackson to Broadway	39	64	101	114	158	171	203	223
Jackson Street on to northbound I-880 (calculated)	1,029	1,861	1,870	1,464	1,414	1,664	1,677	1,429
Eastbound I-980 off (calculated)	1,617	2,610	2,984	2,526	3,581	3,470	3,403	3,087
Market Street off	417	633	540	364	334	352	412	286
Union Street on	357	546	409	351	253	268	299	212
MAINLINE - between Union Street on and 7th Street off	**4,364**	**4,982**	**4,497**	**3,979**	**3,714**	**3,536**	**3,237**	**2,848**

Notes: * = Ramp tube count may have been conducted "in-queue" or is calculated from a count conducted "in-queue". Volume adjusted to balance with count at ramp terminus intersection.

** = Mainline count conducted "in-queue". Volume is observed flow.

Source: DKS Associates, 2015

Table 9: Observed Average Hourly Flow Volumes – I-980 and SR 260 (Webster and Posey Tubes)

Location	Flow Volume (vph)							
	AM				PM			
	6 to 7	7 to 8	8 to 9	9 to 10	3 to 4	4 to 5	5 to 6	6 to 7
Westbound I-980								
18th Street off	741	1,729	2,564	1,869	875	794	924	805
MAINLINE - I-980 westbound between 18th Street off and 12th Street off	**3,676**	**4,922**	**4,978**	**4,244**	**3,015**	**3,263**	**3,610**	**2,915**
12th Street off	1,311*	1,816*	1,783*	1,260*	1,018	1,108	1,292	991
17th Street on	193	352	394	353	494	554	521	422
11th Street on	72	121	159	134	202	232	198	168
Westbound I-980 off to Jackson	426	805*	1,106*	930	747	1,100*	1,180*	996*
Westbound I-980 on to southbound I-880 (calculated)	2,204	2,774	2,642	2,541	1,947	1,841	1,857	1,518
Eastbound I-980								
11th Street off	82	133	160	160	108	96	99	87
17th Street off	304	434	564	451	382	364	452	363
12th Street on	244	397	538	542	1,277	1,481	1,567	1,222
MAINLINE - I-980 eastbound between 12th Street on and 18th Street on	**1,474**	**2,440**	**2,798**	**2,457**	**4,367**	**4,491**	**4,419**	**3,858**
18th Street on	168	488	630	465	1,074	1,219	1,134	818
SR 260 (Webster/Posey Tubes)[1]								
Webster Tube	1040	1,758	2,055	1976	2139	2,803	3,471	2,844
Posey Tube	1761	2,354	2,573	2193	2019	2,045	2,065	1,739

Notes: * = Ramp tube count may have been conducted "in-queue" or is calculated from a count conducted "in-queue". Volume adjusted to balance with count at ramp terminus intersection.

** = Mainline count conducted "in-queue". Volume is observed flow.

Source: DKS Associates, 2015

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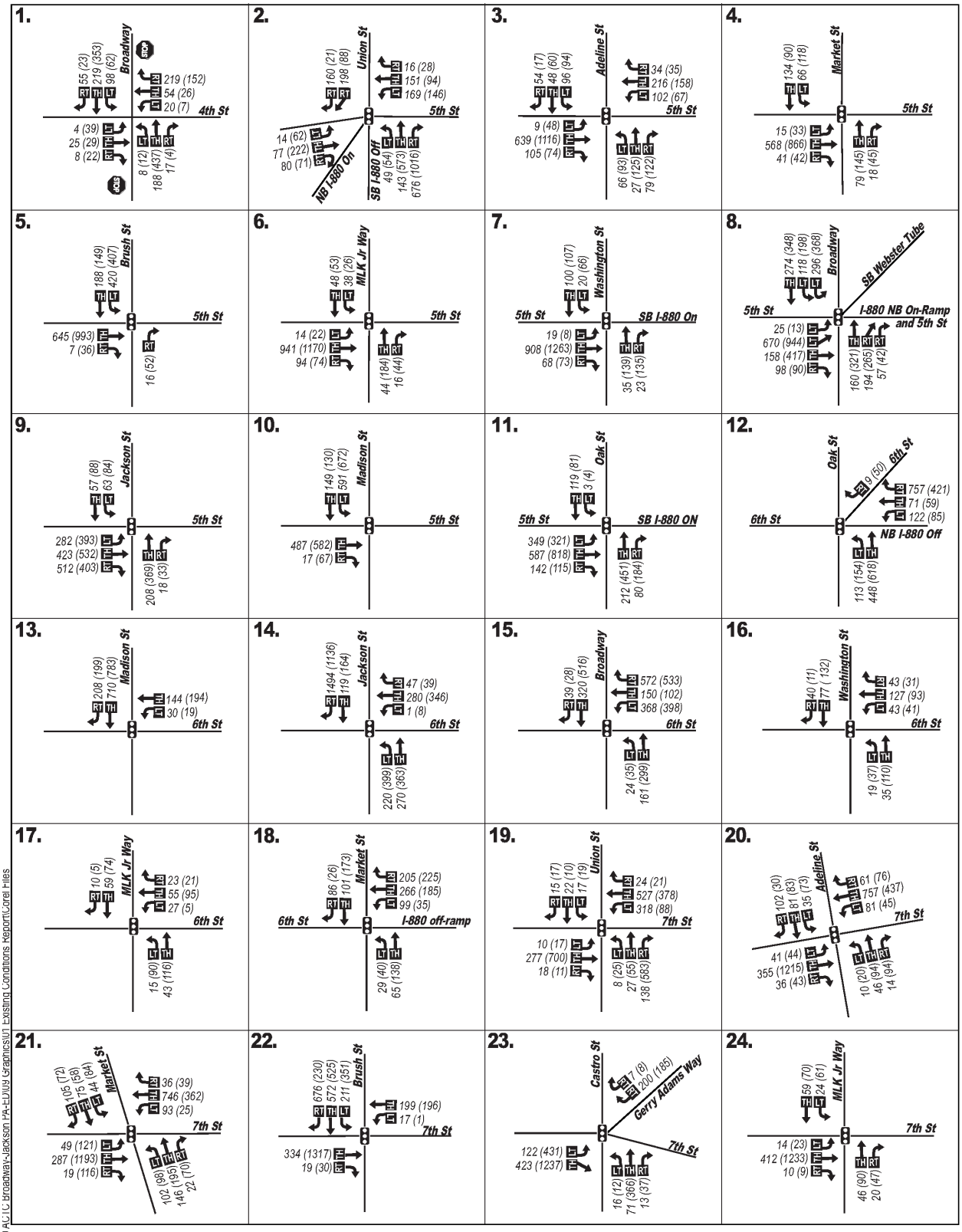
Table 10: Freeway Truck Percentages

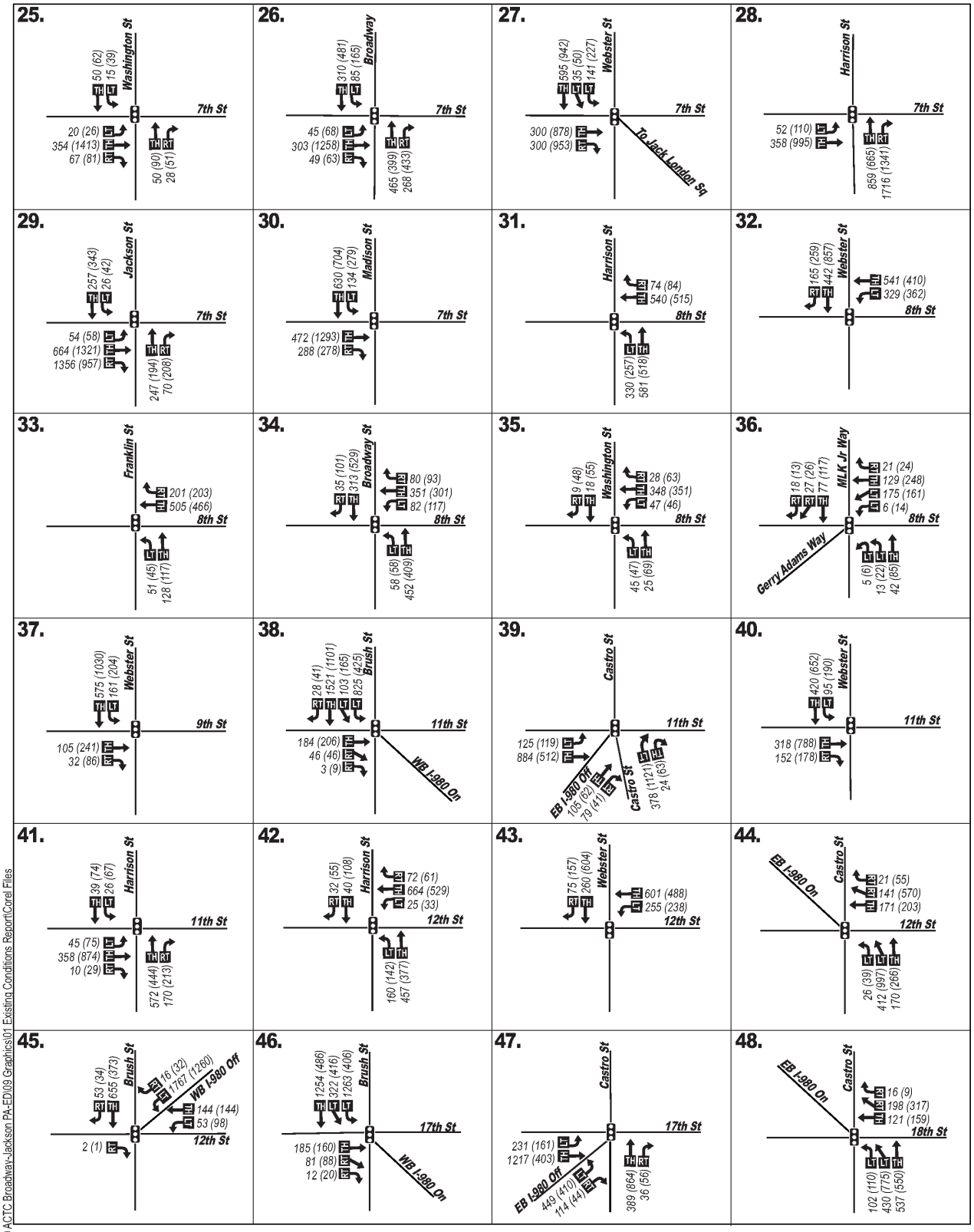
Direction	Locations	AM Peak	PM Peak	Daily
NB I-880	Between 23rd Ave Off and 23rd Ave On	15.2%	6.6%	11.5%
	Between Union St On and 7th St Off	15.0%	8.9%	12.9%
SB I-880	Between 7th St On and Union St Off	10.9%	8.6%	11.0%
	Between 23rd Ave Off and 23rd Ave On	11.4%	12.0%	11.7%
WB I-980	Between 18th Street off and 12th Street off	2.7%	3.6%	3.4%
EB I-980	Between 12th Street on and 18th Street on	7.0%	1.6%	3.4%

Source: DKS Associates, 2015

Figure 6 – Existing AM and PM Peak Hour Intersection Volumes



Oakland-Alameda Access Project 28 August 19, 2020
Traffic Operations Analysis Report – Final



LEGEND

- Traffic Signal
- Stop Sign
- Existing Lane Geometry
- XX (XX) - AM (PM) Peak Hour Volumes

Figure 6-2

Oakland - Alameda Freeway Access Project
Existing Condition
Peak Hour Volumes

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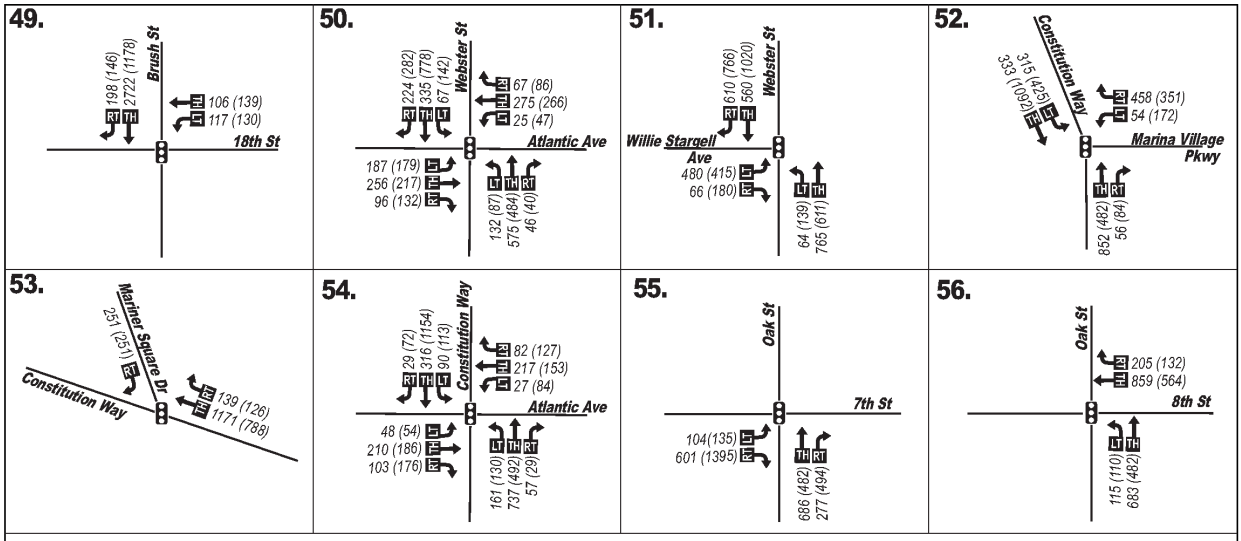

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LEGEND

- Traffic Signal
- Existing Lane Geometry
- Stop Sign
- XX (XX) - AM (PM) Peak Hour Volumes

Figure 6-3

Oakland - Alameda Freeway Access Project
Existing Condition
Peak Hour Volumes

3.4 I-880 Study Segment Travel Times

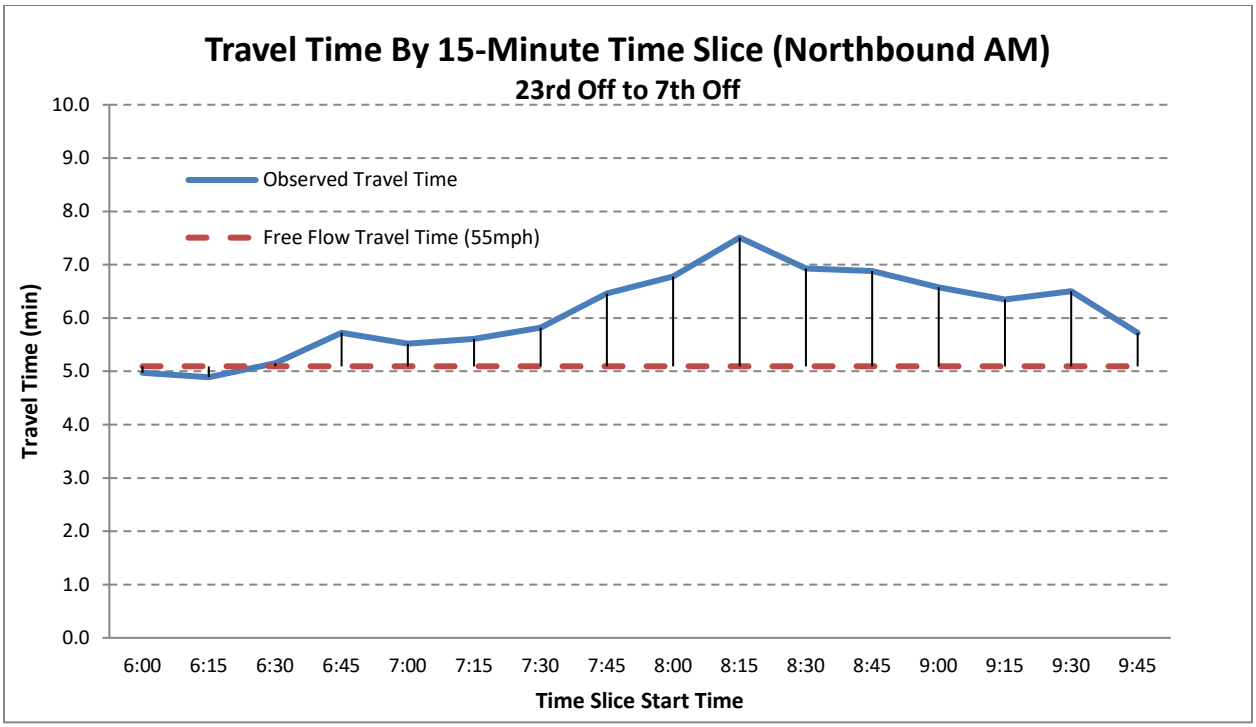
The average I-880 freeway study segment travel times are shown in **Figure 7** and **Figure 8** for the AM and PM peak periods, respectively. These travel times are based the travel time survey data collected over three days in April 2015. For each direction, the individual runs were sorted into 30-minute windows and averaged.

As shown in **Figure 7**, the observed northbound travel times exceed free flow travel times for most of the AM peak period. They peak at just over 9 minutes (compared to free flow travel time of just under 6 minutes) between 9:00 and 9:30 AM and remain at just over 8 minutes at the end of the period. In the southbound direction, travel times generally do not vary throughout the AM peak period and are consistent with the estimated free flow travel time.

During the PM peak period (**Figure 8**), northbound travel times fluctuate slightly, but are consistent with the estimated free flow travel time. However, in the southbound direction, observed travel times exceeded the free flow travel time through the entire PM peak period, and reach as high as 32 minutes between 5:00 and 5:30 PM.

Travel time data for the short segment of I-980 within the study area was not collected. However, observations indicate that through trips on I-980 experience little or no delay in either direction during either peak period. The exception is during the PM peak period when congestion on southbound I-880 can result in a queue forming on the connector from westbound I-980. However, this queue typically does not impact operations upstream on the mainline portion of I-980.

Figure 7 – AM Peak Period Average Travel Time



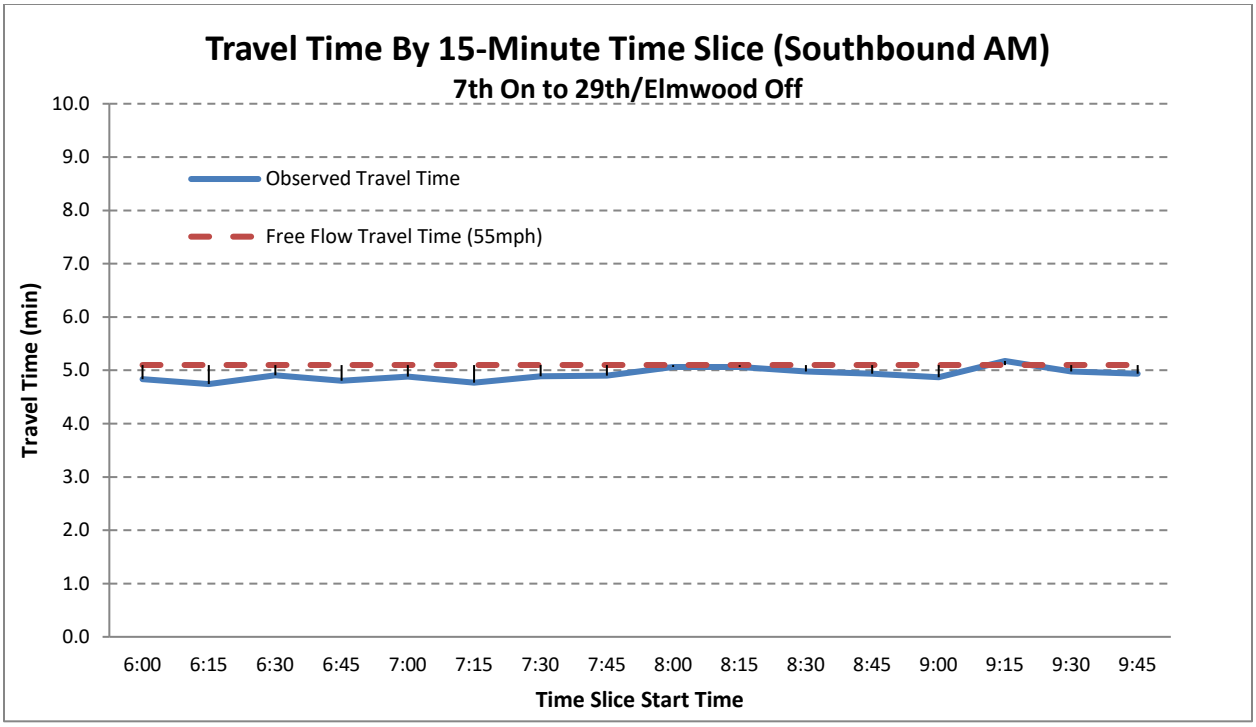
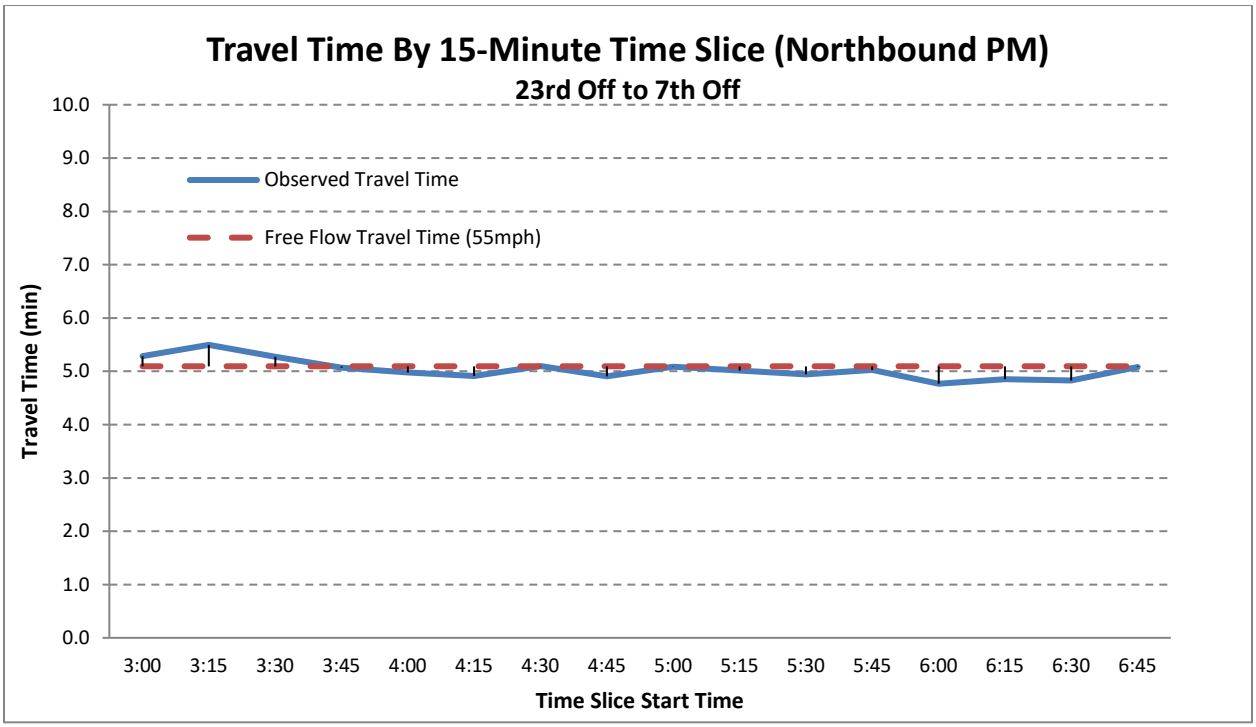
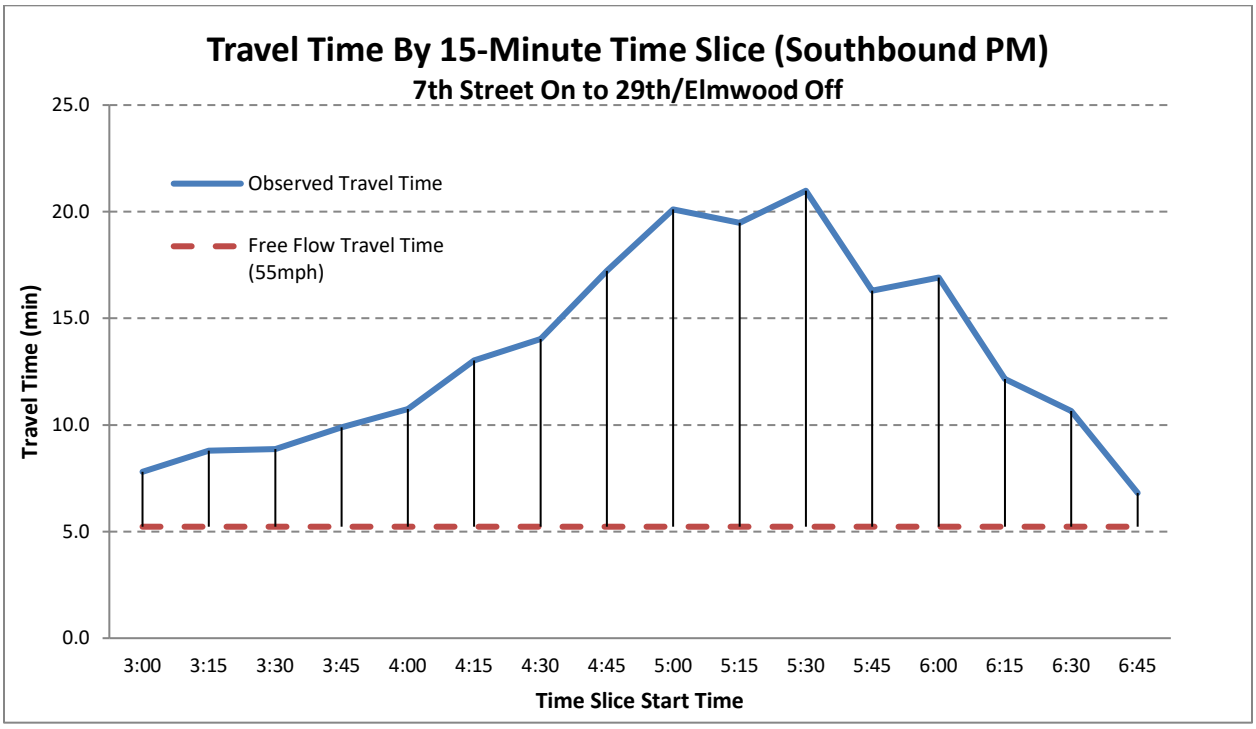


Figure 8 – PM Peak Period Average Travel Time





3.5 Existing Congestion Patterns and Bottlenecks

Bottleneck locations within the study area on I-880 were compiled from a variety of sources including, April 2015 floating car runs, Google Maps ® historical speed maps, and field observations throughout key freeway and local street locations focusing on known congested areas of Downtown Oakland and Chinatown neighborhoods. Concurrent to the floating car runs was a major construction project to alter the 23rd Avenue and 29th Avenue interchange. Modifications to I-880 related to the construction may have slightly altered the congestion pattern observed.

Existing AM Peak Congestion Pattern

A review of available Google Maps® historical speed maps and travel time surveys revealed that the current bottleneck for the northbound direction within the study corridor is in the area between the 23rd Avenue on-ramp to the 5th Street off-ramp. This bottleneck forms at approximately 7:30 AM and does not dissipate until nearly 10:00 AM. Numerous factors contribute to the formation of this bottleneck such as, constrained roadway geometry, high traffic demands and non-standard roadway features. During the peak hour, the back of the resulting queue extends to the south well beyond the City of Oakland limits. Additional slowing occurs approaching the weave section between the Jackson on-ramp and the I-980 off-ramp. This due primarily to the “right lane overload” associated with the high volumes exiting not only at I-980 but also Broadway and Oak Street.

In the southbound direction, the travel time surveys and Google Maps ® historical speed maps indicate no congestion during the AM peak period. This was consistent with the field observations. Traffic flows at an uncongested speed of about 55 mph for all of the morning hours.

Congestion was also observed on a number of ramps and local streets. Descriptions of these are provided below:

- Most notably, the Jackson Street on-ramp to northbound I-880 is congested due to high demand. The congestion from this ramp then spills back onto local streets including Jackson Street, 6th Street, 7th Street, Harrison Street and through the Posey Tube into the City of Alameda.
- The short southbound segment of Broadway between 5th Street and 6th Street was often full of vehicles, with queues extending past the 6th Street / Broadway intersection. This is due to the high volume of vehicles turning left into the Webster Tube or onto 5th Street to ultimately access I-880 southbound, as well as those heading to Jack London Square.
- The westbound I-980 off-ramp at 12th Street is often congested during the AM Peak. It has a queue that periodically extends to the freeway mainline.

Existing PM Peak Congestion Pattern

In the northbound direction, the travel time surveys and Google Maps ® historical speed maps indicate no congestion within the study segment of I-880 during the PM peak period. This was consistent with the field observations. Traffic flows at an uncongested speed of about 55 mph for all of the afternoon hours.

In the southbound direction, the current bottleneck is far south of the study area. The resulting queue from this bottleneck spills back into the study area at approximately 4:30 PM and dissipates by 7:00 PM. At its peak the queue from this bottleneck spills back to the Union Street Off-ramp. Since the I-880 mainline is so heavily congested, alternate routes along surface streets also become congested during these same periods.

Considerable congestion was also observed on a number of ramps and local streets. Descriptions of these are provided below:

- 5th Street from Adeline Street to Broadway is also very congested. This is primarily a result of drivers from southbound I-880 with a destination in the City of Alameda via a route along 5th

Street and the Webster Tube. Some of this traffic may also be attributable to displaced vehicles using 5th Street as an alternate route to southbound I-880 which is also heavily congested.

- The same significant queues were observed for the northbound Harrison - eastbound 7th Street - southbound Jackson loop leading to the I-880 northbound on-ramp. At northbound Harrison Street at 7th Street, longer queues were observed extending upstream into the Posey Tube despite PM peak hour vehicle counts observed to be lower than during the AM peak hour. The reason is that current signal timing at the 7th Street / Harrison Street intersection provides 21 seconds of green time for northbound Harrison Street during the PM peak hour, while providing 28 seconds during the AM peak hour.
- Southbound Webster Street queues into the Webster Tube extend upstream to 8th Street and 9th Street in Chinatown. Of the four southbound lanes on Webster Street through this area, lane utilization is most significant in the middle #2 and #3 lanes, with very low utilization (~30%) in the #1 lane that leads to a left turn onto 6th Street before the Webster Tube entrance. The low lane utilization is possibly due to periodic and regular lane blockages from “double parkers” and vendors loading/unloading goods to store fronts along Webster Street.
- Similar queuing conditions for southbound Broadway between 5th and 6th Streets were observed during the PM Peak. However, the queuing in the PM Peak is more severe than in the AM as the queue extends beyond the Broadway/6th Street intersection and onto the northbound I-880 Broadway off-ramp.
- Congestion on southbound I-880 can result in a queue forming on the connector from westbound I-980. However, this queue typically does not impact operations upstream on the mainline portion of I-980.
- Significant queues were observed on the westbound I-980 off-ramp to Jackson/5th Street due to high demand and constraints at the Jackson/5th intersection. However, these queues were not observed to impact the operation of the westbound I-980 connector to southbound I-880.
- Queues for the westbound I-980 off-ramp at 12th Street were long but generally shorter than the AM peak hour and were not observed extending to the freeway.

3.6 Operational Analysis

This section summarizes the existing conditions LOS, queue and travel time results for the study area facilities based on the analysis methodologies described in Section 2 of this report. Additional information regarding existing conditions is included as part of the Existing Conditions report provided in **Appendix B**. Subsequent to completion of the Existing Conditions report, minor refinements were made to the intersection analysis. Copies of the final existing conditions freeway operations (FREQ) analysis reports and intersections operations (SimTraffic) analysis reports are included in **Appendix D** and **Appendix E**, respectively.

Freeway Performance Results

Following validation, the Existing Conditions FREQ models were used to generate the performance measures described previously. **Table 11** summarizes the peak period system wide performance measures. **Table 12** shows AM and PM peak hour density- based level of service results on I-880. Copies of detailed FREQ model outputs, including segment speed and density results, are provided in **Appendix D**.

During the AM peak, congestion in the northbound direction is limited to the south end of the study corridor. A bottleneck occurs between the westbound 23rd Avenue on-ramp and the 5th Street off-ramp. The queue from this bottleneck extends upstream of the study area. As this table shows, all model segments upstream of the bottleneck operate at LOS F during the AM peak hour. There is no congestion in the southbound direction during the AM peak.

In the PM peak period, there is no congestion in the northbound direction. However, the southbound direction is heavily congested due to a bottleneck downstream of the study segment. During the PM peak hour, the queue associated with this bottleneck extends to and beyond the connector from westbound I-980. The FREQ model for this period shows all but the segment north of the I-980 connector operating at LOS F for some portion of the peak period.

Table 11: Existing Conditions Freeway Network Performance

Performance Measure	AM Peak Period (6-10 AM)	PM Peak Period (3-7 PM)
NB		
Total Travel Distance (veh-mi)	160,492	152,755
Total Travel Time (veh-hr)	3,259	2,760
Avg Speed (mph)	50.1	55.4
SB		
Total Travel Distance (veh-mi)	105,707	106,695
Total Travel Time (veh-hr)	1,887	5,102
Avg Speed (mph)	56.0	20.9

Source: DKS Associates, 2017

Intersection Performance Results

The Existing Conditions Synchro/SimTraffic models were used to generate the average delay and LOS for each of the study intersections. **Table 13** illustrates the results of the LOS analysis under Existing Conditions. The detailed SimTraffic reports are provided in **Appendix E**.

As shown, all of the study intersections operate at LOS D or better in both peak hours with the following exceptions:

- Intersection #1 – 4th St/Broadway – the minor, stop-controlled approach (westbound) operates at LOS F in the PM peak hour.
- Intersection #7 – 5th St/Washington St – operates at LOS F in the PM peak hour.
- Intersection #8 – 5th St/Broadway – operates at LOS E in the PM peak hour.
- Intersection #11 – 5th St/Oak St – operates at LOS F in the PM peak hour.
- Intersection #16 – 6th St/Washington St – operates at LOS E in the PM peak hour.
- Intersection #37 – 9th St/Webster St – operates at LOS E in the PM peak hour.
- Intersection #45 – 12th/Brush/I-980 off-ramp – operates at LOS F in the AM peak hour.

Table 12: I-880 Freeway Segment LOS Analysis - Existing AM/PM Peak Hours

Location	Existing Conditions			
	AM Peak Hour		PM Peak Hour	
	Density (vpmpl)	LOS	Density (vpmpl)	LOS
Northbound I-880				
Mainline start to 23rd Ave off	**75.5**	**F**	29.5	D
23rd Ave off to 23rd Ave on (diagonal)	**120.0**	**F**	25.9	C
23rd Ave eastbound on to 23rd Ave WB on	**91.6**	**F**	29.3	D
23rd Ave westbound on to 5th St off	**39.0**	**E**	32.4	D
5th St off to Oak St off	**36.8**	**E**	30.5	D
Oak St off to Broadway off	30.2	D	27.7	D
Broadway off to Jackson St on	29.8	D	23.9	C
Jackson St on to I-980 off	27.7	D	25.2	C
I-980 off to Market St off	21.0	C	15.6	B
Market St off to merge	18.6	C	12.5	B
Merge to Union St on	24.8	C	16.8	B
Union St on to mainline end	20.4	C	13.8	B
Southbound I-880				
Mainline start to Union St off	13.7	B	13.8	B
Union St off to Union St on	13.4	B	9.8	A
Union St on to merge	11.0	B	8.4	A
Merge to I-980 on	14.6	B	11.2	B
I-980 on to merge	19.2	C	**51.6**	**F**
Merge to Broadway on	23.9	C	**111.5**	**F**
Broadway on to Oak St on	24.9	C	**149.5**	**F**
Oak St on to merge	22.4	C	**165.8**	**F**
Merge to Embarcadero on	28.0	D	**136.1**	**F**
Embarcadero on to Embarcadero off	29.4	D	**122.2**	**F**
Embarcadero off to 23rd Ave off	28.0	D	**130.5**	**F**
23rd Ave off to 23rd Ave on	25.2	C	**141.5**	**F**
23rd Ave on to mainline end	27.6	D	**123.9**	**F**

Note: **Bold** = LOS E or F

Source: DKS Associates, 2019

Table 13: Intersection Level of Service: Existing Weekday AM and PM Peak Hour

Intersection		Control[1]	City	AM Peak Hour		PM Peak Hour	
				Delay[2]	LOS[2]	Delay[2]	LOS[2]
1	4th/Broadway	Two-way Stop (Westbound 4th)	Oakland	4.3 (9.2)	A (A)	**74.3 (172.1)**	**F F**
2	5th/Union	Signal	Oakland	11.0	B	25.6	C
3	5th/Adeline	Signal	Oakland	15.2	B	23.4	C
4	5th/Market	Signal	Oakland	12.3	B	13.0	B
5	5th/Brush	Signal	Oakland	12.4	B	10.3	B
6	5th/MLK	Signal	Oakland	3.7	A	12.4	B
7	5th/Washington	Signal	Oakland	4.9	A	**109.5**	**F**
8	5th/Broadway	Signal	Oakland	17.1	B	**62.7**	**E**
9	5th/Jackson	Signal	Oakland	35.8	D	39.8	D
10	5th/Madison	Signal	Oakland	7.5	A	7.5	A
11	5th/Oak	Signal	Oakland	12.4	B	**243.8**	**F**
12	6th/Oak	Signal	Oakland	14.9	B	15.3	B
13	6th/Madison	Signal	Oakland	9.5	A	9.9	A
14	6th/Jackson	Signal	Oakland	38.3	D	34.1	C
15	6th/Broadway	Signal	Oakland	18.5	B	41.6	D
16	6th/Washington	Signal	Oakland	8.0	A	**71.6**	**E**
17	6th/MLK	Signal	Oakland	5.1	A	5.6	A
18	6th/Market	Signal	Oakland	3.7	A	7.8	A
19	7th/Union	Signal	Oakland	18.7	B	13.5	B
20	7th/Adeline	Signal	Oakland	9.9	A	11.0	B
21	7th/Market	Signal	Oakland	11.4	B	15.4	B
22	7th/Brush	Signal	Oakland	14.8	B	14.4	B
23	7th/Castro	Signal	Oakland	11.5	B	21.4	C
24	7th/MLK	Signal	Oakland	6.0	A	9.5	A
25	7th/Washington	Signal	Oakland	8.0	A	46.7	D
26	7th/Broadway	Signal	Oakland	15.0	B	20.0	B
27	7th/Webster	Signal	Oakland	12.7	B	25.6	C
28	7th/Harrison	Signal	Oakland	8.9	A	8.8	A
29	7th/Jackson	Signal	Oakland	23.5	C	15.2	B
30	7th/Madison	Signal	Oakland	16.6	B	14.0	B
31	8th/Harrison	Signal	Oakland	12.7	B	14.7	B
32	8th/Webster	Signal	Oakland	37.0	D	40.8	D
33	8th/Franklin	Signal	Oakland	26.5	C	21.3	C
34	8th/Broadway	Signal	Oakland	10.9	B	17.7	B
35	8th/Washington	Signal	Oakland	10.9	B	30.7	C
36	8th/MLK	Signal	Oakland	4.7	A	8.5	A

Intersection		Control[1]	City	AM Peak Hour		PM Peak Hour	
				Delay[2]	LOS[2]	Delay[2]	LOS[2]
37	9th/Webster	Signal	Oakland	23.8	C	**73.1**	**E**
38	11th/Brush	Signal	Oakland	9.1	A	9.9	A
39	11th/Castro	Signal	Oakland	40.2	D	41.1	D
40	11th/Webster	Signal	Oakland	14.6	B	16.1	B
41	11th/Harrison	Signal	Oakland	10.8	B	11.9	B
42	12th/Harrison	Signal	Oakland	17.8	B	18.9	B
43	12th/Webster	Signal	Oakland	7.6	A	11.9	B
44	12th/Castro	Signal	Oakland	18.1	B	17.9	B
45	12th/Brush	Signal	Oakland	**101.6**	**F**	41.6	D
46	17th/Brush	Signal	Oakland	6.7	A	7.9	A
47	17th/Castro	Signal	Oakland	31.9	C	47.9	D
48	18th/Castro	Signal	Oakland	11.3	B	12.5	B
49	18th/Brush	Signal	Oakland	6.9	A	7.3	A
50	Atlantic/Webster	Signal	Alameda	31.4	C	21.5	C
51	Willie Stargell /Webster	Signal	Alameda	14.4	B	14.7	B
52	Marina Village/Constitution	Signal	Alameda	32.5	C	15.7	B
53	Mariner Square/Constitution	Signal	Alameda	4.1	A	3.6	A
54	Atlantic Ave/Constitution Way	Signal	Alameda	14.4	B	17.5	B
55	7th St/Oak St	Signal	Oakland	12.1	B	13.5	B
56	8th St/Oak St	Signal	Oakland	10.7	B	10.4	B

Notes:
1. Signal = signalized intersection; Two-way stop = Side-Street STOP-Control intersection.
2. For two-way stop, delay and LOS presented for average intersection and worst approach (in parentheses).
BOLD indicates unacceptable LOS conditions (LOS E or F).
Source: CHS Consulting Group (2019)

3.7 Collision History Analysis

The study network encompasses both state highways, including freeways, and local street facilities (arterial segments, intersections). This section describes the collision history for both sets of facilities.

State Highways

The collision history for I-880, I-980, and SR 260 in Alameda County within the project limits was reviewed based on the data obtained from TASAS – TSN (Traffic Accident Surveillance and Analysis System – Transportation System Network). The report included accident data for 3-year period from January 1, 2015 to December 31, 2017.

A summary of the actual fatality, fatality plus injury, and total accident rates compared with average rates during that period for the study area is provided in **Table 14**. There were a total of 167 accidents in the northbound I-880 direction, as compared to 214 accidents in the southbound direction. Two accidents in the northbound direction resulted in fatalities. Two accidents in the southbound direction resulted in fatalities.

A breakdown of the collisions by type is presented in **Table 15**. For both northbound and southbound, the most common types of collision were rear-end (NB: 47.9%, SB: 48.6%) and sideswipe (NB: 29.3%, SB: 34.6%). The most common primary collision factors were speeding (NB: 45.4%, SB: 44.9%) and other violations (NB: 34.7%, SB: 32.2%). This is likely due to driver inattention to sudden stopped traffic backups ahead or aggressive maneuvers within short distances. These types of accidents typically occur where recurring traffic congestion is experienced. Similarly, along SR 260, there were a total of 33 accidents in the Posey Tube (northbound) and 22 accidents in the Webster Tube (southbound). In the Posey Tube, the most common types of collision were rear-end (45.5%) and sideswipe (33.3%). In the Webster Tube, the most common types of collision were sideswipe (45.5%) and hit object (22.7%). Similarly, sudden stopped backups and limited sight distance are likely contributing factors to some of these collisions.

Local Streets

Local road collision data was obtained from the City of Oakland SWITRS for the period between January 1, 2016 and December 31, 2018. The data is summarized in **Table 16.** The data for the core intersections along 5th, 6th, and 7th Streets are also illustrated in **Figure 9**.

The intersections with the highest total accident rate in the project area were Webster & 7th (25 accidents), Harrison & 7th (24 accidents), Jackson & 7th (23 accidents), Madison & 7th (23 accidents), and Madison & 6th (23 accidents). The intersections with the highest pedestrian-involved accident rate were Jackson & 8th (7 accidents) and Webster & 7th (7 accidents). The City of Oakland has identified Broadway, Franklin, Harrison, Jackson, Madison, 7th, and 8th Streets as pedestrian high-injury network corridors.

DKS

Table 14: Summary of State Highway Traffic Accident Data

Route/Location	Post Mile	Number of Accidents							Accident Rate					
									Actual (per million vehicle miles)			Average (per million vehicle miles)		
		T	F	I	F+I	MV	Wet	Dark	Fatal	F+I	Total	Fatal	F+I	Total
NB I-880 Mainline	PM 30.20 to R31.799	167	2	43	45	136	20	60	**0.011**	0.25	0.93	0.004	0.31	0.99
SB I-880 Mainline	PM 30.20 to R31.799	214	2	45	47	191	32	78	**0.011**	0.26	1.19	0.004	0.31	0.99
NB I-880 Broadway Off-Ramp	PM 31.431	2	0	0	0	2	0	0	0	0	0.12	0.004	0.32	0.92
NB I-880 Jackson On-Ramp	PM 31.421	10	0	0	0	8	0	0	0	0	0.41	0.001	0.23	0.68
NB I-880 Oak Off-Ramp	PM 30.941	0	0	0	0	0	0	0	0	0	0	0.004	0.32	0.92
SB I-880 Broadway On-Ramp	PM 31.394	4	0	2	2	2	0	2	0	0.22	0.44	0.001	0.23	0.68
SB I-880 Oak On-Ramp	PM 30.961	7	0	1	1	7	0	1	0	0.07	0.49	0.002	0.21	0.60
EB I-980 Mainline	PM 0.009 to 0.499	18	0	8	8	8	7	11	0	**0.34**	0.76	0.004	0.25	0.77
WB I-980 Mainline	PM 0.009 to 0.499	26	0	8	8	21	1	4	0	**0.34**	**1.09**	0.004	0.25	0.77
WB I-980 Jackson Off-Ramp	PM 0.038	6	0	5	5	4	0	2	0	**0.45**	**0.54**	0.004	0.12	0.35
SB SR 260 Broadway On-ramp	PM 1.881	0	0	0	0	0	0	0	0	0	0	0.002	0.21	0.60
NB SR 260 Mainline	PM R0.640 to R0.837	7	0	3	3	5	0	2	0	**0.91**	**2.12**	0.008	0.61	1.28
SB SR 260 Mainline	PM R0.640 to R0.837	8	0	3	3	4	2	5	0	**0.91**	**2.42**	0.008	0.61	1.28
NB SR 260 Posey Tube	PM R0.838R to R1.923R	33	0	13	13	29	3	6	0	**0.36**	**0.91**	0.004	0.18	0.54
SB SR 260 Webster Tube	PM R0.838L to R1.923L	22	0	5	5	13	3	14	0	0.14	**0.61**	0.004	0.18	0.54

Abbreviations: T = Total Reported Accidents; F = Fatalities; I = Injuries; F+I = Fatalities plus Injuries; MV = Multiple Vehicle; PM = Postmile
Note: Accident rates that are higher than the statewide average are indicated in bold.

Source: California Department of Transportation TASAS for period from January 1, 2015 to December 31, 2017

Table 15: Types of Collision – State Highways

Route/Location	Post Mile	Head-on	Sideswipe	Rear end	Broadside	Hit object	Overturn	Auto/Ped	Other	Not Stated
NB I-880 Mainline	PM 30.20 to R31.799	1.8%	29.3%	47.9%	1.8%	18.0%	0.6%	0.0%	0.6%	0.0%
SB I-880 Mainline	PM 30.20 to R31.799	0.0%	34.6%	48.6%	1.4%	14.0%	0.0%	0.5%	0.9%	0.0%
NB I-880 Broadway Off-Ramp	PM 31.431	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
NB I-880 Jackson On-Ramp	PM 31.421	20.0%	20.0%	50.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%
NB I-880 Oak Off-Ramp	PM 30.941	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
SB I-880 Broadway On-Ramp	PM 31.394	0.0%	25.0%	0.0%	25.0%	50.0%	0.0%	0.0%	0.0%	0.0%
SB I-880 Oak On-Ramp	PM 30.961	0.0%	42.9%	57.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
EB I-980 Mainline	PM 0.009 to 0.499	0.0%	23.5%	17.6%	0.0%	52.9%	5.9%	0.0%	0.0%	0.0%
WB I-980 Mainline	PM 0.009 to 0.499	0.0%	30.0%	50.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%
WB I-980 Jackson Off-Ramp	PM 0.038	0.0%	0.0%	66.7%	0.0%	16.7%	16.7%	0.0%	0.0%	0.0%
SB SR 260 Broadway On-ramp	PM 1.881	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
NB SR 260 Mainline	PM R0.640 to R0.837	14.3%	0.0%	71.4%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%
SB SR 260 Mainline	PM R0.640 to R0.837	0.0%	12.5%	25.0%	12.5%	12.5%	0.0%	12.5%	25.0%	0.0%
NB SR 260 Posey Tube	PM R0.838R to R1.923R	0.0%	33.3%	45.5%	12.1%	9.1%	0.0%	0.0%	0.0%	0.0%
SB SR 260 Webster Tube	PM R0.838L to R1.923L	9.1%	45.5%	18.2%	0.0%	22.7%	4.5%	0.0%	0.0%	0.0%

Source: California Department of Transportation TASAS for period from January 1, 2015 to December 31, 2017

Table 16: Local Road Accident Data (2016-2018)

Street	Cross-Street	Total Accidents	Number of Accidents by Category				
			Fatal	Injury	PDO	Bike Involved	Ped Involved
8th St	Alice St	1	0	1	0	0	1
8th St	Broadway	7	0	2	5	1	3
8th St	Franklin St	6	0	1	5	0	0
8th St	Harrison St	6	1	2	3	1	0
8th St	Jackson St	15	0	6	9	0	7
8th St	Madison St	14	0	10	4	0	4
8th St	Oak St	15	0	8	7	0	3
8th St	Webster St	9	0	2	7	0	1
7th St	Alice St	7	0	3	4	0	1
7th St	Broadway	12	0	2	10	1	0
7th St	Clay St	5	0	1	4	0	0
7th St	Fallon St	11	0	7	4	1	2
7th St	Franklin St	7	0	2	5	0	3
7th St	Harrison St	24	0	10	14	0	3
7th St	Jackson St	23	0	12	11	1	3
7th St	Madison St	23	0	10	13	0	3
7th St	Oak St	11	0	4	7	0	0
7th St	Washington St	5	0	2	3	0	1
7th St	Webster St	25	0	14	11	1	7
6th St	Broadway	16	0	3	13	1	1
6th St	Harrison St	3	0	2	1	0	0
6th St	Jackson St	17	0	9	8	1	1
6th St	Madison St	23	0	13	10	1	1
6th St	Oak St	4	0	2	2	0	1
6th St	Washington St	8	0	3	5	0	3
6th St	Webster St	3	0	1	2	0	0
5th St	Broadway	22	0	2	20	0	1
5th St	Franklin St	0	0	0	0	0	0
5th St	Jackson St	14	0	7	7	0	2
5th St	Madison St	3	0	2	1	1	1
5th St	Oak St	5	0	0	5	0	4
5th St	Webster St	5	0	0	5	0	0

Abbreviations: PDO = property damage only

Source: City of Oakland SWITRS for the period between January 1, 2016 and December 31, 2018

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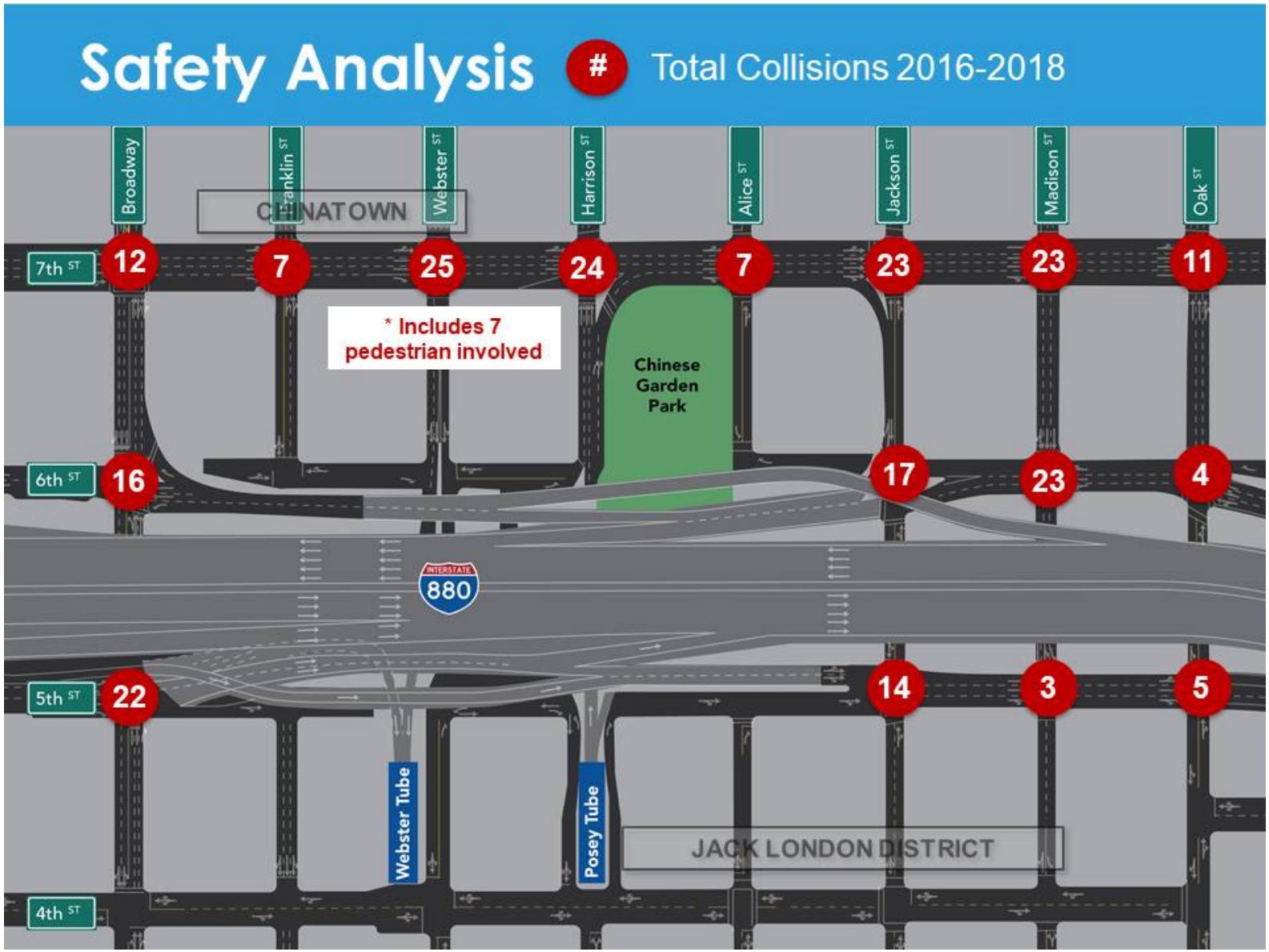
Figure 9 – Local Road Accident Data (2016-2018)



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4 ALTERNATIVES

This section describes the future year alternatives that were evaluated as part of the traffic operational analysis. In short, two alternatives are considered in this document: a No Build Alternative and a Build alternative. These are further described below.

4.1 Alternative 1 - No Build

For each forecast year, the No Build alternative reflects existing network conditions plus baseline ("non-project") improvements consistent with Plan Bay Area and assumed within the travel demand model. Within the study area, no changes to the roadway network were assumed for either 2025 or 2045 No Build.

4.2 Alternative 2 – Build

The Build Alternative, also referred to as the proposed project, is expected to be constructed for 2025. The project involves the removal or modification of existing freeway ramps, modification of the Posey Tube exit in the City of Oakland, construction of a new 6th Street connecting Oak Street to Broadway, construction of various multi-use paths to improve bicycle and pedestrian access between Alameda and Oakland, and implementation of various "complete streets" improvements to facilitate mobility across I-880 between downtown Oakland and Jack London neighborhoods.

More specifically, the project consists of the following primary elements:

1. **Construction of a new horseshoe connector under I-880 at Jackson Street.** Vehicles exiting the Posey Tube would have direct access to NB I-880 via the proposed horseshoe connector. Vehicles heading to NB and SB I-880 would use the right-turn-only lane at the Posey Tube exit to turn onto eastbound 5th Street. Access to a new horseshoe connector would be provided from the left side of 5th Street and would loop below the I-880 viaduct to connect to the existing NB I-880/Jackson Street on-ramp. Traffic heading to SB I-880 would continue eastbound on 5th Street to the SB I-880/Oak Street on-ramp.

   Construction of the new right-turn-only lane onto 5th Street would require new retaining walls along the right side of the Posey Tube exit, replacing the historic Posey Tube wall. The horseshoe connector would provide a direct route between the Posey Tube and NB I-880/EB I-980 and SB I-880, substantially improving connectivity and minimizing the need for freeway-bound motorists to travel through Chinatown to access the ramps. This configuration would also reduce intersection and bicycle-pedestrian conflicts.

   Posey Tube traffic heading to Chinatown and downtown Oakland would stay in the left lane and continue onto Harrison Street or turn left onto 6th Street to reach downtown via Broadway. A new left-turn pocket to accommodate the left turn onto 6th Street would be constructed, requiring removal of a section of the western historic Posey Tube exit wall.

2. **Reconstruction of the existing WB I-980/Jackson Street off-ramp.** To provide space for unimpeded movement from the Posey Tube to the new horseshoe connector, the WB I-980/Jackson Street off-ramp would be realigned to the south. The realigned off-ramp would touch down at-grade on 5th Street at the Alice Street intersection. Off-ramp and 5th Street traffic would continue to be separated by a landscaped median past the condominium building at 428 Alice Street. 5th Street would be converted to a two-way street to accommodate condominium residents allowing vehicles to turn left or right onto 5th Street.

3. **Removal of the existing NB I-880/Broadway off-ramp viaduct structure, including the bridge deck and supporting columns.** Removing the NB I-880/Broadway off-ramp structure would provide the space for complete street improvements on 6th Street. It would also restore an element of the City of Oakland's street grid system by providing a continuous

6th Street between Oak Street and Broadway. This would provide for a more efficient street network, and it would allow traffic to be more evenly distributed on Oakland city streets. Also, it would improve traffic operations at the Broadway/6th Street and Broadway/5th Street intersections by eliminating the stream of traffic exiting the Broadway off-ramp and heading to the Webster Tube entrance. Instead, this traffic would now use 6th Street and turn left at Webster Street to access the Webster Tube.

4. **Widening of the NB I-880/Oak Street off-ramp.** The existing Oak Street off-ramp would be widened from a one- to a two-lane exit by restriping the NB I-880 mainline and reconfiguring the ramp terminus. At the Oak Street intersection, the ramp would be further widened from one left-turn-only pocket lane, one through and left-turn lane, and one through and right-turn lane to provide one left-turn-only (SB) pocket lane, one through (WB) lane, one through (WB) and right-turn (NB) lane, and one right-turn-only (NB) lane. Two new retaining walls would be constructed along the widened ramp's new edge of shoulder. In advance of the Oak Street exit, NB I-880 would be restriped from four to five lanes, including a standard 1,400-foot auxiliary lane to accommodate the additional traffic resulting from the Broadway off-ramp removal.

5. **Modification of the 5th Street/Broadway access to the Webster Tube.** The 5th Street/Broadway entrance to the Webster Tube would be moved slightly east. Also, the 5th Street crosswalk on the east side of Broadway would be shifted east and considerably shortened, and the signal phasing would be modified to include a pedestrian-led signal phase for the eastern pedestrian traffic. This would provide pedestrians priority over turning traffic for improved pedestrian safety. Also, this would improve truck access to the Webster Tube and minimize conflicts with other vehicular traffic.

6. **Construction of a new through 6th Street connecting Oak Street to Broadway.** Improvements to 6th Street would be accomplished by turning the street into a one-way street in the westbound direction from Oak Street to Harrison Street and a two-way street from Harrison Street to Broadway. The lanes would be a minimum of 11 feet wide. There would be a minimum of two through lanes with additional turn pockets at intersections in the westbound direction. There would be one lane in the eastbound direction from Harrison Street to Broadway. A new sidewalk would be constructed along the south side between Broadway and Oak Street. Segments of the existing sidewalk along the north side between Oak Street and Broadway would be reconstructed to provide a minimum of 10 feet between Harrison and Alice Streets to provide continuity for pedestrians. A continuous Class IV two-way cycle track would also be provided between Oak and Washington Streets. Parking spaces would be provided along portions of this roadway.

7. **Construction of a two-way bike/ped path and walkway from Webster Street in Alameda to 6th Street in Oakland through the Posey Tube and from 4th Street in Oakland through the Webster Tube to Mariner Square Loop in Alameda.** The path would begin at Webster Street and Constitution Way in Alameda, would continue through the Posey Tube on the existing eastside walkway, and would exit the Tube via a new ramp with a hairpin turn at 5th Street. The path in Alameda connecting to the Posey Tube would be realigned and widened. The path in Oakland would wrap around the back of the portal building on 4th Street and then continue onto Harrison Street. It would continue onto a Class I two-way bicycle/pedestrian path under I-880 just west of Harrison Street and connect to the Class IV two-way cycle track on 6th Street between Oak and Washington Streets. The new bicycle and pedestrian ramp exit from the Posey Tube would require removal of the existing historic Posey Tube staircase to provide street level ADA-compliant access from the Tube.

   The Project would improve bicycle and pedestrian access between Alameda and Oakland by opening the Webster Tube maintenance walkway to bicycle and pedestrian travel. The

walkway would connect to the proposed path under I-880 at 4th Street (near the Posey Tube Portal building). Then it would continue onto 4th Street to Webster Street, and it would then turn north through the existing parking lot on the west side of the Webster Tube entrance before making a hairpin turn to connect to the west-side walkway inside the Webster Tube. On the Alameda side, the walkway would connect to existing bicycle and pedestrian facilities at Mariner Square Loop and Willie Stargell Avenue. Improvements inside the Webster Tube would include widening the existing walkway, upgrading the existing railings, and relocating call boxes and fire extinguishers.

8. **Modification of 5th, 7th, Madison, Jackson, Harrison, Webster, Oak, and Franklin Streets.** The street modifications would include replacing the dual right turns at the 7th Street/Harrison Street intersection with a single right-turn lane and removing the free right turn (where the island allows cars to turn right without stopping) at the 7th Street/Jackson Street intersection. These would no longer be needed because Alameda traffic bound for NB/SB I-880 would be better served by the right turns from the Posey Tube to 5th Street. With the removal of the free right turns, vehicles would observe the traffic signal before turning right. With the curb extension proposed at this location, the pedestrian crossing distance would be shortened, which would decrease vehicle-pedestrian conflicts. In addition, a PHB would be installed on 7th Street across the street from the Chinese Garden Park. There would also be restrictive right turn movements to reduce bicycle and vehicle conflicts at the 5th/Broadway, 6th/Webster, 6th/Harrison, 6th/Jackson, 6th/Madison, 5th/Jackson, 8th/Oak and 7th/Oak intersections.

   Jackson Street between 5th and 6th Streets would be converted from two- to one-way travel in the NB direction, while also providing and emergency-only access lane.

A schematic drawing of the proposed roadway modifications is provided in **Figure 10**. An illustration of the proposed Build alternative is provided in **Appendix A**. The Build Alternative would not require the acquisition of any private property.

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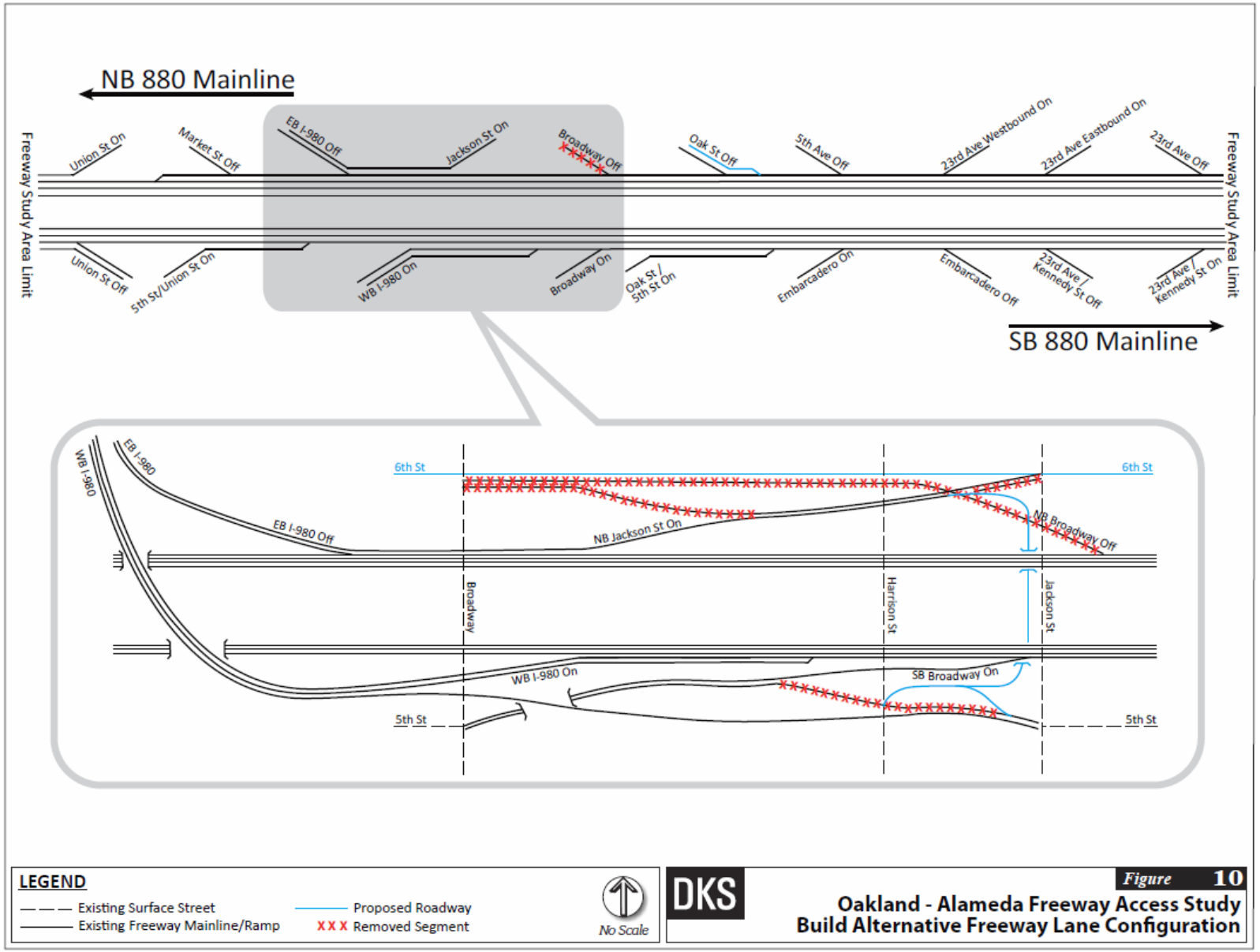
Figure 10 – Proposed Freeway Lane Configuration



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5 TRAVEL DEMAND FORECASTS

This section presents the future year traffic demand forecasts for the freeway mainline segments, ramps, and intersections in the study area. A detailed description of the forecasting process and results are provided in the technical memorandum titled "*Oakland-Alameda Access Project – 2025/2045 Traffic Demand Forecasts*" (see Appendix C). These forecasts were used to conduct a first round of operational analysis for the study area. As part of an iterative process, the results of the initial operational analysis were used to assess the reasonableness of the original forecast volumes. Based on those results, adjustments were made associated with the re-distribution of trips with the removal of the Broadway off-ramp as part of the Build alternative. These adjustments are documented in a supplemental memorandum titled "*Northbound I-880 2025/2045 Traffic Demand Forecast Adjustments*" (see Appendix C).

5.1 Forecast Results

The 2025 and 2045 peak period demand forecasts for the study area freeways and SR 260 (Webster/Posey Tubes) are presented in **Table 17** through **Table 20**. The AM peak period forecasts are presented in **Table 17** (No-Build) and **Table 18** (Build), while the PM peak hour forecasts appear in **Table 19** (No-Build) and **Table 20** (Build). These tables include forecasts for all ramps, as well as the freeway start and end locations, for the study area segments of I-880 and I-980. In addition, the mainline demands between ramps have been calculated for several key locations along I-880. These values were added to allow comparison of freeway loading conditions between the No Build and Build alternatives. These tables also provide the peak hour forecasts for SR 260 (Webster and Posey Tubes). Additional detail regarding the link forecast process, including model outputs and manual adjustments, are provided in Appendix C.

Figures illustrating the peak hour intersection turn movement forecasts are included in **Appendix C**. These include figures that compare the No Build demands for each year (2015, 2025 and 2045), and those that compare the No Build and Build forecasts for 2025 and 2045. Separate figures are provided for AM peak hour and the PM peak hour.

It should be noted that these forecasts represent "unconstrained" demand volumes. This means that while they do take into account the link capacities as coded into the travel demand model, they do not fully take into account the impact that bottleneck or intersection operational constraints have on downstream flow volumes.

For example, a bottleneck on the freeway will constrain downstream flows such that the traffic volume reaching a downstream off-ramp in a given hour may be less than the projected demand. In such a case, the operational analysis for an intersection at the terminus of that off-ramp may most appropriately be conducted using the expected flow volume rather than the demand volume. Conversely, surface street or intersection constraints may impact the flow volumes that can reach downstream intersections or freeway on-ramps.

The impacts of these constraints are accounted for within each of the separate simulation models used in this analysis (e.g. FREQ and SimTraffic). However, issues can arise at the "transitions" (e.g. off-ramps going from FREQ to SimTraffic, and on-ramps going from SimTraffic to FREQ) between the models. Therefore, as part of the analysis process, checks were made to ensure that the output flow from one model was similar to the input demand used in the other. It was proposed adjustments be made to the downstream model input in cases where the difference was greater than ten percent. However, the checks found no differences that exceeded this threshold in the peak hour.

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Table 17: Observed and 2025/2045 No Build Freeway and SR 260 (Webster/Posey Tubes) Forecasts - AM Peak Period

ID	Location Description	2015 Observed Data				2025 No Build				2045 No Build			
		6:00 - 7:00	7:00 - 8:00	8:00 - 9:00*	9:00 - 10:00	6:00 - 7:00	7:00 - 8:00	8:00 - 9:00*	9:00 - 10:00	6:00 - 7:00	7:00 - 8:00	8:00 - 9:00*	9:00 - 10:00
Northbound I-880													
M?	**NB I-880 Mainline Start (south of 23rd off)**	5956	6863	5912	5673	5956	6863	5912	5673	6426	7496	6573	6252
R1	23rd Avenue off	533	620	514	563	569	668	564	607	792	969	878	882
R2	23rd Avenue EB on	517	956	1144	825	640	1122	1317	977	640	1122	1317	977
R3	23rd Avenue WB on	504	809	937	607	526	838	968	634	712	1089	1229	863
R4	5th Avenue off	142	212	225	236	164	241	255	263	204	295	312	312
M	**NB I-880 south of Oak off**	6302	7796	7254	6306	6390	7914	7378	6414	6782	8443	7929	6897
R5	Oak Street off	334	715	950	671	380	776	1014	727	387	786	1024	736
M	**NB I-880 between Oak off and Broadway off**	5968	7081	6304	5635	6010	7138	6364	5687	6395	7657	6905	6161
R6	Broadway off	655	957	989	840	658	961	993	844	623	914	944	801
M	**NB I-880 between Broadway off and Jackson on**	5313	6124	5315	4795	5353	6177	5371	4844	5772	6743	5961	5361
R7	Jackson Street on	1029	1861	1894	1464	1077	1926	1962	1524	1140	2011	2050	1601
M	**NB I-880 between Jackson on and I-980 off**	6342	7985	7209	6259	6430	8103	7333	6367	6912	8754	8011	6962
R8	Northbound I-980 off	1617	2601	2984	2526	1668	2670	3056	2589	1681	2688	3074	2605
M	**NB I-880 between I-980 off and Market off**	4725	5384	4225	3733	4762	5434	4277	3778	5231	6066	4937	4356
R9	Market Street off	417	633	570	364	451	679	618	406	532	788	731	505
R10	Union Street on	357	546	447	351	371	565	467	369	390	590	493	391
M	**NB I-880 End (between Union Street on and 7th Street off)**	4665	5297	4102	3720	4682	5320	4126	3741	5089	5868	4698	4242
Southbound I-880													
M4	**SB I-880 Start (between 7th Street on and Union Street off)**	3014	3012	3281	3299	3379	3504	3794	3748	3816	4093	4409	4287
R11	Union Street off	553	776	868	727	591	828	922	774	622	869	965	812
R12	5th Street/Union Street on	133	192	213	241	155	222	244	268	199	281	306	322
M	**SB I-880 between 5th/Union on and WB I-980 on**	2594	2428	2626	2813	2943	2898	3116	3243	3393	3505	3750	3797
R13	Westbound I-980 on	2204	2774	2642	2541	2386	3020	2898	2766	2473	3137	3021	2873
M	**SB I-880 between WB I-980 on and Broadway on**	4798	5202	5268	5354	5329	5918	6015	6008	5867	6642	6770	6670
R14	Broadway on	169	193	218	252	192	224	250	280	206	243	270	298
M	**SB I-880 between Broadway on and Oak on**	4967	5395	5486	5606	5521	6142	6265	6289	6073	6885	7041	6968
R15	Oak Street/5th Street on	220	608	670	640	260	662	726	689	285	695	761	720
M	**SB I-880 south of Oak/5th on**	5187	6003	6156	6246	5781	6804	6991	6978	6358	7581	7802	7688
R16	Embarcadero/10th Avenue on	159	252	307	253	204	312	370	308	204	312	370	308
R17	Embarcadero off	176	210	291	264	181	216	298	270	213	260	343	310
R18	23rd Avenue/Kennedy Street off	410	587	628	566	420	601	642	579	420	601	642	579
R19	23rd Avenue/Kennedy Street on	396	510	537	482	463	601	632	565	463	601	632	565
M	**SB I-880 End (south of 23rd on)**	5156	5968	6081	6151	5847	6900	7053	7003	6391	7633	7818	7673
I-980 Westbound													
M	**Westbound 980 Start (east of 18th off)**	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
R20	Westbound 18th Street off	741	1729	2564	1869	812	1825	2664	1956	772	1769	2608	1907
R21	Westbound 12th Street off	1311	1816	1783	1260	1335	1848	1817	1290	1420	1848	1937	1395
R22	Westbound 17th Street on	193	352	403	353	298	493	550	482	452	493	768	673
R23	Westbound 11th Street on	72	121	149	134	86	139	168	150	86	139	168	150
M	**WB I-980 End (connector to SB 880/Jackson)**	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
R13	Westbound I-980 to southbound I-880	2204	2774	2642	2541	2386	3020	2898	2766	2473	3137	3021	2873
R13b	Westbound I-980 off to Jackson	426	805	1106	930	565	993	1302	1101	698	1171	1488	1265
I-980 Eastbound													
M	**EB I-980 Start (connector from NB I-880)**	1617	2601	2984	2526	1668	2670	3056	2589	1681	2688	3074	2605
R24	Eastbound 11th Street off	82	133	184	160	99	156	208	181	66	112	162	140
R26	Eastbound 17th Street off	304	434	563	451	325	462	592	476	351	497	629	509
R25	Eastbound 12th Street on	244	397	553	542	305	480	639	617	427	644	811	767
R27	Eastbound 18th Street on	168	488	628	465	181	505	645	480	202	534	676	507
M	**EB I-980 end (east of 18th on)**	1643	2919	3418	2922	1730	3037	3541	3029	1893	3256	3770	3230
Webster/Posey Tubes													
A3	Webster Tube (SW)	1040	1758	2055	1976	1406	2173	2569	2426	1787	2687	3105	2896
A4	Posey Tube (SW)	1761	2354	2573	2193	1880	2489	2740	2339	2128	2770	3089	2645

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Table 18: Observed and 2025/2045 Build Freeway and SR 260 (Webster/Posey Tubes) Forecasts - AM Peak Period

ID	Location Description	2015 Observed Data				2025 Build				2045 Build			
		6:00 - 7:00	7:00 - 8:00	8:00 - 9:00*	9:00 - 10:00	6:00 - 7:00	7:00 - 8:00	8:00 - 9:00*	9:00 - 10:00	6:00 - 7:00	7:00 - 8:00	8:00 - 9:00*	9:00 - 10:00
Northbound I-880													
M?	**NB I-880 Mainline Start (south of 23rd off)**	5956	6863	5912	5673	6034	6968	6021	5769	6392	7450	6525	6210
R1	23rd Avenue off	533	620	514	563	618	735	634	668	767	935	842	851
R2	23rd Avenue EB on	517	956	1144	825	640	1122	1317	977	640	1122	1317	977
R3	23rd Avenue WB on	504	809	937	607	526	838	968	634	726	1108	1249	880
R4	5th Avenue off	142	212	225	236	216	311	329	327	228	328	346	342
M	**NB I-880 south of Oak off**	6302	7796	7254	6306	6366	7882	7344	6385	6763	8418	7903	6874
R5	Oak Street off	334	715	950	671	926	1614	1873	1427	885	1593	1929	1441
M	**NB I-880 between Oak off and Broadway off**	5968	7081	6304	5635	5440	6268	5471	4958	5878	6825	5974	5433
R6	Broadway off	655	957	989	840	0	0	0	0	0	0	0	0
M	**NB I-880 between Broadway off and Jackson on**	5313	6124	5315	4795	5440	6268	5471	4958	5878	6825	5974	5433
R7	Jackson Street on	1029	1861	1894	1464	1141	2012	2052	1602	1147	2020	2060	1610
M	**NB I-880 between Jackson on and I-980 off**	6342	7985	7209	6259	6582	8281	7523	6560	7026	8845	8034	7043
R8	Northbound I-980 off	1617	2601	2984	2526	1743	2741	3136	2681	1779	2759	3087	2675
M	**NB I-880 between I-980 off and Market off**	4725	5384	4225	3733	4839	5540	4387	3879	5247	6086	4947	4368
R9	Market Street off	417	633	570	364	503	738	680	470	564	815	751	529
R10	Union Street on	357	546	447	351	371	565	467	369	380	578	480	380
M	**NB I-880 End (between Union Street on and 7th Street off)**	4665	5297	4102	3720	4707	5367	4174	3778	5063	5849	4676	4219
Southbound I-880													
M4	**SB I-880 Start (between 7th Street on and Union Street off)**	3014	3012	3281	3299	3379	3504	3794	3748	3816	4093	4409	4287
R11	Union Street off	553	776	868	727	591	828	922	774	622	869	965	812
R12	5th Street/Union Street on	133	192	213	241	156	223	245	269	199	281	306	322
M	**SB I-880 between 5th/Union on and WB I-980 on**	2594	2428	2626	2813	2943	2899	3117	3243	3394	3506	3750	3798
R13	Westbound I-980 on	2204	2774	2642	2541	2386	3020	2898	2766	2473	3137	3021	2873
M	**SB I-880 between WB I-980 on and Broadway on**	4798	5202	5268	5354	5330	5918	6015	6009	5867	6643	6771	6671
R14	Broadway on	169	193	218	252	192	224	250	280	206	243	270	298
M	**SB I-880 between Broadway on and Oak on**	4967	5395	5486	5606	5522	6142	6266	6289	6073	6886	7041	6969
R15	Oak Street/5th Street on	220	608	670	640	260	662	726	689	285	695	761	720
M	**SB I-880 south of Oak/5th on**	5187	6003	6156	6246	5782	6804	6992	6978	6358	7581	7802	7688
R16	Embarcadero/10th Avenue on	159	252	307	253	204	312	370	308	204	312	370	308
R17	Embarcadero off	176	210	291	264	184	220	302	273	213	260	343	310
R18	23rd Avenue/Kennedy Street off	410	587	628	566	420	601	642	579	420	601	642	579
R19	23rd Avenue/Kennedy Street on	396	510	537	482	466	605	636	569	463	601	632	565
M	**SB I-880 End (south of 23rd on)**	5156	5968	6081	6151	5848	6900	7054	7003	6392	7633	7818	7673
I-980 Westbound													
M	**Westbound 980 Start (east of 18th off)**	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
R20	Westbound 18th Street off	741	1729	2564	1869	812	1825	2664	1956	812	1825	2664	1956
R21	Westbound 12th Street off	1311	1816	1783	1260	1193	1657	1617	1115	1450	2004	1979	1432
R22	Westbound 17th Street on	193	352	403	353	265	448	504	442	442	688	753	660
R23	Westbound 11th Street on	72	121	149	134	86	139	168	150	86	139	169	151
M	**WB I-980 End (connector to SB 880/Jackson)**	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
R13	Westbound I-980 to southbound I-880	2204	2774	2642	2541	2386	3020	2898	2766	2473	3137	3021	2873
R13b	Westbound I-980 off to Jackson	426	805	1106	930	707	1184	1502	1277	676	1143	1458	1238
I-980 Eastbound													
M	**EB I-980 Start (connector from NB I-880)**	1617	2601	2984	2526	1743	2741	3136	2681	1779	2759	3087	2675
R24	Eastbound 11th Street off	82	133	184	160	156	232	288	251	112	174	226	197
R26	Eastbound 17th Street off	304	434	563	451	374	528	661	537	404	569	703	574
R25	Eastbound 12th Street on	244	397	553	542	309	485	644	622	413	625	791	750
R27	Eastbound 18th Street on	168	488	628	465	181	505	645	480	202	533	675	506
M	**EB I-980 end (east of 18th on)**	1643	2919	3418	2922	1703	2970	3477	2996	1877	3175	3623	3160
Webster/Posey Tubes													
A3	Webster Tube (SW)	1040	1758	2055	1976	1447	2229	2628	2478	1798	2702	3120	2909
A4	Posey Tube (SW)	1761	2354	2573	2193	1880	2489	2740	2339	2166	2875	3143	2692

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Table 19: Observed and 2025/2045 No Build Freeway and SR 260 (Webster/Posey Tubes) Forecasts - PM Peak Period

ID	Location Description	Existing Volumes				2025 No Build				2045 No Build			
		3:00 - 4:00	4:00 - 5:00	5:00 - 6:00*	6:00 - 7:00	3:00 - 4:00	4:00 - 5:00	5:00 - 6:00*	6:00 - 7:00	3:00 - 4:00	4:00 - 5:00	5:00 - 6:00*	6:00 - 7:00
Northbound I-880													
M	**NB I-880 Mainline Start (south of 23rd off)**	6674	6603	6497	5760	7233	7184	7084	6271	7849	7824	7732	6834
R1	23rd Avenue off	642	680	784	615	642	680	784	615	889	937	1044	841
R2	23rd Avenue EB on	837	733	753	605	903	802	822	665	903	802	822	665
R3	23rd Avenue WB on	545	507	544	410	557	519	556	421	969	948	990	798
R4	5th Avenue off	269	284	313	298	334	352	382	357	426	448	478	441
M	**NB I-880 south of Oak off (calculated)**	7145	6879	6696	5862	7716	7472	7296	6384	8406	8190	8022	7015
R5	Oak Street off	572	532	565	406	633	595	629	462	640	602	636	468
M	**NB I-880 between Oak off and Broadway off**	6573	6347	6131	5456	7083	6877	6667	5922	7767	7588	7386	6547
R6	Broadway off	635	693	830	585	635	693	830	585	684	744	882	630
M	**NB I-880 between Broadway off and Jackson on**	5938	5654	5301	4872	6448	6184	5837	5338	7082	6844	6504	5918
R7	Jackson Street on	1414	1664	1677	1429	1428	1678	1691	1441	1428	1678	1691	1441
M	**NB I-880 between Jackson on and I-980 off**	7352	7318	6978	6300	7876	7862	7528	6779	8510	8521	8195	7359
R8	Northbound I-980 off	3581	3470	3403	3087	3940	3843	3781	3415	4168	4080	4021	3624
M	**NB I-880 between I-980 off and Market off**	3771	3848	3575	3214	3936	4019	3748	3364	4342	4441	4174	3735
R9	Market Street off	334	352	445	286	381	401	494	329	492	517	611	431
R10	Union Street on	253	268	305	212	271	287	324	229	325	343	381	278
M	**NB I-880 End (between Union Street on and 7th Street off)**	3690	3764	3435	3139	3826	3906	3578	3264	4175	4268	3944	3582
Southbound I-880													
M4	**SB I-880 Start (between 7th Street on and Union Street off)**	3111	3331	3299	3182	3316	3543	3514	3369	3914	4165	4143	3916
R11	Union Street off	698	1026	1543	859	698	1026	1543	859	727	1056	1573	885
R12	5th Street/Union Street on	251	311	257	222	277	339	285	246	344	407	355	306
M	**SB I-880 between 5th/Union on and WB I-980 on**	2664	2616	2013	2544	2896	2856	2257	2756	3531	3517	2925	3336
R13	Westbound I-980 on	1947	1841	1857	1518	2179	2083	2102	1731	2321	2230	2251	1860
M	**SB I-880 between WB I-980 on and Broadway on**	4611	4457	3871	4062	5075	4939	4359	4486	5852	5747	5175	5197
R14	Broadway on	540	514	484	342	540	514	484	342	540	514	484	342
M	**SB I-880 between Broadway on and Oak on**	5151	4970	4354	4404	5615	5453	4842	4828	6392	6260	5659	5538
R15	Oak Street/5th Street on	922	1008	1006	848	937	1024	1022	862	927	1013	1011	852
M	**SB I-880 south of Oak/5th on**	6073	5978	5360	5252	6552	6477	5864	5690	7319	7273	6670	6391
R16	Embarcadero/10th Avenue on	311	423	473	384	400	515	566	465	407	523	574	472
R17	Embarcadero off	284	250	228	232	284	250	228	232	490	464	444	420
R18	23rd Avenue/Kennedy Street off	573	469	402	538	661	561	494	618	661	561	494	618
R19	23rd Avenue/Kennedy Street on	624	599	648	543	782	763	813	688	782	763	813	688
M	**SB I-880 End (south of 23rd on)**	6152	6281	5851	5410	6789	6944	6521	5993	7357	7534	7118	6512
I-980 Westbound													
M	**Westbound 980 Start (east of 18th off)**	3890	4057	4534	3720	4208	4388	4869	4011	4380	4566	5049	4168
R20	Westbound 18th Street off	875	794	924	805	951	873	1005	875	951	873	1005	875
R21	Westbound 12th Street off	1018	1108	1292	991	1060	1152	1336	1029	1130	1225	1410	1093
R22	Westbound 17th Street on	494	554	504	422	687	755	707	598	1008	1088	1043	891
R23	Westbound 11th Street on	202	232	211	168	219	249	229	183	138	164	143	109
M	**WB I-980 End (connector to SB 880/Jackson)**	2694	2941	3033	2514	3103	3366	3463	2888	3444	3720	3821	3200
R13	Westbound I-980 to southbound I-880	1947	1841	1857	1518	2179	2083	2102	1731	2321	2230	2251	1860
R13b	Westbound I-980 off to Jackson	747	1100	1180	996	924	1284	1365	1157	1128	1496	1580	1344
I-980 Eastbound													
M	**EB I-980 Start (connector from NB I-880)**	3581	3470	3403	3087	3940	3843	3781	3415	4168	4080	4021	3624
R24	Eastbound 11th Street off	108	96	103	87	121	109	116	98	121	109	116	98
R26	Eastbound 17th Street off	382	364	454	363	430	413	504	407	599	589	682	561
R25	Eastbound 12th Street on	1277	1481	1567	1222	1276	1480	1566	1221	1316	1522	1609	1258
R27	Eastbound 18th Street on	1074	1219	1092	818	1313	1467	1343	1037	1444	1604	1481	1157
M	**EB I-980 end (east of 18th on)**	5441	5710	5505	4677	5978	6268	6070	5167	6210	6509	6313	5379
Webster/Posey Tubes													
A3	Webster Tube (SW)	2139	2803	3471	2844	2404	3036	3750	3107	2702	3386	4170	3504
A4	Posey Tube (SW)	2019	2045	2065	1739	2190	2195	2245	1908	2445	2494	2604	2247

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Table 20: Observed and 2025/2045 Build Freeway and SR 260 (Webster/Posey Tubes) Forecasts - PM Peak Period

ID	Location Description	Existing Volumes				2025 Build				2045 Build			
		3:00 - 4:00	4:00 - 5:00	5:00 - 6:00*	6:00 - 7:00	3:00 - 4:00	4:00 - 5:00	5:00 - 6:00*	6:00 - 7:00	3:00 - 4:00	4:00 - 5:00	5:00 - 6:00*	6:00 - 7:00
Northbound I-880													
M	**NB I-880 Mainline Start (south of 23rd off)**	6674	6603	6497	5760	7233	7184	7084	6271	7917	7895	7803	6896
R1	23rd Avenue off	642	680	784	615	642	680	784	615	893	941	1048	844
R2	23rd Avenue EB on	837	733	753	605	907	806	826	669	907	806	826	669
R3	23rd Avenue WB on	545	507	544	410	557	519	556	421	960	938	980	790
R4	5th Avenue off	269	284	313	298	334	352	382	357	428	449	480	443
M	**NB I-880 south of Oak off (calculated)**	7145	6879	6696	5862	7720	7476	7300	6388	8463	8249	8082	7067
R5	Oak Street off	572	532	565	406	1242	1260	1426	1023	1290	1309	1474	1066
M	**NB I-880 between Oak off and Broadway off**	6573	6347	6131	5456	6477	6216	5874	5365	7173	6940	6608	6001
R6	Broadway off	635	693	830	585	0	0	0	0	0	0	0	0
M	**NB I-880 between Broadway off and Jackson on**	5938	5654	5301	4872	6477	6216	5874	5365	7173	6940	6608	6001
R7	Jackson Street on	1414	1664	1677	1429	1467	1718	1732	1477	1472	1724	1738	1482
M	**NB I-880 between Jackson on and I-980 off**	7352	7318	6978	6300	7944	7934	7607	6842	8646	8664	8346	7483
R8	Northbound I-980 off	3581	3470	3403	3087	3940	3843	3781	3415	4310	4228	4170	3753
M	**NB I-880 between I-980 off and Market off**	3771	3848	3575	3214	4004	4092	3826	3427	4335	4436	4176	3730
R9	Market Street off	334	352	445	286	408	429	523	354	526	551	647	462
R10	Union Street on	253	268	305	212	271	287	324	229	303	320	358	258
M	**NB I-880 End (between Union Street on and 7th Street off)**	3690	3764	3435	3139	3867	3950	3627	3302	4113	4206	3887	3526
Southbound I-880													
M4	**SB I-880 Start (between 7th Street on and Union Street off)**	3111	3331	3299	3182	3316	3543	3514	3369	3914	4165	4143	3916
R11	Union Street off	698	1026	1543	859	698	1026	1543	859	687	1014	1531	849
R12	5th Street/Union Street on	251	311	257	222	277	339	285	246	343	406	354	305
M	**SB I-880 between 5th/Union on and WB I-980 on**	2664	2616	2013	2544	2896	2856	2257	2756	3570	3558	2966	3372
R13	Westbound I-980 on	1947	1841	1857	1518	2179	2083	2102	1731	2442	2355	2378	1970
M	**SB I-880 between WB I-980 on and Broadway on**	4611	4457	3871	4062	5075	4939	4359	4486	6012	5913	5343	5343
R14	Broadway on	540	514	484	342	540	514	484	342	540	514	484	342
M	**SB I-880 between Broadway on and Oak on**	5151	4970	4354	4404	5615	5453	4842	4828	6552	6426	5827	5684
R15	Oak Street/5th Street on	922	1008	1006	848	937	1024	1022	862	908	994	992	835
M	**SB I-880 south of Oak/5th on**	6073	5978	5360	5252	6552	6477	5864	5690	7460	7420	6818	6520
R16	Embarcadero/10th Avenue on	311	423	473	384	400	515	566	465	406	522	573	471
R17	Embarcadero off	284	250	228	232	284	250	228	232	473	446	426	404
R18	23rd Avenue/Kennedy Street off	573	469	402	538	661	561	494	618	661	561	494	618
R19	23rd Avenue/Kennedy Street on	624	599	648	543	782	763	813	688	782	763	813	688
M	**SB I-880 End (south of 23rd on)**	6152	6281	5851	5410	6789	6944	6521	5993	7515	7698	7284	6656
I-980 Westbound													
M	**Westbound 980 Start (east of 18th off)**	3890	4057	4534	3720	4208	4388	4869	4011	4420	4607	5091	4205
R20	Westbound 18th Street off	875	794	924	805	951	873	1005	875	970	893	1025	893
R21	Westbound 12th Street off	1018	1108	1292	991	875	959	1141	860	1070	1162	1347	1038
R22	Westbound 17th Street on	494	554	504	422	687	755	707	598	1034	1116	1072	915
R23	Westbound 11th Street on	202	232	211	168	219	249	229	183	143	170	149	114
M	**WB I-980 End (connector to SB 880/Jackson)**	2694	2941	3033	2514	3289	3559	3658	3058	3557	3838	3940	3303
R13	Westbound I-980 to southbound I-880	1947	1841	1857	1518	2179	2083	2102	1731	2442	2355	2378	1970
R13b	Westbound I-980 off to Jackson	747	1100	1180	996	1109	1476	1560	1327	1116	1483	1567	1333
I-980 Eastbound													
M	**EB I-980 Start (connector from NB I-880)**	3581	3470	3403	3087	3940	3843	3781	3415	4221	4135	4077	3672
R24	Eastbound 11th Street off	108	96	103	87	159	148	156	133	147	136	144	123
R26	Eastbound 17th Street off	382	364	454	363	430	413	504	407	602	593	685	565
R25	Eastbound 12th Street on	1277	1481	1567	1222	1276	1480	1566	1221	1276	1480	1566	1221
R27	Eastbound 18th Street on	1074	1219	1092	818	1313	1467	1343	1037	1438	1597	1475	1151
M	**EB I-980 end (east of 18th on)**	5441	5710	5505	4677	5940	6228	6030	5133	6185	6484	6288	5357
Webster/Posey Tubes													
A3	Webster Tube (SW)	2139	2803	3471	2844	2404	3036	3750	3107	2703	3387	4171	3505
A4	Posey Tube (SW)	2019	2045	2065	1739	2190	2195	2245	1908	2451	2502	2613	2256

5.2 No Build Growth Trends

The following general observations may be made in regard to the demand forecasts for the No Build alternative:

- Modest freeway growth – in general freeway and ramp demands along I-880 show little or even no growth, especially in the peak direction where the freeway is already congested. Higher growth occurs in the off-peak direction and along I-980.

- Growth on arterials parallel to I-880 – although not explicitly shown in the attached tables and figures, the TDM shows significant growth on arterial roads to the south heading into and out of downtown (e.g. 7th/8th, 10th, Lake Merritt Blvd). This is reflective of nearby freeway links operating at or near capacity, increasing travel times on those facilities.

- Growth in Tube demands – although near capacity, peak direction demands in the Tubes are expected to grow modestly. In the off-peak direction, significant growth is forecast. This may be associated with job growth in Alameda, notably at Alameda Point.

5.3 Build Alternative Travel Pattern Changes

In general, volume differences between the No Build and Build alternatives are focused in the core study area between 5th and 8th, and Oak and Broadway. Streets and ramps in this area are most impacted by the added egress from the Posey Tube (the "horseshoe"), removal of the northbound I-880 off-ramp to Broadway (most traffic is assumed to shift to the Oak off-ramp), and extension of 6th. Only minor differences are projected for ramps and intersections outside this area.

The primary changes in forecasted demand under the Build alternative are further summarized below:

- **Removal of the northbound I-880 off-ramp to Broadway results in increased traffic on the Oak Street off-ramp (plus Market off-ramp and I-980 off-ramps)** - With respect to the freeway system, the primary change is the re-distribution of traffic to other off-ramps with the removal of the northbound I-880 off-ramp to Broadway. It is expected that 80-95% of the Broadway off-ramp traffic will shift to use the Oak off-ramp, resulting in volumes on this ramp increasing by 800-900 vehicles compared to the No Build during the AM and PM peak hours. The remainder of the Broadway off-ramp traffic, notably that destined for areas further to the west, is expected shift to either the Market off-ramp or to I-980 (then to either the 11th Street off-ramp or 17th Street off-ramp). As a result, volumes on these ramps are projected to be up to 60-70 vph higher in the Build compared to the No Build alternative.

  One by-product of the Broadway off-ramp traffic re-distribution described above is that the traffic demand on northbound I-880 downstream of the Oak off-ramp, specifically through the weave section between the Jackson on-ramp and I-980 off-ramp, increase under the Build alternative compared to the No Build alternative. For this weave section, peak hour volumes for the Build alternative are between 20 and 190 vph higher than the No Build alternative, depending on forecast year and period.

- **Broadway ramp closure also pulls traffic away from Broadway/5th and Broadway/7th to 6th Street** – A high percentage of traffic exiting from northbound I-880 to Broadway is destined for the Wester Tube. This traffic currently uses either Broadway to 5th, or Broadway and 7th to access the Tube. Under the Build alternative, this traffic would use the Oak Street off-ramp then the new 6th Street directly to the Webster Tube. As a result, PM peak hour traffic volumes on 7th Street between Broadway and Webster Street decrease by almost 800 vph.

- **Removal of the southbound Broadway on-ramp link to Jackson off-ramp and local street modifications produce shift of westbound I-980 traffic from 12th Street off-ramp to Jackson Street off-ramp** - The modification of the westbound I-980 off-ramp to Jackson Street, elimination of the ramp connection between Broadway and Jackson Street, and the extension of 6th Street make this route more attractive for drivers destined for both downtown and for Alameda. In both the 2025 AM and PM peaks, approximately 200 more vehicles use the Jackson off-ramp in the Build alternative compared to the No Build alternative. This is matched by a corresponding decrease on the westbound I-980 off-ramp to 12th Street. By 2045, demands on both routes increase such that there is little difference between alternatives.
- **The new "Horseshoe" pulls traffic away from the Harrison/7th/Jackson "racetrack" and southbound Madison** – A primary element of the proposed project is the new horseshoe connector under I-880 at Jackson Street that provides more direct access for motorists traveling from Alameda via the Posey Tube to both the existing NB I-880/Jackson Street and SB I-880/Oak Street on-ramps. Motorists heading to NB I-880 and SB I-880 would turn right at the Posey Tube exit onto southbound 5th Street. The new horseshoe connector would be accessed from the left side of 5th Street and loop below the I-880 viaduct to connect to the existing NB I-880/Jackson Street on-ramp. Traffic heading to SB I-880 would continue south on 5th Street to the SB I-880/Oak Street on-ramp. As a result of this new connection, traffic volumes along Harrison, 7th, and Jackson are expected to decrease significantly. For example, traffic volumes on 7th Street between Harrison and Jackson are projected to decrease by up to 1400 vph.
- **The 6th Street extension pulls traffic off of westbound 8th and the heart of Chinatown** – Currently, traffic exiting at Oak Street travels north on Oak Street than uses cross-streets such as 8th or 12th Street to access downtown or the Webster Tube. Similarly, traffic from the east side of downtown destined for the Webster Tube would typically use 8th or 12th Streets then southbound Webster Street. The new 6th Street connecting Oak Street to Broadway will provide a more direct route to downtown and the Webster Tube, drawing traffic away from 8th, 12th and Webster Streets. Peak hour traffic volumes on 8th Street approaching Webster Street, and on Webster Street south of 8th, are expected to decrease by up to about 500 vph.
- **Conversion of Madison Street to two-way pulls traffic off of Oak Street** – With Madison one-way southbound, the primary route from the JLD/Brooklyn Basin area to downtown Oakland and northbound I-880 is via Oak Street. Traffic forecasts for the No Build alternative show high volumes on this route. The conversion of Madison Street to two-way operation between 4th Street and 6th Street provides an alternative for this traffic. As a result, demands for northbound Oak Street decrease by up to 160 vph in the AM peak hour.

Specific volume changes for each forecast year and peak period are discussed in the following the chapters.

5.4 Average Weekday Traffic Volumes

While the peak period traffic volumes discussed above were utilized in the traffic operational analysis, estimates of average weekday traffic volumes are utilized in the air quality and noise analyses. To this end, existing and future year daily traffic volumes were developed for select locations along I-880, I-980, and SR 260 (Webster and Posey Tubes). These daily traffic volumes are presented in **Table 21**. As this table shows, there is little to no difference in daily traffic volumes between the No Build and Build alternatives.

Table 21: Average Weekday Traffic Volumes – Existing and Future Year

Location	Daily Volume (vehicles)				
	Existing	2025		2045	
		No Build	Build	No Build	Build
I-880					
Northbound between 23rd Avenue off and on	**98,219**	102,245	102,459	105,770	106,128
Southbound between 23rd Avenue/Kennedy Street off and on	94,289	101,033	101,101	105,759	105,835
Northbound between Union Street on and 7th Street off	68,024	71,812	72,208	77,194	77,034
Southbound between 7th Street on and Union Street off	57,378	61,587	61,625	66,626	66,713
I-980					
Westbound between 18th Street off and 12th Street off	56,934	61,427	61,195	64,073	63,797
Eastbound between 12th Street on and 18th Street on	54,457	57,197	57,116	60,026	60,620
SR 260					
Webster Tube	28,681	34,742	35,346	41,754	42,328
Posey Tube	23,111	28,187	28,625	32,816	33,189

Source: DKS Associates, 2019

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6 YEAR 2025 TRAFFIC OPERATIONAL ANALYSIS

This section summarizes the projected 2025 operating conditions for No Build and Build based on the analysis tools and performance measures described in Section 2. The following sections summarize the results and findings related to freeway, ramp and intersection operations. Copies of the freeway operations (FREQ) analysis reports and intersections operations (SimTraffic) analysis reports are included in **Appendix D** and **Appendix E**, respectively.

6.1 2025 AM Peak Conditions

This section presents a comparative assessment of 2025 AM peak operating conditions under the No Build and Build alternatives.

Traffic Demand Changes

As discussed in Chapter 5, the roadway modifications associated with the Build alternative are expected to result in some significant changes in traffic demands within the study area. **Figure 11** illustrates the 2025 AM peak hour changes for several key ramps and roadway segments. These changes are consistent with the travel pattern changes described in Chapter 5.

Freeway Analysis Results

2025 AM peak period No Build and Build performance measures for the I-880 corridor within the study area are summarized in **Table 22**. The 2025 AM peak hour freeway segment LOS results for I-880 are presented in **Table 23**.

In the northbound direction, overall freeway operations are expected to degrade slightly under the Build alternative. Under the Build alternative, vehicle hours of travel (VHT) is expected to increase by 292 hours (+8%), and average speed decreases by 1.9 mph (-4%).

In addition one freeway segment (Oak off to Broadway off) degrades from LOS D to LOS F during the AM peak hour, while the segment from Broadway Off to Jackson St On would remain LOS F but the density would increase from 62.0 to 106.6.

These results are a function of the reallocation of demands associated with the closure of the northbound off-ramp to Broadway and improved connection to the Jackson on-ramp. These network changes result in higher demands within the weave segment between the Jackson on-ramp and the I-980 off-ramp. While this segment is expected to operate at capacity under both alternatives, the higher demands under the Build alternative lead to additional congestion and queuing. The detailed results (see Appendix D) show that congestion associated with the weave segment increases in duration from 7:15-8:30 under No Build to 7:00-9:15 under the Build alternative.

As these tables show, there is essentially no difference in freeway performance for southbound I-880.

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Figure 11 – Example Peak Hour Traffic Demand Changes – 2025 AM

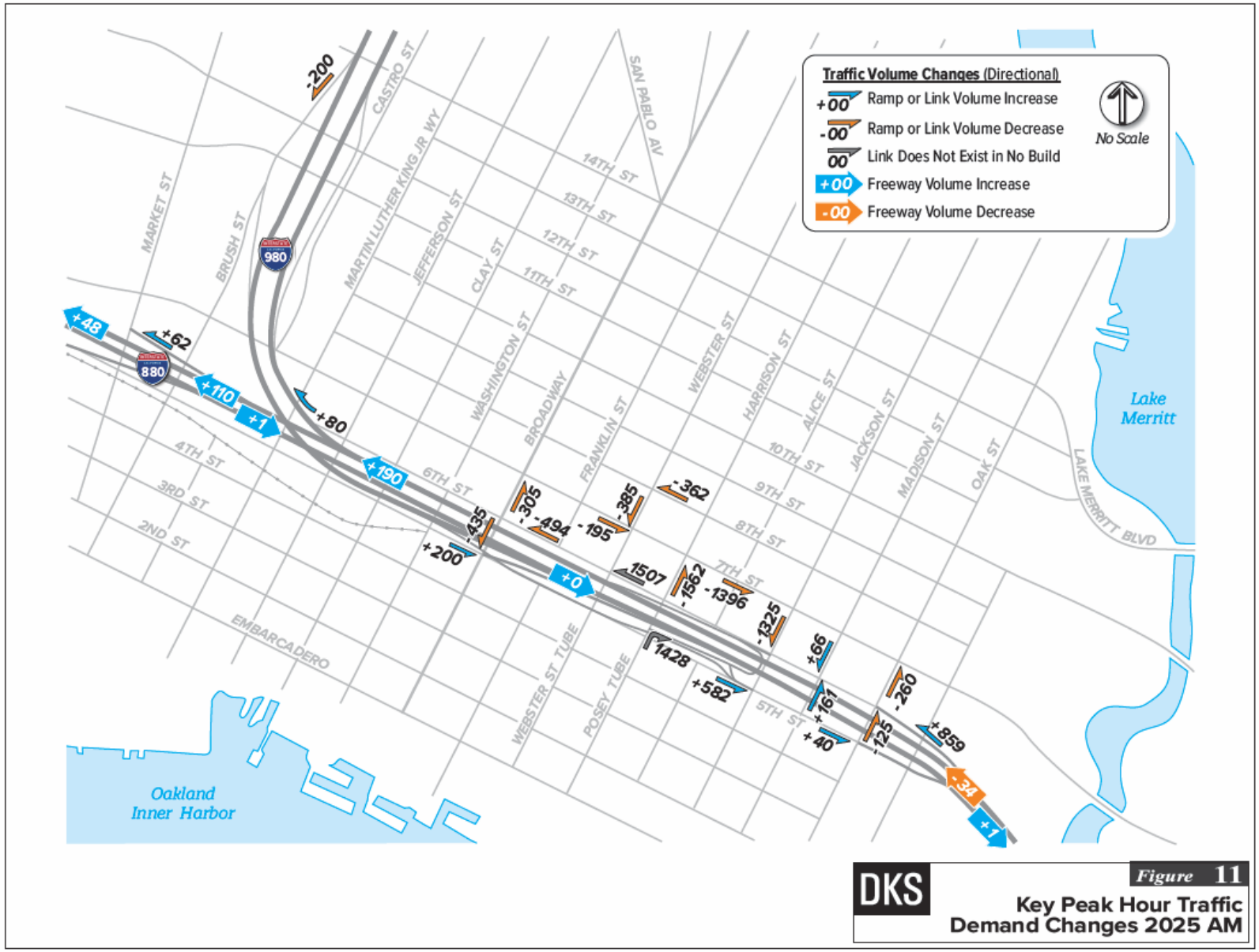

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Table 22: I-880 Freeway Performance Measures - 2025 AM Peak Period

Location	No Build	Build	Change
Northbound			
Vehicle Hours of Travel (VHT)	3,710	4,002	292 (8%)
Vehicle Miles of Travel (VMT)	160,463	159,809	-654 (0%)
Average Speed (mph)	44.8	42.9	-1.9 (-4%)
Southbound			
Vehicle Hours of Travel (VHT)	3,936	3,936	0 (0%)
Vehicle Miles of Travel (VMT)	117,606	117,554	-52 (0%)
Average Speed (mph)	29.9	29.9	0.0 (0%)

Source: DKS Associates, 2019

Table 23: I-880 Freeway Segment Level of Service (LOS) - 2025 AM Peak Hour

Location	2025 AM			
	No Build		Build	
	Density (vpmpl)	LOS	Density (vpmpl)	LOS
Northbound I-880				
Mainline start to 23rd Ave off	**108.4**	**F**	**108.3**	**F**
23rd Ave off to 23rd Ave on (diagonal)	**125.5**	**F**	**125.5**	**F**
23rd Ave eastbound on to 23rd Ave WB on	**89.5**	**F**	**89.6**	**F**
23rd Ave westbound on to 5th St off	**39.0**	**E**	**39.0**	**E**
5th St off to Lane Add (Build)	**36.5**	**E**	**35.8**	**E**
Lane Add (Build) to Oak St off	**36.5**	**E**	28.5	**D**
Oak St off to Broadway off	33.3	D	**60.4**	**F**
Broadway off to Jackson St on	**62.0**	**F**	**106.6**	**F**
Jackson St on to I-980 off	27.7	D	28.1	D
I-980 off to Market St off	20.2	C	20.4	C
Market St off to merge	17.3	B	17.2	B
Merge to Union St on	23.0	C	**23.0**	C
Union St on to mainline end	19.4	C	19.3	C
Southbound I-880				
Mainline start to Union St off	15.8	B	15.8	B
Union St off to Union St on	16.0	B	16.0	B
Union St on to Accel Lane End	13.0	B	13.0	B
Accel Lane End to I-980 on	17.3	B	17.3	B
I-980 on to Broadway on	21.9	C	21.9	C
Broadway on to Lane Drop	27.3	D	27.3	D
Lane Drop to Oak St on	28.5	D	28.5	D
Oak St on to Lane Drop	**52.2**	**F**	**52.1**	**F**
Lane Drop to Embarcadero on	**82.1**	**F**	**82.1**	**F**
Embarcadero on to Embarcadero off	**89.4**	**F**	**89.3**	**F**
Embarcadero off to 23rd Ave off	**104.5**	**F**	**104.6**	**F**
23rd Ave off to 23rd Ave on	**122.0**	**F**	**122.1**	**F**
23rd Ave on to mainline end	**104.8**	**F**	**104.8**	**F**

Note: **Bold** = LOS E or F
Source: DKS Associates, 2019

Intersection LOS Results

The 2025 AM peak hour LOS results for the core study intersections are presented in **Table 24** (results for all study intersections are provided in **Appendix E**). As shown in the table, most intersections experience little or no change between alternatives with most operating at LOS C or better. However, four intersections (#9 - 5th/Jackson, #10 - 5th/Madison, #11 - 5th/Oak, and #14 - 6th/Jackson) are expected to improve significantly under the Build alternative.

Table 24: Core Study Intersection Level of Service: 2025 Weekday AM Peak Hour

Intersection		Control[1]	City	No Build		Build	
				Delay[2]	LOS[2]	Delay[2]	LOS[2]
1	4th/Broadway	Two-way Stop (WB 4th St)	Oakland	5.6 (14.3)	A (B)	3.8 (9.1)	A (A)
7	5th/Washington	Signal	Oakland	4.9	A	5.2	A
8	5th/Broadway	Signal	Oakland	18.5	B	13.9	B
9	5th/Jackson	Signal	Oakland	43.8	D	12.7	B
10	5th/Madison	Signal	Oakland	**59.0**	**E**	21.7	C
11	5th/Oak	Signal	Oakland	50.9	D	9.7	A
12	6th/Oak	Signal	Oakland	20.3	C	17.9	B
13	6th/Madison	Signal	Oakland	15.8	B	30.6	C
14	6th/Jackson	Signal	Oakland	43.7	D	11.9	B
15	6th/Broadway	Signal	Oakland	22.0	C	21.1	C
16	6th/Washington	Signal	Oakland	8.6	A	12.7	B
25	7th/Washington	Signal	Oakland	8.3	A	8.5	A
26	7th/Broadway	Signal	Oakland	16.7	B	14.1	B
27	7th/Webster	Signal	Oakland	12.1	B	10.3	B
28	7th/Harrison	Signal	Oakland	9.0	A	7.7	A
29	7th/Jackson	Signal	Oakland	32.4	C	11.3	B
30	7th/Madison	Signal	Oakland	18.0	B	44.3	D
31	8th/Harrison	Signal	Oakland	13.5	B	12.2	B
32	8th/Webster	Signal	Oakland	38.6	D	35.3	D
33	8th/Franklin	Signal	Oakland	26.1	C	25.8	C
34	8th/Broadway	Signal	Oakland	11.5	B	11.5	B
35	8th/Washington	Signal	Oakland	10.6	B	10.1	B
37	9th/Webster	Signal	Oakland	32.7	C	23.5	C
55	7th St/Oak St	Signal	Oakland	11.9	B	13.0	B
56	8th St/Oak St	Signal	Oakland	12.2	B	14.2	B

Notes:
1. Signal = signalized intersection; Two-way stop = Side-Street STOP-Control intersection.
2. For two-way stop, delay and LOS presented for average intersection and worst approach (in parentheses).
BOLD indicates unacceptable LOS conditions (LOS E or F).
Source: CHS Consulting Group (2019)

Queueing Results

Table 25 shows changes in estimated 95th percentile queue lengths for key facilities impacted by the proposed improvements. These facilities include the freeway off-ramps in the core study area, as well the Posey Tube. The table shows that queues would decrease for both the I-980 WB Off to 5th/ Jackson and the Posey Tube, but would increase I-880 NB Off to Oak/ 6th. However, in the latter case, the expected queue would not extend to the freeway mainline.

Table 25: Queue Lengths for Critical Movements: 2025 Weekday AM Peak Hour

Location	No Build			Build		
	95%-ile Queue Length[1] (feet)	Available Storage[2] (feet)	Adequate Storage	95%-ile Queue Length[1] (feet)	Available Storage[2] (feet)	Adequate Storage
I-980 WB Off to 5th/ Jackson	2,500+	~ 2,500	No	2,140	~ 2,500	Yes
I-880 NB Off to Oak/ 6th	444	~950	Yes	477	~950	Yes
I-880 NB Off to 6th St/Broadway	396	~ 1,750	Yes	n/a		
Posey Tube	5,000+[3]			4,800+[3]		

Notes:
1. Where movement is served by multiple lanes, reported queue reflects the highest 95%-ile value
2. Available storage based on turning bay length or distance to upstream intersection, whichever is smaller
3. Posey/Webster Tube queues presented as maximum queue, not 95th percentile
Source: CHS (2019)

Surface Street Travel Times

Table 26 compares travel time for a number of important AM peak period travel routes to or from the Posey and Webster Tubes. The table shows that travel times decrease though the Posey Tube. For routes accessing the Webster Tube, travel times along Webster Street between 12th St and the Portal increase by just over 30 seconds. However, travel times decrease by 80 seconds for trips originating further north on Madison Street. Although traffic volumes decrease on Webster north of 7th Street, the increase in travel time on Webster Street is attributable to the added signal at 6th Street.

Table 26: Travel Times from Posey Tube: 2025 Weekday AM Peak Hour

Location	Travel Time (seconds)	
	No Build	Build
Posey Tube to NB I-880 on-ramp		
Through Posey Tube from Alameda to Oakland (Portal to Portal)	*195*	*135*
Tube to NB I-880 on-ramp (via Race Track-No Build or Horse Shoe-Build)	*117*	*78*
TOTAL	312	213
Downtown To Webster Tube Entrance Portal		
SB Webster (from 12th St to portal)	183	215
SB Madison (from 17th St) via 8th/Webster for No Build, and via 6th for Build[1]	382	302
SB Jackson (from 8th St) via 6th	n/a	114

Note:
1. Includes 5,000 foot "dummy" link for SB Madison for Build
Source: CHS (2019)

6.2 2025 PM Peak Conditions

This section presents a comparative assessment of 2025 PM peak operating conditions under the No Build and Build alternatives.

Traffic Demand Changes

Consistent with the travel pattern changes described in Chapter 5, the Build alternative is expected to produce some significant changes in 2025 PM peak hour traffic demands. The changes for several key ramps and roadway segments are illustrated in **Figure 12**.

Freeway Analysis Results

The 2025 PM peak period No Build and Build performance measures for the I-880 corridor within the study area are summarized in **Table 27**. The 2025 PM peak hour freeway segment LOS results are presented in **Table 28**.

As shown, negligible change in VHT, VMT, and average speed are expected under the Build alternative in either direction. With respect to segment LOS, the proposed improvements would minimally change vehicle densities in either direction on I-880. The only notable change is that the northbound segment between the existing Broadway off to the Jackson on would drop from LOS D to LOS E. As discussed under the AM conditions, this result is a function of the reallocation of demands associated with the closure of the northbound off-ramp to Broadway that lead to a slight increase in demands within the weave segment between the Jackson on-ramp and the I-980 off-ramp. Under the No Build, no significant congestion associated with weave segment is expected. However, under Build conditions, minor congestion is expected between 4:30 and 5:15 PM.

Table 27: Freeway Performance Measures - 2025 PM Peak Period

Location	No Build	Build	Change
Northbound			
Vehicle Hours of Travel (VHT)	4,083	4,059	-24 (-1%)
Vehicle Miles of Travel (VMT)	166,197	166,002	-195 (0%)
Average Speed (mph)	44.5	44.5	0.0 (0%)
Southbound			
Vehicle Hours of Travel (VHT)	5,876	5,877	1 (0%)
Vehicle Miles of Travel (VMT)	109,673	109,668	-5 (0%)
Average Speed (mph)	18.7	18.7	0.0 (0%)

Source: DKS Associates, 2019

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Figure 12 – Example Peak Hour Traffic Demand Changes – 2025 PM

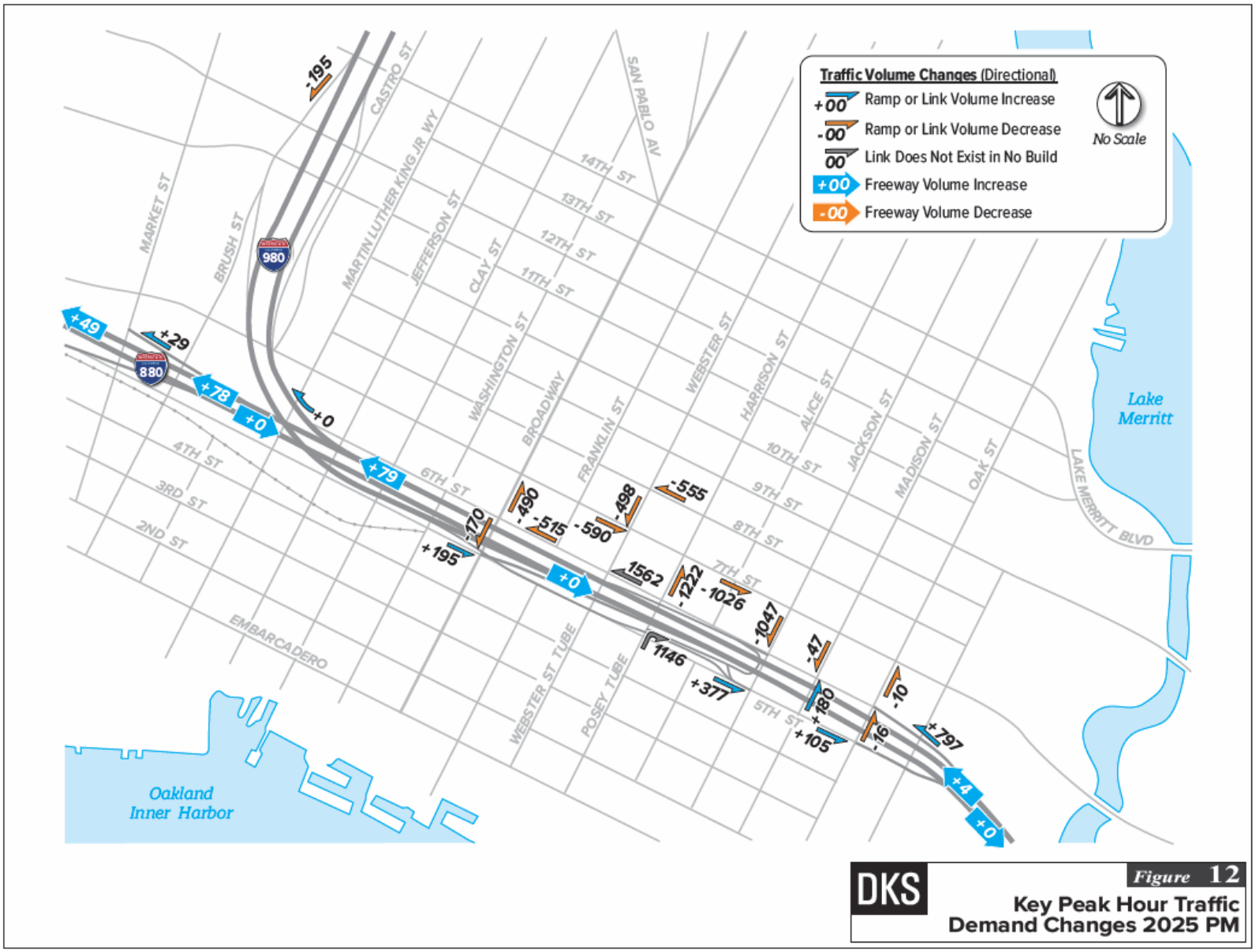

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Table 28: I-880 Freeway Segment LOS - 2025 PM Peak Hour

Location	2025 PM			
	No Build		Build	
	Density (vpmpl)	LOS	Density (vpmpl)	LOS
Northbound I-880				
Mainline start to 23rd Ave off	**81.1**	**F**	**81.4**	**F**
23rd Ave off to 23rd Ave on (diagonal)	**102.5**	**F**	**102.7**	**F**
23rd Ave eastbound on to 23rd Ave WB on	**80.1**	**F**	**80.2**	**F**
23rd Ave westbound on to 5th St off	**39.0**	**E**	**39.0**	**E**
5th St off to Lane Add (Build)	**35.4**	**E**	**35.4**	**E**
Lane Add (Build) to Oak St off	**35.4**	**E**	26.9	D
Oak St off to Broadway off	30.8	D	27.1	D
Broadway off to Jackson St on	27.0	D	**37.8**	**E**
Jackson St on to I-980 off	27.7	D	28.1	D
I-980 off to Market St off	17.3	B	17.7	B
Market St off to merge	15.0	B	14.0	B
Merge to Union St on	20.0	C	18.6	C
Union St on to mainline end	16.5	B	15.3	B
Southbound I-880				
Mainline start to Union St off	14.7	B	14.7	B
Union St off to Union St on	10.3	A	10.3	A
Union St on to Accel Lane End	8.9	A	8.9	A
Accel Lane End to I-980 on	**60.3**	**F**	**55.6**	**F**
I-980 on to Broadway on	**127.8**	**F**	**127.8**	**F**
Broadway on to Lane Drop	**135.2**	**F**	**135.2**	**F**
Lane Drop to Oak St on	**143.5**	**F**	**143.5**	**F**
Oak St on to Lane Drop	**167.8**	**F**	**167.9**	**F**
Lane Drop to Embarcadero on	**139.2**	**F**	**139.2**	**F**
Embarcadero on to Embarcadero off	**120.8**	**F**	**120.8**	**F**
Embarcadero off to 23rd Ave off	**131.5**	**F**	**131.5**	**F**
23rd Ave off to 23rd Ave on	**146.0**	**F**	**146.0**	**F**
23rd Ave on to mainline end	**123.9**	**F**	**123.9**	**F**

Note: **Bold** = LOS E or F
Source: DKS Associates, 2019

Intersection LOS Results

The 2025 PM peak hour LOS results for the core study intersections are presented in **Table 29** (results for all study intersections are provided in **Appendix E**). The table shows that 5 intersections (#1 - 4th & Broadway, #8 - 5th & Broadway, #11 - 5th & Oak, #16 - 6th & Washington, and #37 – 9th & Webster) would improve from LOS E or worse to LOS D or better, while 1 intersection (#27 - 7th & Webster) would degrade from LOS D or better to LOS E or worse. All other core study intersections are expected to operate at LOS D or better under both the alternatives, or in cases where they operate at LOS E or worse under No Build, would see no change under the Build alternative.

Table 29: Intersection Level of Service: 2025 Weekday PM Peak Hour

Intersection		Control[1]	City	No Build		Build	
				Delay[2]	LOS[2]	Delay[2]	LOS[2]
1	4th/Broadway	Two-way Stop (WB 4th St)	Oakland	**59.7 (143.7)**	**F (F)**	12.7 **(57.8)**	B **(F)**
7	5th/Washington	Signal	Oakland	**118.5**	**F**	**112.6**	**F**
8	5th/Broadway	Signal	Oakland	**62.3**	**E**	45.9	D
9	5th/Jackson	Signal	Oakland	44.0	D	20.9	C
10	5th/Madison	Signal	Oakland	7.3	A	44.5	D
11	5th/Oak	Signal	Oakland	**274.9**	**F**	32.7	C
12	6th/Oak	Signal	Oakland	15.3	B	21.3	C
13	6th/Madison	Signal	Oakland	9.8	A	36.6	D
14	6th/Jackson	Signal	Oakland	37.9	D	16.0	B
15	6th/Broadway	Signal	Oakland	44.0	D	25.3	C
16	6th/Washington	Signal	Oakland	**129.7**	**F**	40.3	D
25	7th/Washington	Signal	Oakland	**61.5**	**E**	**69.5**	**E**
26	7th/Broadway	Signal	Oakland	35.2	D	24.3	C
27	7th/Webster	Signal	Oakland	52.6	D	**69.6**	**E**
28	7th/Harrison	Signal	Oakland	10.5	B	6.3	A
29	7th/Jackson	Signal	Oakland	19.0	B	31.1	C
30	7th/Madison	Signal	Oakland	14.4	B	46.3	D
31	8th/Harrison	Signal	Oakland	16.4	B	14.3	B
32	8th/Webster	Signal	Oakland	43.0	D	33.5	C
33	8th/Franklin	Signal	Oakland	27.8	C	28.1	C
34	8th/Broadway	Signal	Oakland	52.8	D	17.6	B
35	8th/Washington	Signal	Oakland	27.5	C	21.8	C
37	9th/Webster	Signal	Oakland	**66.8**	**E**	25.3	C
55	7th St/Oak St	Signal	Oakland	14.4	B	15.9	B
56	8th St/Oak St	Signal	Oakland	10.6	B	13.4	B

Notes:
1. Signal = signalized intersection; Two-way stop = Side-Street STOP-Control intersection.
2. For two-way stop, delay and LOS presented for average intersection and worst approach (in parentheses).
BOLD indicates unacceptable LOS conditions (LOS E or F).
Source: CHS Consulting Group (2019)

Queueing Results

Table 30 shows changes in estimated 95th percentile queue lengths for key facilities impacted by the proposed improvement, as well approaching the Webster Tubes. As shown in the table, the queue for the I-980 WB Off to 5th/ Jackson is expected to decrease significantly under the Build alternative, while that for I-880 NB Off to Oak/ 6th would increase. For both off-ramps, there would be adequate storage. On Webster Street, the queue leading to the Webster Tube portal is expected to increase under the Build alternative.

Table 30: Queue Lengths for Critical Movements: 2025 Weekday PM Peak Hour

Location	No Build			Build		
	95%-ile Queue Length[1] (feet)	Available Storage[2] (feet)	Adequate Storage	95%-ile Queue Length[1] (feet)	Available Storage[2] (feet)	Adequate Storage
I-980 WB Off to 5th/ Jackson	2,500+	~ 2,500	No	1,223	~ 2,500	Yes
I-880 NB Off to Oak/ 6th	140	~950	Yes	346	~950	Yes
I-880 NB Off to 6th St/Broadway	991	~ 1,750	Yes	n/a		
SB Webster to Webster Tube Portal	1,678[3]			1,801[3]		

Notes:
1. Where movement is served by multiple lanes, reported queue reflects the highest 95%-ile value
2. Available storage based on turning bay length or distance to upstream intersection, whichever is smaller
3. Posey/Webster Tube queues presented as maximum queue, not 95th percentile
Source: CHS (2019)

Surface Street Travel Times

Table 31 compares travel time for a number of important PM peak period travel routes to the Webster Tubes. As shown, travel times decrease significantly under the Build alternative for traffic coming from northbound I-880 or along Madison Street, and decrease slightly for traffic along southbound Webster Street.

Table 31: Travel Times to Webster Tube: 2025 Weekday PM Peak Hour

Location	Travel Time (seconds)	
	No Build	Build
To Webster Tube Entrance		
NB I-880 (at Oak) via Broadway off (No Build) or via Oak/6th off (Build)	LT: 488 RT: 543	207
SB Webster (from 12th St)	277	274
SB Madison (from 17th St) via 8th/Webster for No Build, and via 6th for Build[1]	638	373
SB Jackson (from 8th St) via 6th	n/a	378

Note:
1. Includes 5,000 foot "dummy" link for SB Madison for Build
Source: CHS (2019)

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7 YEAR 2045 TRAFFIC OPERATIONAL ANALYSIS

This section summarizes the projected 2045 operating conditions for each study alternative based on the analysis tools and performance measures described in Section 2. The following sections summarize the results and findings related to freeway, ramp and intersection operations. Copies of the freeway operations (FREQ) analysis reports and intersections operations (SimTraffic) analysis reports are included in **Appendix D** and **Appendix E**, respectively.

7.1 2045 AM Peak Conditions

This section presents a comparative assessment of 2045 AM peak operating conditions under the No Build and Build alternatives.

Traffic Demand Changes

As discussed in Chapter 5, the roadway modifications associated with the Build alternative are expected to result in some significant changes in traffic demands within the study area. **Figure 13** illustrates the changes in 2045 AM peak hour demands for several key ramps and roadway segments. These changes are consistent with the travel pattern shifts described in Chapter 5.

Freeway Analysis Results

The 2045 AM peak period No Build and Build performance measures for the I-880 corridor within the study area are summarized in **Table 32**. The 2045 AM peak hour freeway segment LOS results for I-880 northbound and southbound are presented in **Table 33**.

Similar to the 2025 AM peak, 2045 AM peak freeway operations are expected to degrade slightly in the northbound direction under the Build alternative, but do not change in the southbound direction. For northbound, VHT is expected to increase by 420 hours (+7%) and average speed decreases by 1.9 mph (-6%). Again, these results are a function of the higher demands within the weave segment between the Jackson on-ramp and the I-980 off-ramp. While this segment is expected to operate at capacity under both alternatives, the higher demands under the Build alternative lead to additional congestion and queuing. The detailed results (see Appendix D) show that congestion associated with the weave segment increases slightly in duration from 7:00-9:45 under No Build to 7:00-10:00 under the Build alternative.

Table 32: Freeway Performance Measures - 2045 AM Peak Period

Location	No Build	Build	Change
Northbound			
Vehicle Hours of Travel (VHT)	6,360	6,780	420 (7%)
Vehicle Miles of Travel (VMT)	171,247	171,332	85 (0%)
Average Speed (mph)	31.1	29.2	-1.9 (-6%)
Southbound			
Vehicle Hours of Travel (VHT)	7,191	7,191	0 (0%)
Vehicle Miles of Travel (VMT)	120,672	120,672	0 (0%)
Average Speed (mph)	17.4	17.4	0.0 (0%)

Source: DKS Associates, 2019

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Figure 13 – Example Peak Hour Traffic Demand Changes – 2045 AM

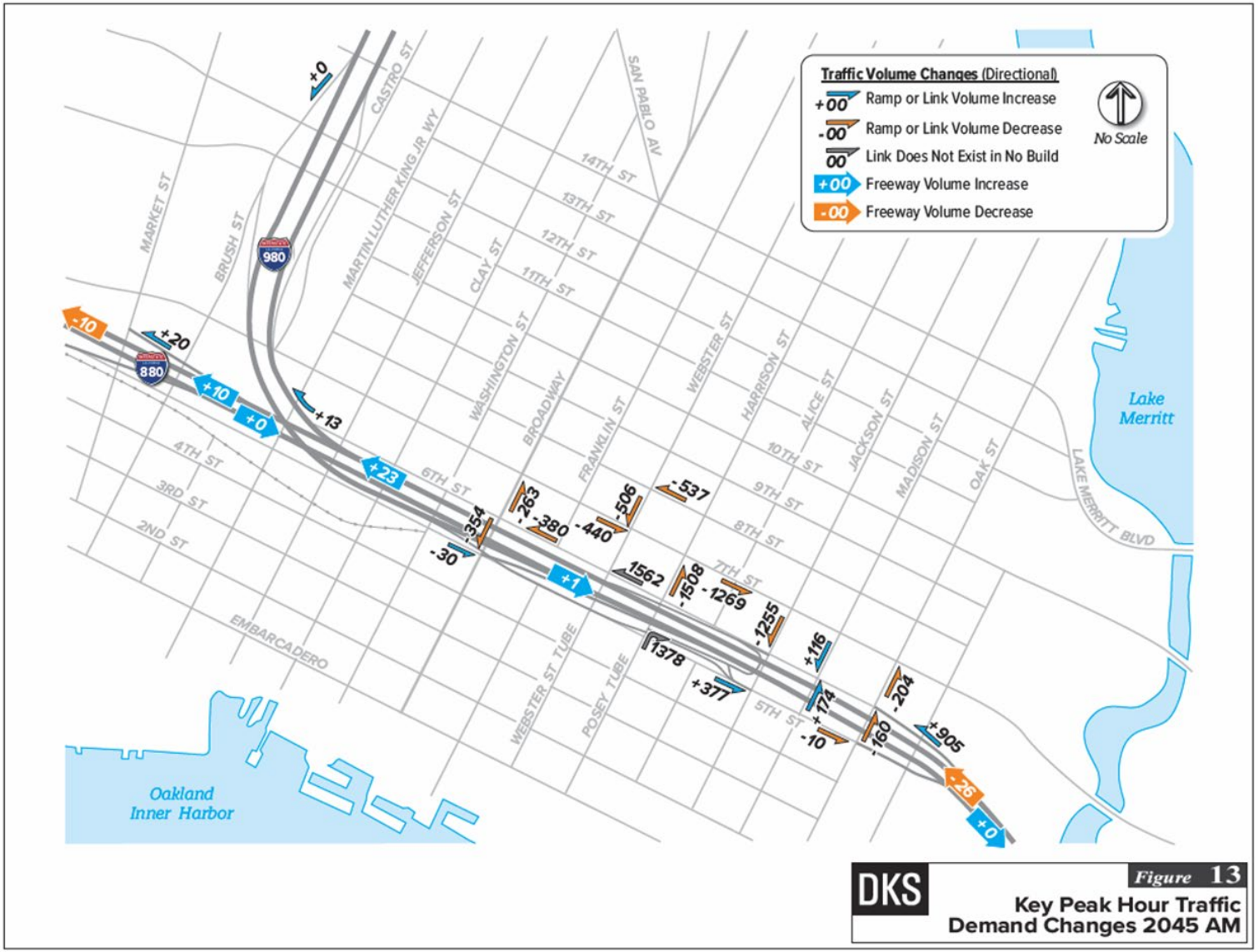

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Table 33: I-880 Freeway Segment LOS - 2045 AM Peak Hour

Location	2045 AM			
	No Build		Build	
	Density (vpmpl)	LOS	Density (vpmpl)	LOS
Northbound I-880				
Mainline start to 23rd Ave off	**100.2**	**F**	**101.4**	**F**
23rd Ave off to 23rd Ave on (diagonal)	**124.2**	**F**	**124.4**	**F**
23rd Ave eastbound on to 23rd Ave WB on	**88.2**	**F**	**88.4**	**F**
23rd Ave westbound on to 5th St off	**39.0**	**E**	**39.0**	**E**
5th St off to Lane Add (Build)	**67.3**	**F**	**60.2**	**F**
Lane Add (Build) to Oak St off	**67.3**	**F**	**114.3**	**F**
Oak St off to Broadway off	**98.8**	**F**	**123.2**	**F**
Broadway off to Jackson St on	**123.2**	**F**	**123.2**	**F**
Jackson St on to I-980 off	27.9	D	27.9	D
I-980 off to Market St off	21.5	C	21.5	C
Market St off to merge	18.3	C	18.2	C
Merge to Union St on	24.4	C	24.3	C
Union St on to mainline end	20.5	C	20.4	C
Southbound I-880				
Mainline start to Union St off	**57.2**	**F**	**57.2**	**F**
Union St off to Union St on	**108.5**	**F**	**108.5**	**F**
Union St on to Accel Lane End	**174.6**	**F**	**174.6**	**F**
Accel Lane End to I-980 on	**179.1**	**F**	**179.1**	**F**
I-980 on to Broadway on	**164.3**	**F**	**164.3**	**F**
Broadway on to Lane Drop	**134.2**	**F**	**134.2**	**F**
Lane Drop to Oak St on	**126.9**	**F**	**126.9**	**F**
Oak St on to Lane Drop	**141.1**	**F**	**141.1**	**F**
Lane Drop to Embarcadero on	**105.3**	**F**	**105.3**	**F**
Embarcadero on to Embarcadero off	**93.0**	**F**	**93.0**	**F**
Embarcadero off to 23rd Ave off	**105.1**	**F**	**105.1**	**F**
23rd Ave off to 23rd Ave on	**122.0**	**F**	**122.0**	**F**
23rd Ave on to mainline end	**104.8**	**F**	**104.8**	**F**

Note: **Bold** = LOS E or F
Source: DKS Associates, 2019

Intersection LOS Results

The 2045 AM peak hour LOS results for the core study intersections are presented in **Table 34** (results for all study intersections are provided in **Appendix E**). The table shows that 2 intersections (#10 - 5th & Madison and #11 - 5th & Oak) would improve from LOS E or worse to LOS D or better. All other core study intersections would operate at LOS D or better under both No Build and Build conditions.

Table 34: Intersection Level of Service: 2045 Weekday AM Peak Hour

Intersection		Control[1]	City	No Build		Build	
				Delay[2]	LOS[2]	Delay[2]	LOS[2]
1	4th/Broadway	Two-way Stop (WB 4th St)	Oakland	7.1 (20.4)	A (C)	18.8 (**43.0**)	C (**E**)
7	5th/Washington	Signal	Oakland	5.0	A	5.1	A
8	5th/Broadway	Signal	Oakland	19.2	B	23.0	C
9	5th/Jackson	Signal	Oakland	52.3	D	14.7	B
10	5th/Madison	Signal	Oakland	**91.5**	**F**	20.9	C
11	5th/Oak	Signal	Oakland	**66.9**	**E**	11.7	B
12	6th/Oak	Signal	Oakland	21.1	C	22.3	C
13	6th/Madison	Signal	Oakland	14.0	B	34.8	C
14	6th/Jackson	Signal	Oakland	37.0	D	12.7	B
15	6th/Broadway	Signal	Oakland	22.1	C	20.8	C
16	6th/Washington	Signal	Oakland	8.9	A	10.9	B
25	7th/Washington	Signal	Oakland	8.9	A	8.8	A
26	7th/Broadway	Signal	Oakland	18.2	B	13.1	B
27	7th/Webster	Signal	Oakland	18.3	B	13.0	B
28	7th/Harrison	Signal	Oakland	8.8	A	7.7	A
29	7th/Jackson	Signal	Oakland	19.4	B	13.5	B
30	7th/Madison	Signal	Oakland	18.7	B	48.4	D
31	8th/Harrison	Signal	Oakland	13.9	B	12.6	B
32	8th/Webster	Signal	Oakland	39.4	D	37.7	D
33	8th/Franklin	Signal	Oakland	27.5	C	26.9	C
34	8th/Broadway	Signal	Oakland	13.3	B	11.8	B
35	8th/Washington	Signal	Oakland	11.9	B	10.7	B
37	9th/Webster	Signal	Oakland	26.8	C	25.8	C
55	7th St/Oak St	Signal	Oakland	12.1	B	14.1	B
56	8th St/Oak St	Signal	Oakland	15.2	B	19.2	B

Notes:
1. Signal = signalized intersection; Two-way stop = Side-Street STOP-Control intersection.
2. For two-way stop, delay and LOS presented for average intersection and worst approach (in parentheses).
BOLD indicates unacceptable LOS conditions (LOS E or F).
Source: CHS Consulting Group (2017)

Queueing Results

Table 35 shows changes in estimated 95th percentile queue lengths at key intersections adjacent to the proposed improvements and through the Posey Tube. Similar to the 2025 AM peak hour, queues would decrease for both the I-980 WB Off to 5th/ Jackson and the Posey Tube, but would increase I-880 NB Off to Oak/ 6th. For both off-ramps, the expected queue would not extend to the freeway mainline under the Build alternative.

Table 35: Queue Lengths for Critical Movements: 2045 Weekday AM Peak Hour

Location	No Build			Build		
	95%-ile Queue Length[1] (feet)	Available Storage[2] (feet)	Adequate Storage	95%-ile Queue Length[1] (feet)	Available Storage[2] (feet)	Adequate Storage
I-980 WB Off to 5th/ Jackson	2,500+	~ 2,500	No	236	~ 2,500	Yes
I-880 NB Off to Oak/ 6th	449	~950	Yes	543	~950	Yes
I-880 NB Off to 6th St/Broadway	390	~ 1,750	Yes	n/a		
Posey Tube	5,400+[3]			4,900+[3]		

Notes:
1. Where movement is served by multiple lanes, reported queue reflects the highest 95%-ile value
2. Available storage based on turning bay length or distance to upstream intersection, whichever is smaller
3. Posey/Webster Tube queues presented as maximum queue, not 95th percentile
Source: CHS (2019)

Surface Street Travel Times

Table 36 compares the 2045 AM peak hour travel times for a number of routes to or from the Posey and Webster Tubes. As shown, travel times decrease though the Posey Tube. For routes accessing the Webster Tube, travel times along Webster Street from 12th St to the portal increase by just over 40 seconds. However, travel times decrease by 110 seconds for trips originating further north on Madison Street.

Table 36: Travel Times from Posey Tube: 2045 Weekday AM Peak Hour

Location	Travel Time (seconds)	
	No Build	Build
Posey Tube to NB I-880 on-ramp		
Through Posey Tube from Alameda to Oakland (Portal to Portal)	*276*	*149*
Tube Exit to NB I-880 on-ramp (via Racetrack- No Build or Horseshoe - Build)	*87*	*67*
TOTAL	363	216
Downtown To Webster Tube Entrance		
SB Webster (from 12th St to portal)	183	225
SB Madison (from 17th St) via 8th/Webster for No Build, and via 6th for Build[1]	392	281
SB Jackson (from 8th St) via 6th	n/a	118

Note:
1. Includes 5,000 foot "dummy" link for SB Madison for Build
Source: CHS (2019)

7.2 2045 PM Peak Conditions

This section presents a comparative assessment of 2045 PM peak operating conditions under the No Build and Build alternatives.

Traffic Demand Changes

Consistent with the travel pattern changes described in Chapter 5, the Build alternative is expected to produce some significant changes in traffic demands within the study area. **Figure 14** illustrates the changes in 2045 AM peak hour demands for several key ramps and roadway segments.

Freeway Analysis Results

The 2045 PM peak period freeway performance measures for the I-880 corridor within the study area are summarized in **Table 37**. The 2045 PM peak hour freeway segment LOS results for I-880 southbound and northbound are presented in **Table 38**.

Overall, 2045 PM peak freeway operations are expected to degrade slightly in the northbound direction under the Build alternative. For northbound, VHT is expected to increase by 673 hours (+11%) and average speed decreases by 0.4 mph (-1%). Additionally, the segment between the existing Broadway off to the Jackson on would degrade from LOS D to LOS F during the 5:00 to 6:00 pm peak hour. As with the other periods, these results are a function of the higher demands within the weave segment between the Jackson on-ramp and the I-980 off-ramp.

The detailed results (see Appendix D) show that under the No Build alternative, a bottleneck occurs at this segment for only a 15-minute window between 4:30 and 4:45 pm. With the higher demands under the Build alternative, the period of congestion extends to 5:15 pm leading to additional congestion and queuing that extends into the upstream segment between the existing Broadway off to the Jackson on.

In the southbound direction, there is no difference in freeway performance between the No Build and Build alternatives.

Table 37: Freeway Performance Measures - 2045 PM Peak Period

Location	No Build	Build	Change
Northbound			
Vehicle Hours of Travel (VHT)	5,900	6,573	673 (11%)
Vehicle Miles of Travel (VMT)	169,770	168,985	-785 (0%)
Average Speed (mph)	32.3	31.9	-0.4 (-1%)
Southbound			
Vehicle Hours of Travel (VHT)	10,020	10,020	0 (0%)
Vehicle Miles of Travel (VMT)	113,460	113,460	0 (0%)
Average Speed (mph)	11.6	11.6	0.0 (0%)

Source: DKS Associates, 2019

Figure 14 – Example Peak Hour Traffic Demand Changes – 2045 PM

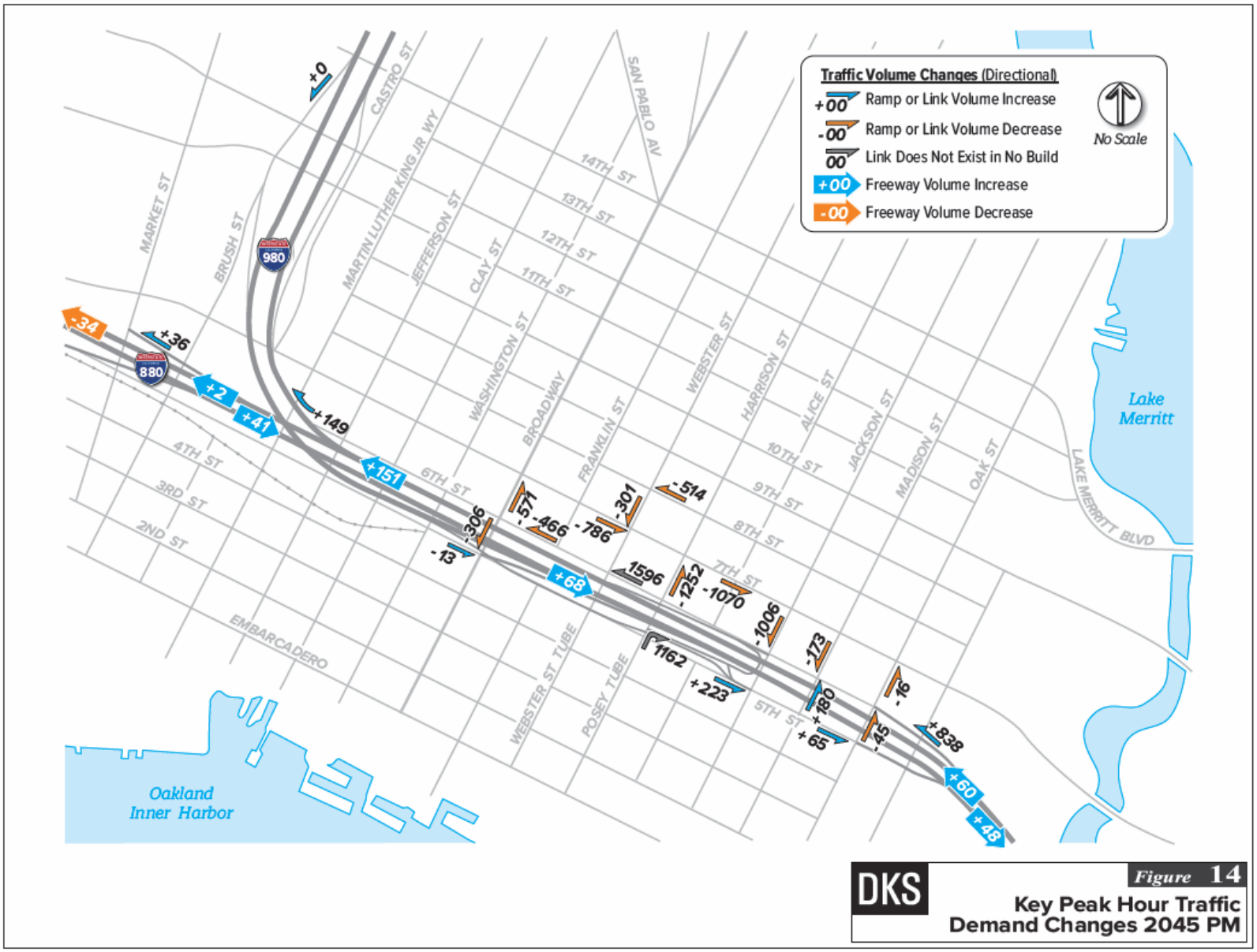

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Table 38: I-880 Freeway Segment LOS - 2045 PM Peak Hour

Location	2045 PM			
	No Build		Build	
	Density (vpmpl)	LOS	Density (vpmpl)	LOS
Northbound I-880				
Mainline start to 23rd Ave off	**86.4**	**F**	**86.3**	**F**
23rd Ave off to 23rd Ave on (diagonal)	**114.4**	**F**	**114.2**	**F**
23rd Ave eastbound on to 23rd Ave WB on	**91.9**	**F**	**91.7**	**F**
23rd Ave westbound on to 5th St off	**39.0**	**E**	**39.0**	**E**
5th St off to Lane Add (Build)	34.9	D	**35.0**	**E**
Lane Add (Build) to Oak St off	34.9	D	26.8	D
Oak St off to Broadway off	30.8	D	27.4	D
Broadway off to Jackson St on	27.2	D	**46.1**	**F**
Jackson St on to I-980 off	27.9	D	28.4	D
I-980 off to Market St off	17.8	B	17.8	B
Market St off to merge	13.9	B	13.8	B
Merge to Union St on	18.5	C	18.3	C
Union St on to mainline end	15.5	B	15.2	B
Southbound I-880				
Mainline start to Union St off	**185.6**	**F**	**185.6**	**F**
Union St off to Union St on	**233.1**	**F**	**233.1**	**F**
Union St on to Accel Lane End	**236.3**	**F**	**236.3**	**F**
Accel Lane End to I-980 on	**220.2**	**F**	**220.2**	**F**
I-980 on to Broadway on	**197.0**	**F**	**197.0**	**F**
Broadway on to Lane Drop	**175.0**	**F**	**175.0**	**F**
Lane Drop to Oak St on	**161.9**	**F**	**161.9**	**F**
Oak St on to Lane Drop	**163.0**	**F**	**163.0**	**F**
Lane Drop to Embarcadero on	**132.6**	**F**	**132.6**	**F**
Embarcadero on to Embarcadero off	**105.6**	**F**	**105.6**	**F**
Embarcadero off to 23rd Ave off	**131.7**	**F**	**131.7**	**F**
23rd Ave off to 23rd Ave on	**146.0**	**F**	**146.0**	**F**
23rd Ave on to mainline end	**123.9**	**F**	**123.9**	**F**

Note: **Bold** = LOS E or F
Source: DKS Associates, 2019

Intersection LOS Results

The 2045 PM peak hour LOS results for the core intersections are presented in **Table 39** (results for all intersections are provided in **Appendix E**). As shown, 5 intersections (#11 - 5th & Oak, #15 - 6th & Broadway, #16 - 6th & Washington, #26 - 7th & Broadway, and #34 - 8th & Broadway) would improve from LOS E or worse to LOS D or better. Two intersections (#27 - 7th & Webster and #31 – 8th & Harrison) would degrade from LOS E to LOS F. All other core intersections operating at LOS D or better would remain so, and those operating at LOS E or worse would remain at LOS E or worse

Table 39: Intersection Level of Service: 2045 Weekday PM Peak Hour

Intersection		Control[1]	City	No Build		Build	
				Delay[2]	LOS[2]	Delay[2]	LOS[2]
1	4th/Broadway	Two-way Stop (WB 4th St)	Oakland	**58.2 (194.4)**	**F (F)**	**48.0 (110.3)**	**E (F)**
7	5th/Washington	Signal	Oakland	**119.1**	**F**	**128.9**	**F**
8	5th/Broadway	Signal	Oakland	**61.3**	**E**	**56.4**	**E**
9	5th/Jackson	Signal	Oakland	31.7	C	19.9	B
10	5th/Madison	Signal	Oakland	8.1	A	30.6	C
11	5th/Oak	Signal	Oakland	**360.0**	**F**	52.9	D
12	6th/Oak	Signal	Oakland	16.3	B	19.4	B
13	6th/Madison	Signal	Oakland	11.3	B	29.3	C
14	6th/Jackson	Signal	Oakland	31.3	C	15.9	B
15	6th/Broadway	Signal	Oakland	**96.5**	**F**	33.8	C
16	6th/Washington	Signal	Oakland	**92.9**	**F**	26.7	C
25	7th/Washington	Signal	Oakland	**140.4**	**F**	**91.4**	**F**
26	7th/Broadway	Signal	Oakland	**60.1**	**E**	43.4	D
27	7th/Webster	Signal	Oakland	**79.9**	**E**	**86.2**	**F**
28	7th/Harrison	Signal	Oakland	24.7	C	10.5	B
29	7th/Jackson	Signal	Oakland	19.4	B	14.5	B
30	7th/Madison	Signal	Oakland	20.3	C	24.0	C
31	8th/Harrison	Signal	Oakland	**73.5**	**E**	**90.3**	**F**
32	8th/Webster	Signal	Oakland	**65.0**	**E**	**70.3**	**E**
33	8th/Franklin	Signal	Oakland	45.0	D	31.6	C
34	8th/Broadway	Signal	Oakland	**64.7**	**E**	21.2	C
35	8th/Washington	Signal	Oakland	15.6	B	13.7	B
37	9th/Webster	Signal	Oakland	47.2	D	26.6	C
55	7th St/Oak St	Signal	Oakland	14.7	B	16.4	B
56	8th St/Oak St	Signal	Oakland	11.8	B	14.0	B

Notes:
1. Signal = signalized intersection; Two-way stop = Side-Street STOP-Control intersection.
2. For two-way stop, delay and LOS presented for average intersection and worst approach (in parentheses).
BOLD indicates unacceptable LOS conditions (LOS E or F).
Source: CHS Consulting Group (2017)

Queueing Results

Table 40 shows changes in estimated 95th percentile queue lengths at key freeway ramps adjacent to the proposed improvements, as well as approaching the Webster Tube. Under the Build alternative, queue lengths for both the I-980 WB Off to 5th/ Jackson and on southbound Webster St approaching the Webster Tube would decrease. The expected queue on the I-880 NB Off to Oak/ 6th would increase. For both off-ramps, the expected queue would not extend to the freeway mainline under the Build alternative.

Table 40: Queue Lengths for Critical Movements: 2045 Weekday PM Peak Hour

Location	No Build			Build		
	95%-ile Queue Length[1] (feet)	Available Storage[2] (feet)	Adequate Storage	95%-ile Queue Length[1] (feet)	Available Storage[2] (feet)	Adequate Storage
I-980 WB Off to 5th/ Jackson	2,500+	~ 2,500	No	1,742	~ 2,500	Yes
I-880 NB Off to Oak/ 6th	188	~950	Yes	257	~950	Yes
I-880 NB Off to 6th St/Broadway	1,785	~ 1,750	No	n/a		
SB Webster to Webster Tube Portal	1,600+[3]			1,397[3]		

Notes:
1. Where movement is served by multiple lanes, reported queue reflects the highest 95%-ile value
2. Available storage based on turning bay length or distance to upstream intersection, whichever is smaller.
3. Posey/Webster Tube queues presented as maximum queue, not 95th percentile
Source: CHS (2019)

Surface Street Travel Times

Table 41 compares travel time for a number of important PM peak period travel routes to the Webster Tube. Similar to the 2025 PM peak hour, travel times decrease significantly under the Build alternative for traffic accessing the Webster Tube from northbound I-880 or along Madison Street, and decrease slightly for traffic along southbound Webster Street.

Table 41: Travel Times to Webster Tube: 2045 Weekday PM Peak Hour

Location	Travel Time (seconds)	
	No Build	Build
To Webster Tube Entrance		
NB I-880 (at Oak) via Broadway off (No Build) or via Oak/6th off (Build)	LT: 601 RT: 670	191
SB Webster (from 12th St)	272	269
SB Madison (from 17th St) via 8th/Webster for No Build, and via 6th for Build[1]	632	308
SB Jackson (from 8th St) via 6th	n/a	156

Note:
1. Includes 5,000 foot "dummy" link for SB Madison for Build
Source: CHS (2019)

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8 OTHER CONSIDERATIONS

In addition to the traffic operational impacts discussed in prior chapters, the proposed Project includes features that impact multi-modal connectivity and safety. This section summarizes the bicycle and pedestrian facilities included as part the Project, as well the potential safety impacts associated with these facilities and other operational elements.

8.1 Bicycle and Pedestrian Network Enhancements

The proposed Project includes several elements intended to fill gaps in or expand the bicycle and pedestrian networks within the study area. As described in Chapter 4 and summarized here, these elements include:

- bi-directional multi-use path connections to the Webster and Posey Tubes in both Alameda and Oakland;
- two-way Class IV cycle tracks on 6th Street (between Oak Street and Washington Street) and Oak Street (from 3rd Street to 9th Street);
- bike lane on 5th Street from Jackson Street to Oak Street;
- sidewalk along the south side of 6th Street between Broadway and Oak Street and along the north side between Harrison Street and Alice Street; and
- reconstruction of segments of the existing sidewalks along the north side of 6th Street between Oak Street and Broadway to provide minimum 10-foot sidewalk to align with new curbline.

These new or improved facilities are integral components of the Project. They provide new or enhanced connections between Alameda and Oakland, between downtown Oakland and the Jack London district, and across downtown Oakland. In addition to these network enhancements, the Project also includes curb extensions or bulb-outs to shorten pedestrian crossing distances, a PHB signal on 7th Street at Alice Street, separate/protected signal phases, leading pedestrian intervals (LPIs), and vehicular turn restrictions. Collectively, they will enhance the mobility and accessibility of non-motorized travel within the project area. These improvements can also contribute to improved safety for bicyclists and pedestrians, as further discussed in the following section.

8.2 Safety Considerations

The proposed Project includes a number of key features that may impact vehicular, bicycle, and pedestrian safety within the study area.

The first key feature is the new right turn exit from the Posey Tube connecting to 5th Street and to the new “horseshoe” ramp that would connect to the existing Northbound (NB) I-880 /Jackson Street on-ramp. This facility would begin as a right-turn-only lane out of the Posey Tube, and loop below I-880 to the existing NB I-880/Jackson Street on-ramp utilizing the space between the bridge abutment and columns. Due to space constraints, the radii of curves along this new connection do not meet current design speed standards. It is proposed to sign the first right-turn curve from the tube to 20 mph, and 15 mph at the horseshoe approach to the NB I-880 Jackson Street on-ramp.

Quantifying the safety impacts of proposed infrastructure changes is generally analyzed through an accounting of historical crash rates combined with studied crash reduction factors for the proposed project components. Given the unique nature of the proposed ramp and the lack of existing crash rates, existing methodologies for modeling and calibrating crash rates are not available. Therefore this assessment focuses on the measures to mitigate safety concerns that are included as part of the Project design.

All of the stakeholders, including Caltrans, have agreed to lower the advisory speed inside the Posey Tube from current 45 mph to 25 mph to facilitate transition onto this connector. Furthermore, it is proposed that additional lighting, warning signs, flashing beacons, loop detectors, variable message

signs, rumble strips, and additional safety features be included at this roadway to facilitate speed reduction and continuous flow.

At the same time, this new connection will directly lead to a reduction in freeway-bound traffic on local Chinatown streets, notably the existing Harrison/7th/Jackson "racetrack." Reductions of about 1500 vph in the AM peak hour, and 1000 during the PM peak hour are expected. This impacted segment of 7th Street is adjacent to an active park and school with pedestrian and bicycle crossing demand, and has seen 42 crashes in the last five years, including 3 pedestrian involved crashes and 2 bicycle involved crashes. The lower volumes also allow for modification of the Harrison/7th and 7th/Jackson intersections, including elimination of free right turns and extension of the curbline to reduce crossing distance. At these two intersections, traffic volumes are expected to reduce by about 40% which can lead to a 40-50% decrease in crashes. The physical modifications would further reduce potential conflicts and improve safety for all travelers.

Smaller volume reductions resulting from the "horseshoe" and other roadway network changes, and corresponding safety benefits, are expected for several other key intersections. These include Madison/8th, Harrison/8th, Webster/8th, Webster/7th, Broadway 7th, and Broadway/6th.

Second, the proposed Project includes a number of improvements that can improve safety for cyclists and pedestrians. These elements, detailed in Chapter 4, include physical improvements such as curb extensions or bulb-outs to shorten pedestrian crossing distances and separated facilities (bike lanes, multi-paths, cycle tracks), plus operational elements such as a PHB signal on 7th Street at Alice Street, separate/protected signal phases, leading pedestrian intervals (LPIs), and vehicular turn restrictions. The safety improvements for several key intersections, along with three-year (2016-2018) collision history, are illustrated in **Figure 15.**

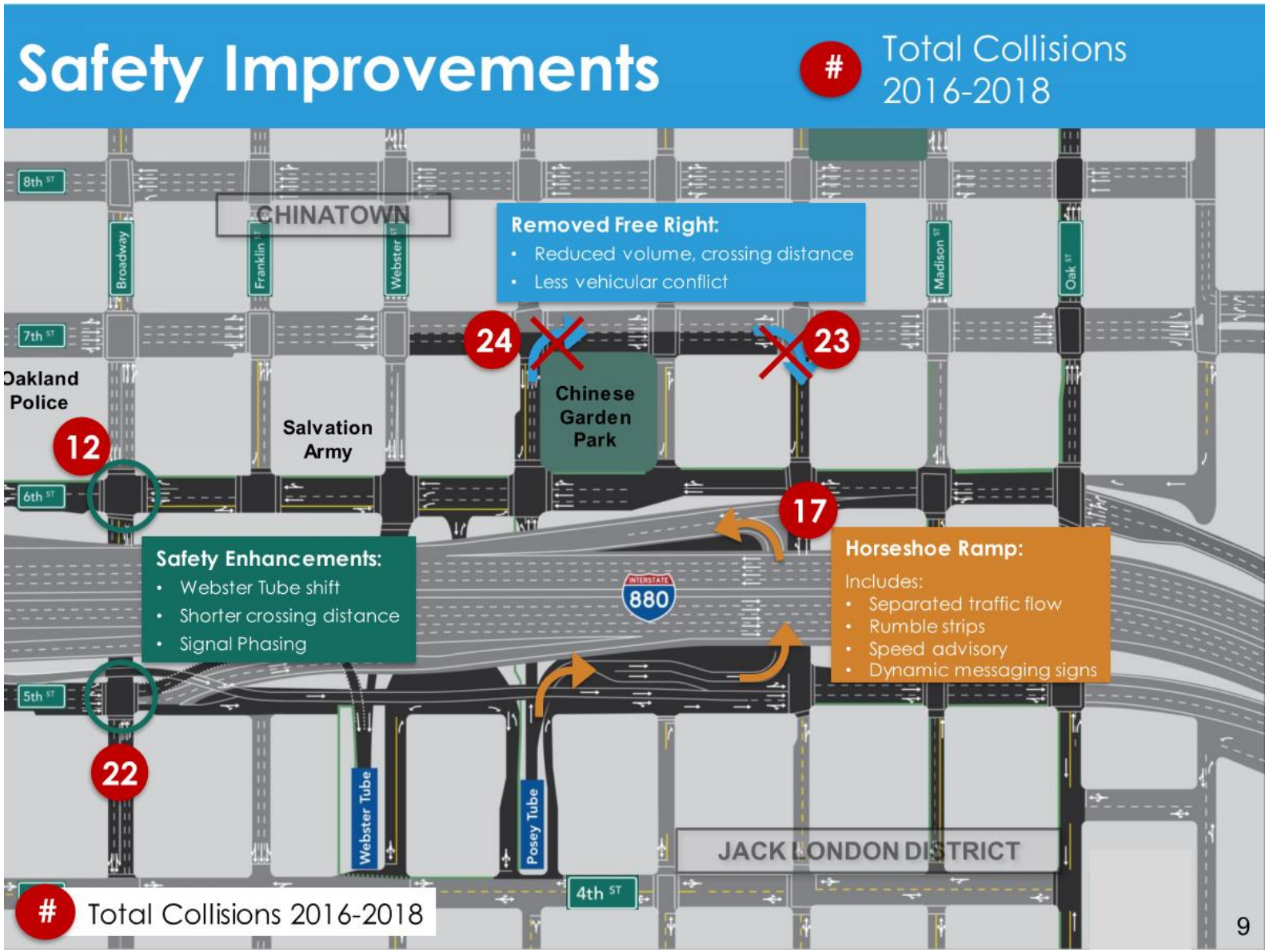
The construction of Class I (multi-use paths), Class II (bike lanes) and Class IV (cycle-tracks) will provide improved separation between cars on the roadway and bicycle and pedestrian traffic in the area, reducing conflicts and increasing user confidence and perceived safety. Signal phasing improvements will further prioritize bicycle and pedestrian movements. While a detailed safety analysis has not been conducted, **Table 42** lists the pedestrian and bicycle crash reduction factors from the Caltrans Local Roadway Safety Manual for those improvements included as part of the Project.

Table 42: Bicycle/Pedestrian Improvement Crash Reduction Factors

Improvements	Crash Reduction Factor
Bicycle Lane	35%
Pedestrian crossing enhancements (inc. curb extensions)	30%
Bicycle Box	15%
Leading Pedestrian Phasing	10%-15%
PHB signal	55%

Source: Caltrans Local Roadway Safety Manual

Figure 15 – Proposed Intersection Safety Improvements



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The third key feature of the Project is the removal of the Broadway off-ramp from northbound I-880. This is expected to increase the volume of traffic exiting at Oak Street. The primary concern associated with this is the potential for queues from the off-ramp terminal intersection spilling back to the freeway mainline. To accommodate the additional traffic, the Oak Street off-ramp would be widened from a one-lane to a two-lane exit by restriping the NB I-880 main line and reconfiguring the ramp terminus. In advance of the Oak Street exit, NB I 880 would be restriped from four lanes to five lanes (including a standard 1,300-foot auxiliary lane). At the Oak Street intersection, the ramp would be further widened from three lanes (one left-turn and through lane, one through and right-turn lane, and one right-turn only lane) to four lanes (one left-turn-only pocket lane, one through (westbound) lane, one through and right-turn lane, and one right-turn-only lane). The operational analysis conducted for this study indicates that the expected maximum queue would not extend back to the freeway mainline with these improvements, even under 2045 conditions.

Overall, the Project Build Elements removed traffic from local streets, reduce interactions between cars and bicycles/pedestrians, and allow for multiple safety-based improvements to be built throughout the study area.

8.3 Downtown Oakland Specific Plan

Concurrent with the OAAP, the City of Oakland has been preparing the Downtown Oakland Specific Plan (DOSP). The intent of the DOSP is to establish the policies that ensure downtown development over the next 20 years serves the broad needs of the entire Oakland community. Development of the DOSP began in 2015. A draft plan for public review was released on August 28, 2019.

The DOSP provides an overall vision for Downtown Oakland and includes six overarching goals related to the following topics: Economic Opportunity, Housing and Affordability, Culture Keeping, Mobility, Community Health, and Land Use and Urban Form. Within each goal, the plan identifies desired outcomes, a framework of proposed strategies and public improvements, and supportive policies to implement these concepts.

The goal most relevant to the OAAP is that of Mobility. As stated in the plan, the Mobility goal is to "Make downtown's streets comfortable, safe, and inviting and improve connections to the city as a whole so that everyone has efficient and reliable access to downtown's jobs and services." The plan also identifies the following three fundamental Mobility objectives for Downtown Oakland:

1. To improve access and safety for pedestrians;
2. To create a world class transit network linking Oaklanders to downtown; and
3. To develop a connected network of low-stress bicycling facilities.

To achieve this goal and set of objectives, the DOSP identifies a number of supporting strategies to enhance the pedestrian and bicycle network, transit network, and vehicular network.

Directly related to the OAAP, the DOSP calls for decreasing freeway traffic on local streets, and specifically calls for "addressing congestion issues around the I-880 ramps and Webster and Posey tubes through the Oakland/Alameda Access Project." Doing this is a primary objective of the OAAP.

The DOSP also includes several strategies for improving the pedestrian and bicycle networks by filling gaps, minimizing crossing distances, adjusting signal timing to prioritize pedestrians and cyclists, opening new street connections, completing a system of integrated walking and biking paths, and converting some one-way streets to two-way. As included in the project description provided in Chapter 4, and highlighted above in Section 8.1, the proposed project includes many of these features. The proposed project design will not preclude future one-way to two-way conversion. Streets identified in the Downtown Oakland Specific Plan Draft EIR (circulated August 30, 2019) within the project area include 7th St, 8th St, Madison St, and Oak St. Further coordination with the Project Development Team and stakeholders will take place to address any future changes to roadway configurations.

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9 SUMMARY

As stated previously, the purpose of the project is to:

- improve multimodal safety and reduce conflicts between regional and local traffic;
- enhance bicycle and pedestrian accessibility and connectivity within the project study area;
- improve mobility and accessibility for travelers between I-880, SR-260 (Tubes), City of Oakland downtown neighborhoods, and the City of Alameda;
- reduce freeway-bound regional traffic and congestion on local roadways and in area neighborhoods;

The proposed project is deemed to meet these objectives as demonstrated by the following:

- The proposed exit from the Posey Tube to the "horseshoe" ramp and 5th provides more direct linkage between Posey Tube and both northbound and southbound I-880. Construction of this new facility would allow unimpeded access from Posey Tube to NB I-880/EB I-980 without traveling through any intersections or pedestrian/bicycle conflicts. It would also take freeway-bound traffic from Alameda off of Chinatown streets, notably Harrison/7th/Jackson (the existing "racetrack").
- Removal of Broadway off-ramp and extension of 6th provides a direct link to the Webster Tube from northbound I-880 and the east side of downtown, pulling traffic off portions of Broadway between 5th and 7th, 7th, west of Webster, Webster north of 6th, and 8th east of Webster.
- The extension of 6th Street provides for additional local circulation and network connectivity for all modes.
- These roadway network modifications lead to traffic volumes decreases on several streets in downtown Oakland and Chinatown, notably along 7th, 8th, Broadway, Webster, Harrison, and Jackson. For some segments, decreases as high as 1500 vph are achieved. These volume reductions lead to reduced conflicts between vehicles, cyclists and pedestrians, thus improving safety for all travelers.
- Overall, operating conditions on local streets improve as a greater number of core study area intersections improve from LOS E or F to LOS D or better than degrade.
- In the morning peak hour, travel times through the Posey Tube to I-880 decrease by up to 3 minutes. Meanwhile, travel times to the Webster Tube from various points can decrease by up to 8 minutes during the PM peak hour.
- New bicycle facilities, including cycle tracks on 6th and Oak, multi-use paths, and sidewalk improvements provide enhanced connections between Alameda and Oakland, between downtown Oakland and the Jack London district, and across downtown Oakland for cyclists and pedestrians. Collectively, they will enhance the mobility and accessibility of non-motorized travel within the project area.
- The enhanced bicycle and pedestrian facilities, along with other features such as curb extensions that reduce crossing distances, vehicular turn prohibitions, PHB signal, separate/protected signal phases, and leading pedestrian intervals, will help reduce conflicts and increase user confidence and perceived safety. Volume reductions on several streets will further enhance safety by reducing potential conflicts.

In addressing the project objectives, the OAAP also addresses several strategies identified in the draft DOSP. Specifically, the OAAP addresses congestion issues around the I-980 ramps and Webster and Posey tubes. The OAAP also incorporates several bicycle and pedestrian related improvements that are consistent with the strategies stated in the DOSP. These include filling gaps in or expanding the bicycle and pedestrian networks, extending curbs (bulbouts) to minimize crossing distances, adjusting

signal timing to prioritize pedestrians and cyclists, opening new street connections, installing a new PHB signal on 7th Street at Alice Street, and implementing turn restrictions. Collectively, these improvements will enhance the mobility, safety, and accessibility of non-motorized travel within the project area,

At the same time, it should be recognized that freeway operating conditions for northbound I-880 are expected to degrade slightly under the Build alternative. For 2025 AM, 2045 AM, and 2045 PM, VHT is expected to increase and average speed decrease under the Build compared to the No Build. Also, one additional freeway segment is expected to degrade from LOS D to LOS F during both the 2025 AM peak period (Oak off to Broadway off) and the 2045 PM period (Broadway off to Jackson on).

These results are a function of the reallocation of demands associated with the closure of the northbound off-ramp to Broadway and improved connection to the Jackson on-ramp. These network changes result in higher demands within the weave segment between the Jackson on-ramp and the I-980 off-ramp. While this segment is expected to operate at capacity under both the No Build and Build alternatives, the higher demands under the Build alternative lead to additional congestion and queuing.

For the southbound direction, there is essentially no difference in freeway performance between the No Build and Build alternatives.

Appendix A
Build Alternative Drawing

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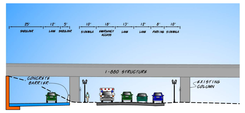
OAKLAND ALAMEDA IMPROVEMENT PROJECT

providing access and connections

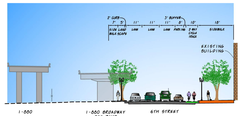
ALAMEDA County Transportation Commission

Caltrans

SCALE: 1"= 100'-0"



JACKSON ST BETWEEN 5TH ST/6TH ST
SECTION B -LOOKING NORTH-

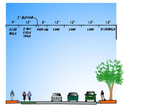


TWO WAY - HARRISON ST TO BROADWAY
SECTION C -LOOKING WEST-

HARRISON ST AT 7TH ST RIGHT-TURN
-LOOKING NORTH-

I-880 NB JACKSON ST ON-RAMP
-LOOKING WEST-

JACKSON ST AT 6TH ST
-LOOKING NORTH-



OAK ST - 7TH ST TO 8TH ST
SECTION F -LOOKING NORTH-

EXISTING 6TH ST
-LOOKING WEST-

FUTURE 6TH ST
-LOOKING WEST-

LEGEND:

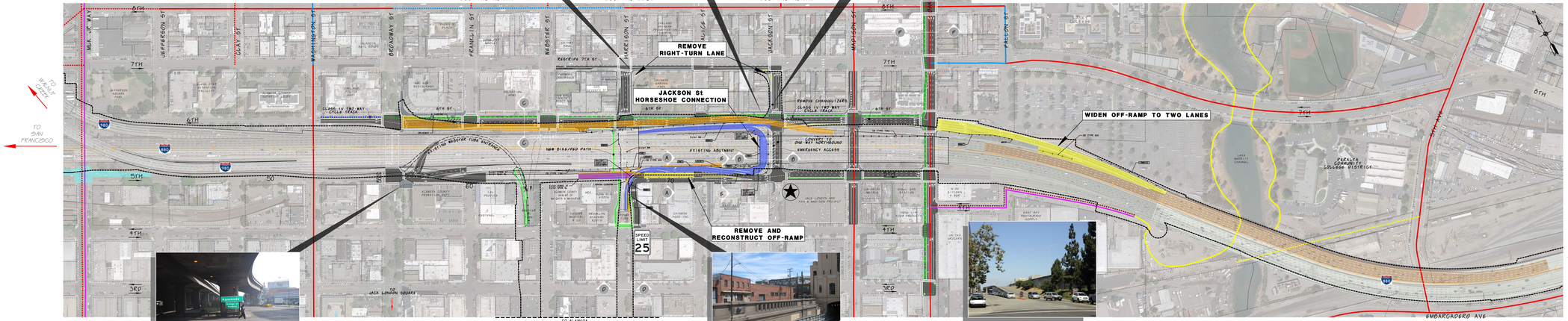
- CALTRANS R/W
- PARCEL LINES
- PROPOSED CONCRETE BARRIER
- PROPOSED RETAINING WALL

INITIAL PHASE:

- OFF-RAMP REMOVAL LIMITS
- JACKSON HORSESHOE
- RAMP MODIFICATIONS
- SURFACE STREET IMPROVEMENTS
- PROPOSED BIKE LANE/PATH
- STRUCTURES
- LANDSCAPE

CITIES OF OAKLAND & ALAMEDA BIKEWAY NETWORK

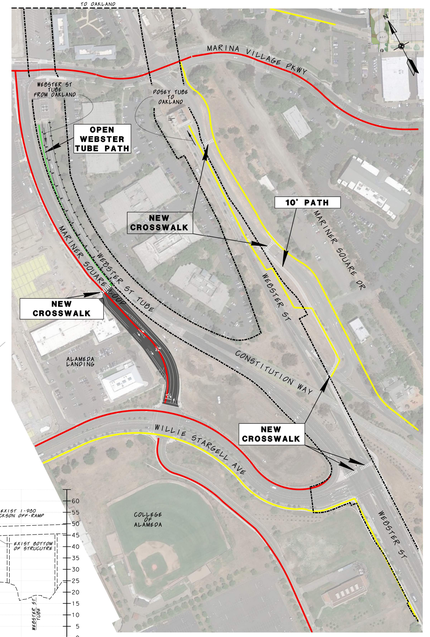
EXISTING	PROPOSED		
	CLASS I	BIKE PATH
	CLASS II	BIKE LANE
	CLASS III	BIKE ROUTE
	CLASS IIIA	ARTERIAL BIKE ROUTES
	CLASS IIIB	BIKE BOULEVARD
	CLASS IV	CYCLE TRACK

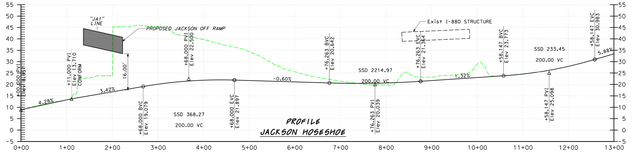


WEBSTER TUBE ENTRANCE
AT BROADWAY/5TH ST

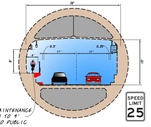
I-980/JACKSON ST OFF-RAMP
-LOOKING EAST-

I-980/JACKSON ST AT 5TH ST OFF-RAMP
-LOOKING WEST-

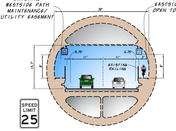




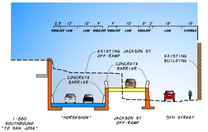
PROFILE
JACKSON HORSESHOE



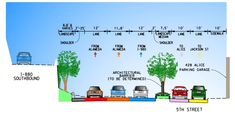
WEBSTER TUBE CROSS-SECTION
SECTION D - LOOKING NORTH
TOWARDS OAKLAND



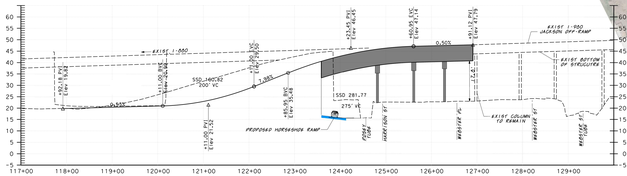
POSEY TUBE CROSS-SECTION
SECTION D - LOOKING NORTH
TOWARDS OAKLAND



JACKSON ST OFF-RAMP/5TH ST
SECTION A -LOOKING EAST-



JACKSON ST OFF-RAMP/5TH ST
SECTION B -LOOKING EAST-



PROFILE
WESTBOUND I-980 REALIGNED JACKSON ST OFF-RAMP

PRELIMINARY FOR DISCUSSION ONLY
JANUARY 2020

HNTB

2019-12-23_JACKSON HORSESHOE with ALAMEDA Ext(B1T-100sc 36x96)

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Appendix B
Existing Conditions Traffic Report

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REVISED DRAFT

Existing Conditions Traffic Report

Oakland-Alameda Access Project
EA#04-0G360

Prepared for

Alameda County Transportation Commission

Prepared By

DKS

1970 Broadway, Suite 740
Oakland, CA 94612
(510) 763-2061

In association with:

chs Consulting Group

January 4, 2018

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1 INTRODUCTION

The Alameda County Transportation Commission (ACTC) has initiated a study to improve traffic flow and safety in the area between Downtown Oakland and the City of Alameda. The Oakland-Alameda Access Project (FAP) will identify access and operational improvements between I-880, I-980 and local Oakland streets including access to and from the Posey / Webster Tubes which connect Oakland and the island of Alameda. The improvements are intended to enhance or replace access to and from the freeway in the area of the existing Broadway and Jackson Street interchanges.

The study area is a major crossroads between I-880, I-980, Downtown Oakland, Chinatown, Jack London Square, the Port of Oakland and the City of Alameda. Constrained geometric roadway features coupled with heavy traffic (pedestrian, bicycle, auto and freight) result in high levels of congestion during peak periods. Conditions are expected to worsen due to large-scale land developments nearby, namely the Brooklyn Basin Project, redevelopment of the Oakland Army Base and Alameda Naval Base.

The objective of this report is to present a description of existing traffic conditions within the study area. The following section identifies the study area. The data collection program undertaken, along with supplemental data sources, are described in Section 3. The existing roadway characteristics are discussed in Section 4; and observed traffic flows, travel times, and congestion patterns are discussed in Section 5. A summary of the freeway model development and output is provided in Section 6. The intersection model development and output results are presented in Section 7.

2 ANALYSIS AREA

The traffic analysis study area encompasses both freeways and local street roadways. For the freeway portions, the analysis focuses on the segment of I-880 from just west of Union Street to just west of High Street and the segment of I-980 from I-880 to 18th Street. For the local street portion, the study area includes 56 existing intersections and joining roadways including SR 260 from I-880 to Atlantic Avenue in Alameda. The study facilities are illustrated in **Figure 1** and **Figure 2.** A listing of the study intersections is provided in **Table 1.**

Table 1: Study Intersections

Intersections			
1	4th Street / Broadway	29	7th Street / Jackson Street
2	5th Street / Union Street - SB-880 Off-Ramp	30	7th Street / Madison Street
3	5th Street / Adeline Street	31	8th Street / Harrison Street
4	5th Street / Market Street	32	8th Street / Webster Street
5	5th Street / Brush Street	33	8th Street / Franklin Street
6	5th Street / Martin Luther King Jr	34	8th Street / Broadway
7	5th Street / Washington Street	35	8th Street / Washington Street
8	5th Street / Broadway	36	8th Street / Martin Luther King Jr Way (MLK Way)
9	5th Street / Jackson Street	37	9th Street / Webster Street
10	5th Street / Madison Street	38	11th Street and Brush Street
11	5th Street / Oak Street	39	11th Street / Castro Street
12	6th Street / Oak Street	40	11th Street / Webster Street
13	6th Street / Madison Street	41	11th Street / Harrison Street
14	6th Street / Jackson Street	42	12th Street / Harrison Street
15	6th Street / Broadway	43	12th Street / Webster Street
16	6th Street / Washington Street	44	12th Street / Castro Street
17	6th Street / Martin Luther King Jr Way (MLK Way)	45	12th Street / Brush Street
18	7th Street / Market Street	46	17th Street / Brush Street
19	7th Street / Union Street	47	17th Street / Castro Street
20	7th Street / Adeline Street	48	18th Street / Castro Street
21	7th Street / Market Street	49	18th Street / Brush Street
22	7th Street / Brush Street	50	Atlantic Avenue / Webster Street
23	7th Street / Castro Street	51	Willie Stargell Avenue / Webster Street
24	7th Street / Martin Luther King Jr Way (MLK Way)	52	Marina Village Parkway / Constitution Way
25	7th Street / Washington Street	53	Mariner Square Drive / Constitution Way
26	7th Street / Broadway	54	Atlantic Ave/Constitution Way
27	7th Street / Webster Street	55	7th St/Oak St
28	7th Street / Harrison Street	56	8th St/Oak St

Source: DKS Associates, 2017

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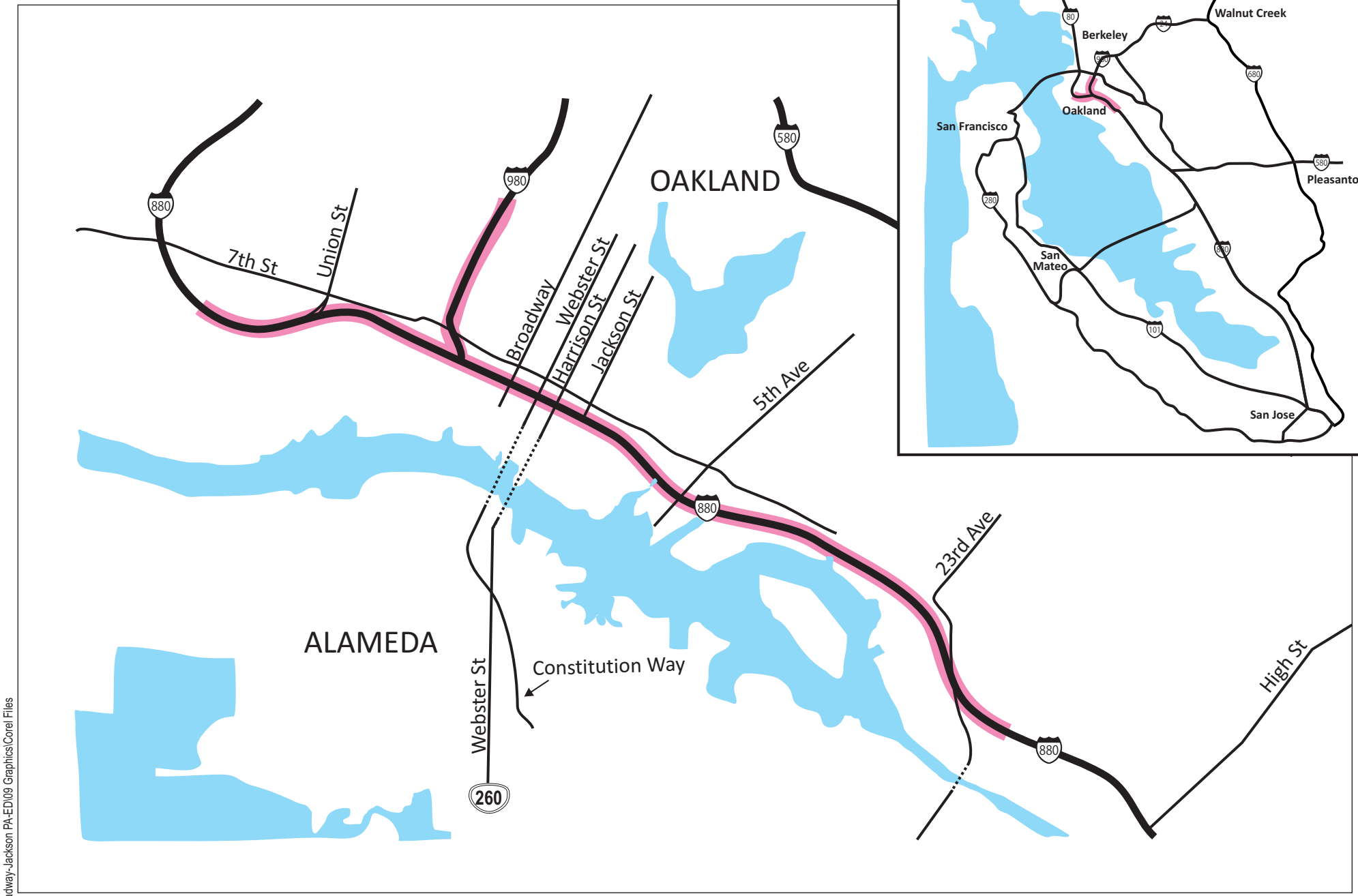

LEGEND

- Freeway Study Limits

NO SCALE

DKS

Figure 1

Oakland - Alameda Freeway Access Project
Freeway Analysis Study Area

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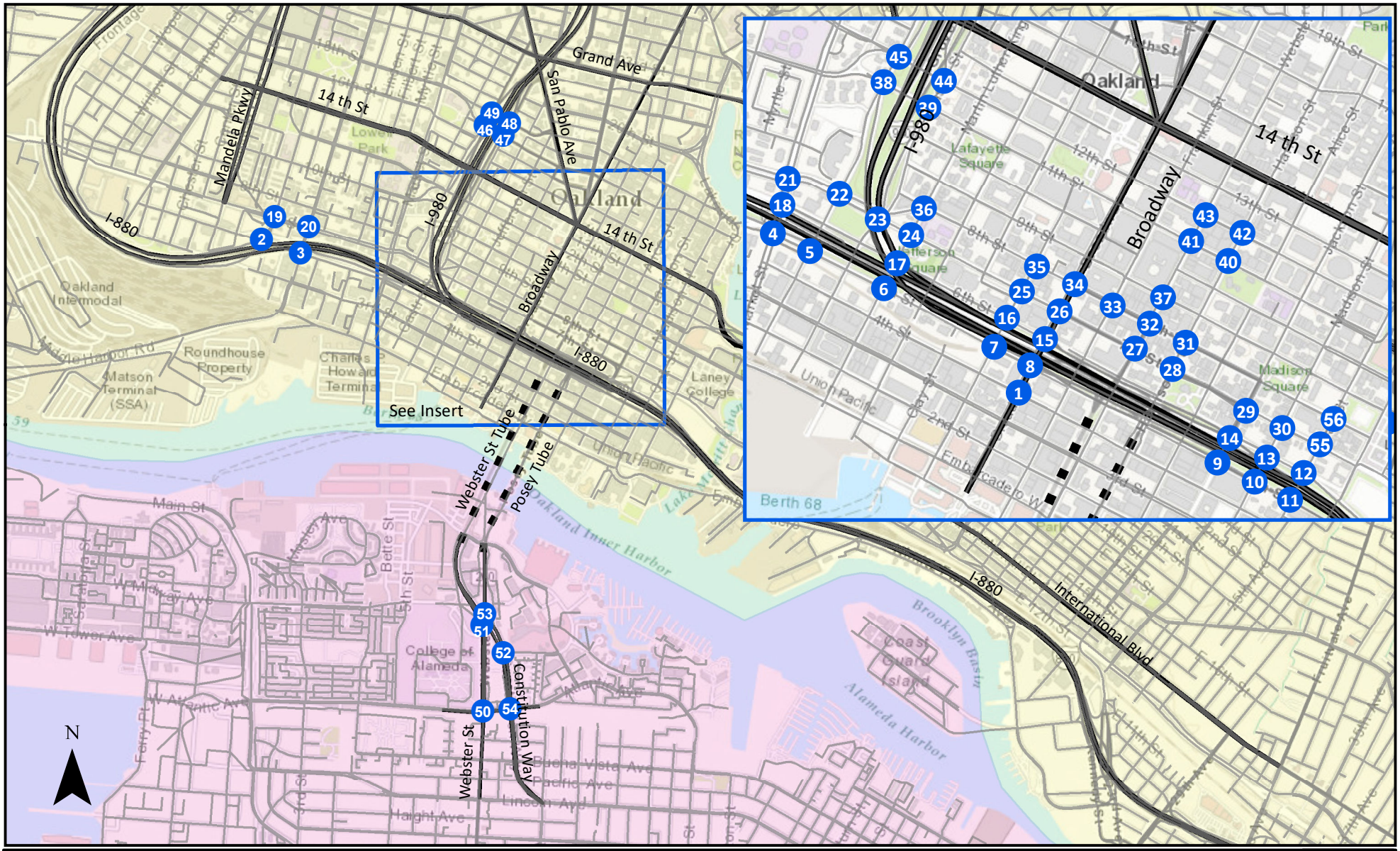

Legend

- Study_Intersections
- ProjectRoads
- Key Roadways
- Tunnel
- Alameda
- Oakland

Figure 2

Oakland- Alameda Freeway Access Project Study Intersections

DKS

3 DATA COLLECTION

3.1 Overview

To support the traffic demand and operational analysis efforts, DKS conducted a comprehensive data collection program covering the entire study area. All aspects of data collection occurred concurrently to facilitate consistency between various elements and locations. All data was collected in April of 2015, with some recounts completed in May of 2015, while local schools were in-session. The program included the following elements:

1. Freeway mainline counts;
2. On- and off-ramp counts;
3. Arterial segment counts;
4. Intersection vehicle/pedestrian/bicycle counts;
5. Freeway travel time and speeds surveys; and
6. Field observations.

Summaries of each of these data collection elements are provided in the following sections. Details of the data collection effort, including a listing of exact count locations, are provided in a separate memorandum dated July 8, 2015. A copy of this memorandum is provided in **Appendix A**. Due to the volume of data collected, copies of the raw data are available exclusively in electronic format which can be accessed online or provided on a disk upon request.

In addition, data from a number of existing sources was compiled to supplement and assess the validity of the primary data. These sources included the Caltrans Traffic Volume Census database, Google Maps ® historical speed maps, and Caltrans Traffic Accident Surveillance and Analysis System (TASAS) database. Copies of the relevant data from these sources are provided in **Appendix B** (Census), **Appendix C** (Google Maps ® historical speed maps), and **Appendix D** (TASAS).

3.2 Freeway Mainline Counts

Continuous 72-hour, midweek freeway mainline counts were conducted at six (6) directional locations along I-880 and I-980. Counts along the freeway mainline were collected using either side fire radar or video. The count devices were temporarily attached to existing roadside poles and aimed at the freeway mainline. Exact count locations were therefore a function of the availability of a suitable pole and the ability to safely access the pole for equipment installation and retrieval. In all cases, counts included rudimentary vehicle classification.

3.3 On- and Off- Ramp Counts

Continuous 72-hour, midweek counts were conducted on all on- and off-ramps along the study segment of I-880 and on I-980 in downtown Oakland (27 total locations). These counts were conducted using ground mounted tube counting machines. Exact count locations were a function of the ability to safely access the location for equipment installation and retrieval. These counts included vehicle classification.

3.4 Arterial Segment Counts

Continuous 72-hour, midweek counts were conducted at twenty-seven (27) arterial segment locations throughout the downtown Oakland area. Data was collected using ground mounted tube counting machines. These counts included vehicle classification.

3.5 Intersection Counts

AM (7:00-9:00) and PM (4:00-7:00) peak period counts were conducted at all fifty-six (56) study intersections. The counts were conducted for one midweek day at each intersection by temporarily mounting video cameras to roadside poles. The footage was then processed to count the vehicle turning movements, as well as pedestrian and bicycle activity.

3.6 Freeway Travel Time and Speeds Surveys

AM (6:00-10:00) and PM (3:00-7:00) peak period travel time/speed surveys were conducted along the study segment of I-880. The surveys were performed for three midweek days using the floating car methodology where probe vehicles equipped with GPS recording devices are driven in the traffic stream and interact with the traffic along I-880. Two separate vehicles were driven simultaneously along I-880 between the 7th Street and High Street interchanges.

3.7 Field Observations

Concurrent with the data collection, DKS and CHS staff observed operating conditions and tracked any incidents that may impact the data being collected. Observations were made during both the AM and PM peak periods over three days. Specific attention was paid to observing roadway geometrics, traffic control elements, the location and severity of bottlenecks, queues and special driver behaviors pertaining to lane selection and weaving.

3.8 Freeway Collision Records

Collision data was gathered for the I-880 segment through the study area. The data was available through the Traffic Accident Surveillance and Analysis Systems (TASAS) provided by Caltrans for the three-year period between July 1, 2012 and June 30, 2015. A copy of the TASAS records is provided in **Appendix D**.

4 ROADWAY CHARACTERISTICS

4.1 Freeway Lane Configuration

The lane configuration for the study segment of I-880 is illustrated in **Figure 3,** while the configuration of I-980 is shown in **Figure 4**. Existing roadway characteristics were derived using publicly available on-line aerial photographs and field observations. In general, I-880 has four mixed-flow lanes in both directions. Auxiliary lanes are provided for northbound I-880 from Jackson Avenue On-ramp to the I-980 Connector and for southbound I-880 from the Oak Street On-ramp toward the south for approximately 3,000 feet.

4.2 Ramp Metering and TOS Elements

Table 2 summarizes the ramp metering characteristics for all on-ramps along the study segments of I-880 and I-980. Where applicable, information regarding metering rates and hours of operation was provided by Caltrans. In cases where the metering rates are not available, the max rate of 900 vehicles per hour per lane (vphpl) will be used. A listing of other Traffic operations system (TOS) elements within the study segments of I-880 and I-980 are provided in **Table 3.** Again, this information was provided by Caltrans

4.3 Intersection Lane Configuration and Control

The local streets within the study area consist of many one way streets with on-street parking and sidewalks throughout. Pedestrian activity is very heavy, especially within Chinatown. The intersections at 8th Street / Webster Street, 8th Street / Franklin Street and 9th Street / Webster Street operate with a “pedestrian scramble” where auto traffic is completely stopped to accommodate pedestrian crossing through the intersection. The lane configuration and traffic control at the study intersections are illustrated in **Figures 5.1 - 5.3.** Existing roadway characteristics were derived using publicly available on-line aerial photographs and field observations.

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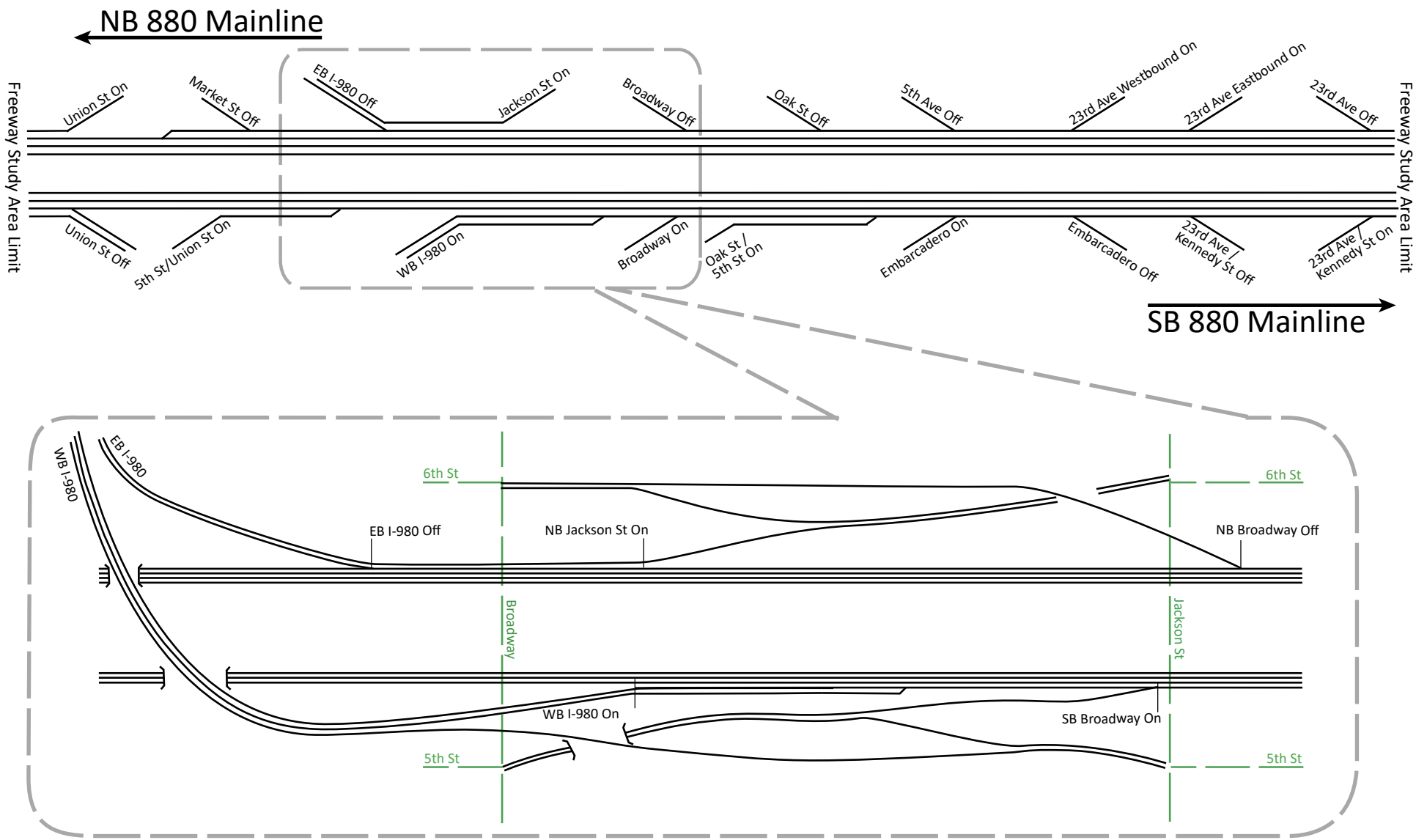

LEGEND

- Surface Street
- Freeway Mainline/Ramp

NO SCALE

DKS

Figure 3

Oakland - Alameda Freeway Access Study
Freeway Lane Configuration

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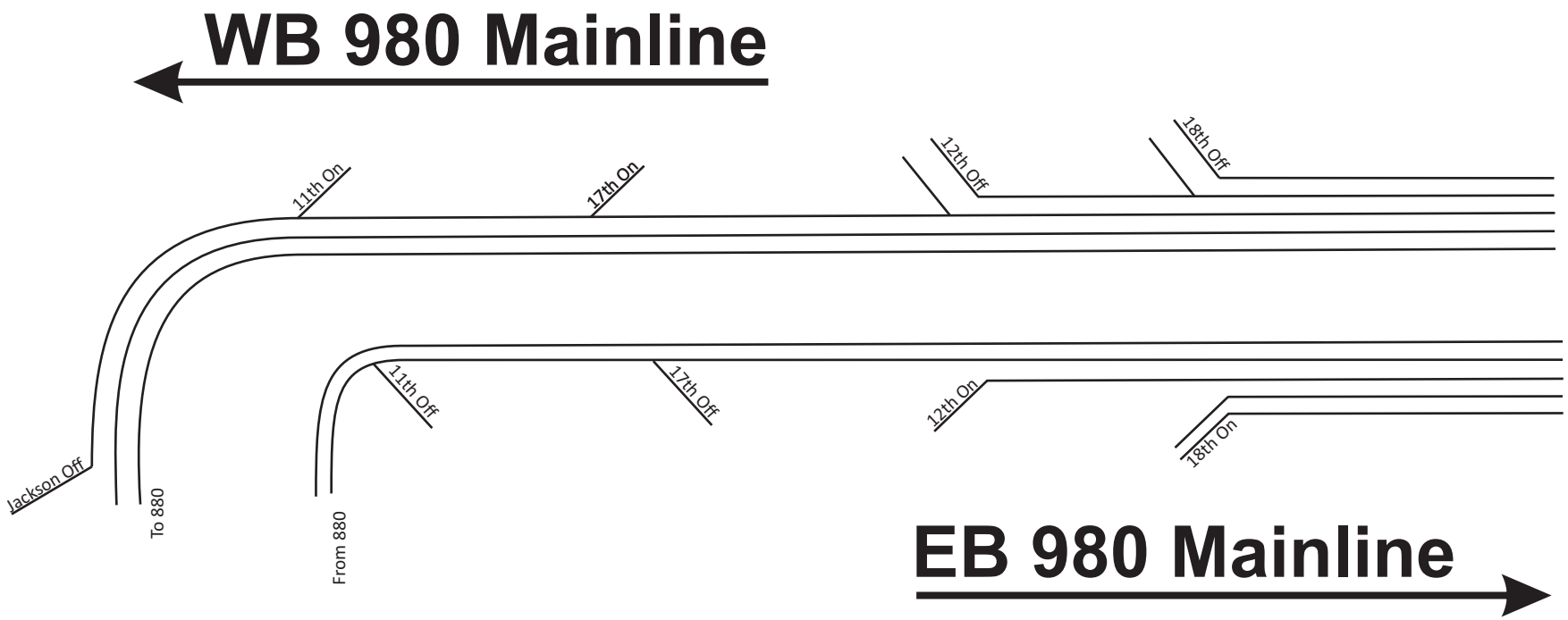

LEGEND

——— - Freeway Mainline/Ramp

NO SCALE

DKS

Figure 4

Oakland - Alameda Freeway Access Project
I-980 Freeway Lane Configuration

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Table 2: Ramp Metering Characteristics

On-ramp	Metering Equipment Present	Lanes at Meter Limit Line		AM Period			PM Period		
		Mixed-Use	HOV	Hours of Operation	Min. Rate (vphpl)	Max. Rate (vphpl)	Hours of Operation	Min. Rate (vphpl)	Max. Rate (vphpl)
Northbound I-880									
23rd Avenue EB	Yes	1	1	6-10	820	900	3-7	550	900
23rd Avenue WB	Yes	1	0	6-10	650	900	3-7	550	900
Jackson Street	Yes	2	0	6-10	n/a	n/a[1]	3-7	n/a	n/a[1]
Union Street	No	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Southbound I-880									
5th Street/Union Street	Yes	1	1	Not active	n/a	n/a	Not active	n/a	n/a
Westbound I-980	No	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Broadway	Yes	2	0	6-10	450	900	3-7	450	900
Oak Street/5th Street	Yes	2	1	6-10	360	900	3-7	360	900
Embarcadero	No	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23rd Avenue/Kennedy Street	Yes	1	0	6-10	510	900	3-7	550	900
Westbound I-980									
17th Avenue	No	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11th Avenue	No	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Eastbound I-980									
12th Avenue	No	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18th Avenue	No	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Source: Caltrans, 2015

Notes:

1. Operates as “all green”.

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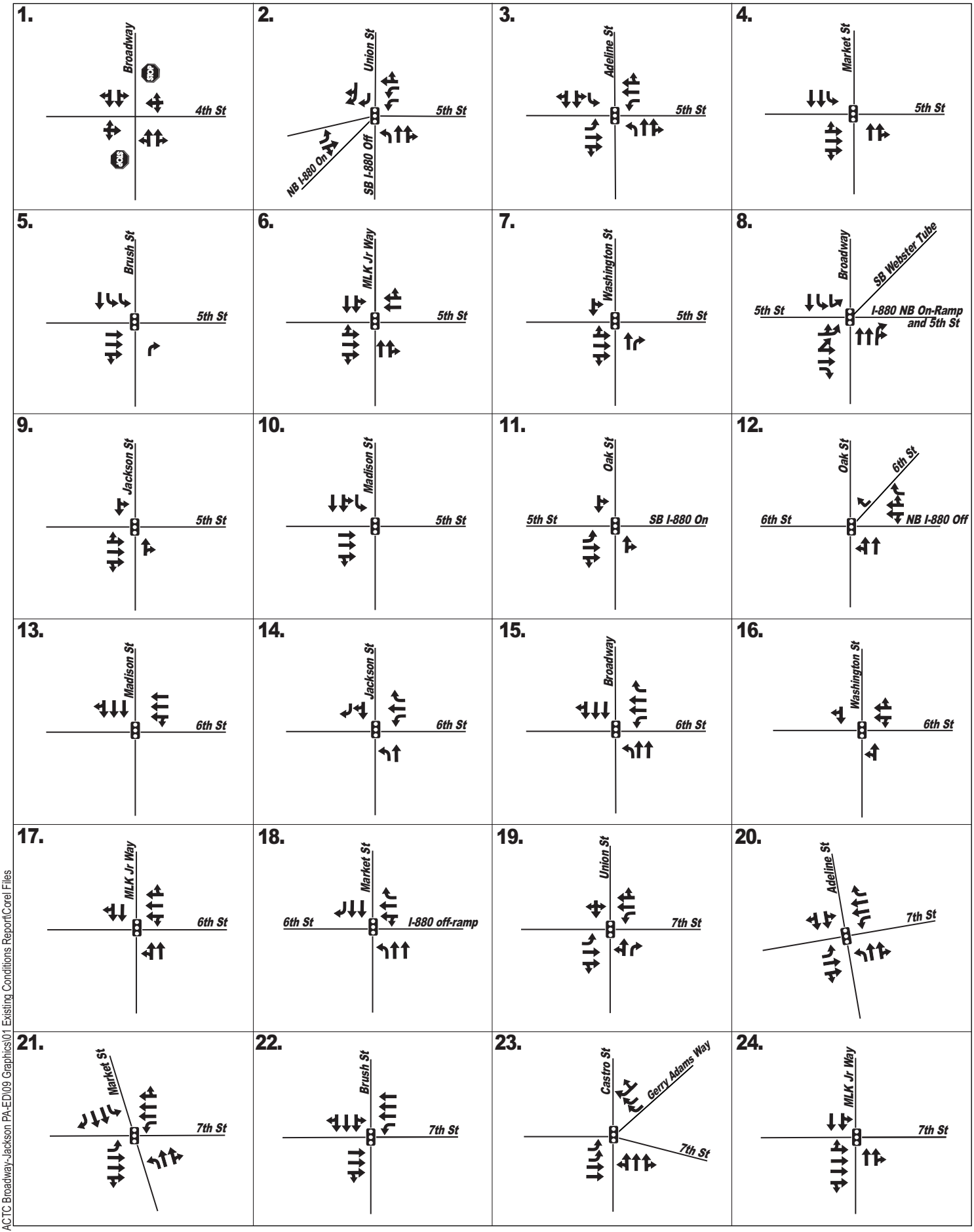
Table 3: I-880 TOS Elements

Element Type	Direction	Location			Status
		Post-mile			
I-880					
TMS (loops)	N	28.65	oppo 29th Ave rm-s-diag	Mainline	
TMS (loops)	S	28.65	29th Ave rm-s-diag	Mainline	
TMS (loops)	S	28.88	23th Ave/Kennedy St rm-s-loop	Mainline	
TMS (loops)	N	29.1	23rd Ave rm-n-fly/diag	Mainline	
TMS (loops)	N	31.42	Jackson St rm-n-diag	Mainline	
TMS (loops)	S	31.8	Clay St	Mainline	
CCTV	S	28.64	S880 AT 29TH AV		Active
CCTV	S	28.9	S880 23RD AV/KEENEDY ST OR		Non-active
CCTV	N	29.08	N880 23RD AV AND E 9TH ST		Active
CCTV	N	29.11	N880 23RD AV AND E 11TH ST		Active
CCTV	S	31	S880 AT OAK ST OR		Non-active
CCTV	S	31.4	S880 OVER 5TH & CASTRO ST		Active
CCTV	S	32.82	S880 BROADWAY OFR		Active
I-980					
TMS (loops)	W	0.98	14/18TH ST OFF RAMP	Mainline	
TMS (loops)	E	0.98	14/18TH ST OFF RAMP	Mainline	
TMS (loops)	E	1.58	28th St/Northgate	Mainline	
TMS (loops)	E	1.58	28th St/Northgate	Fwy-Fwy	
TMS (loops)	W	1.62	29TH STREET	Mainline	
TMS (loops)	W	1.62	29th street	Fwy-Fwy	
CCTV	W	0.19	W980 AT JCT-880		Active
CCTV	E	0.7	E980 AT 14TH ST		Active
CCTV	E	1.25	E980 JEO SAN PABLO AV		Active
CCTV	W	1.84	W980 AT 32ND ST		Non-active

Source: Caltrans, 2015

Acronyms:

- TMS (Loops): Traffic Monitoring Station (Inductance Loops)
- CCTV: Closed Circuit Television Camera



LEGEND

- Traffic Signal
- Existing Lane Geometry
- Stop Sign

DKS

Figure 5-1

Oakland - Alameda Freeway Access Project
Existing Intersection Geometry & Traffic Control

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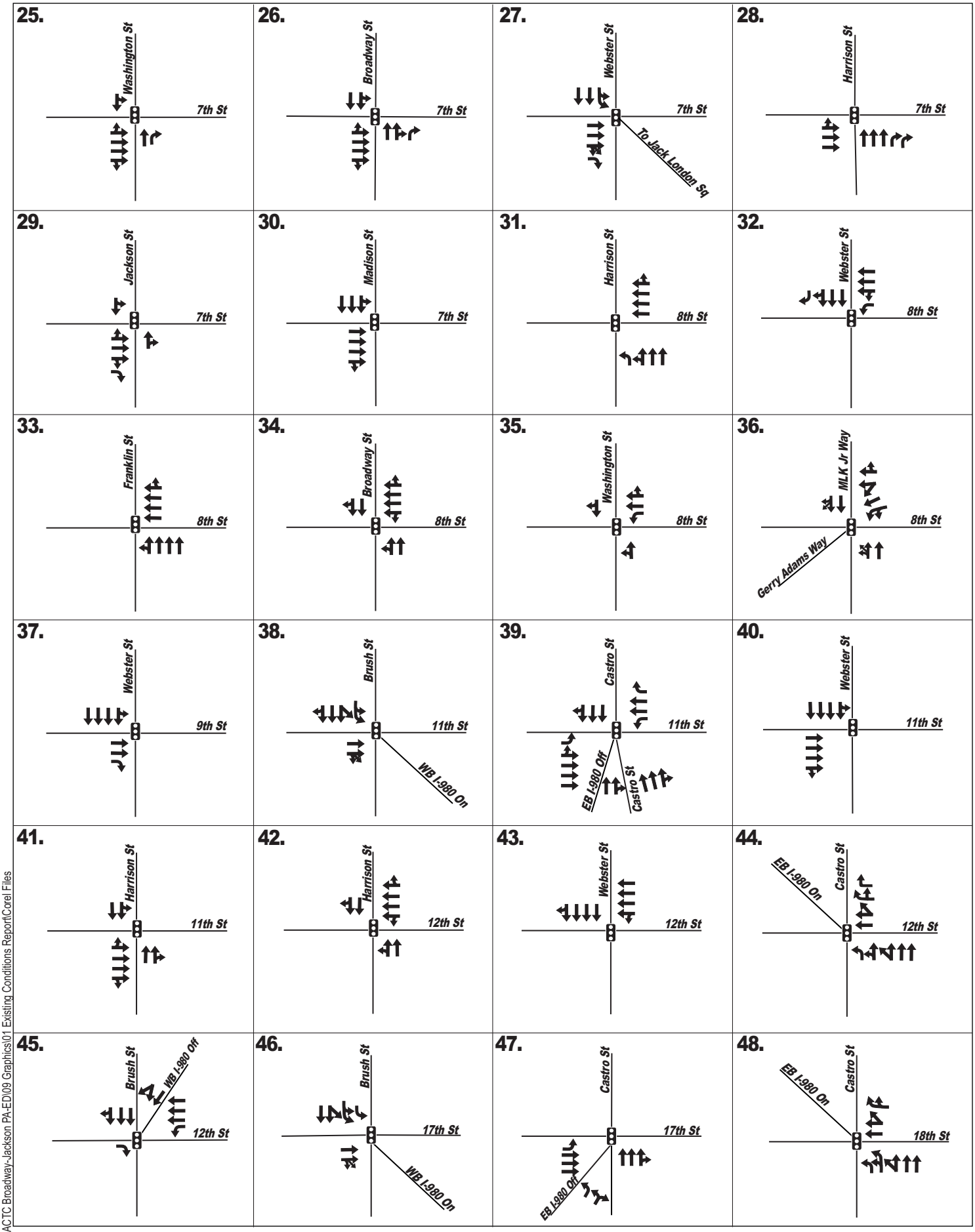

LEGEND

- Traffic Signal
- Existing Lane Geometry
- Stop Sign

DKS

Figure 5-2

Oakland - Alameda Freeway Access Project
Existing Intersection Geometry & Traffic Control

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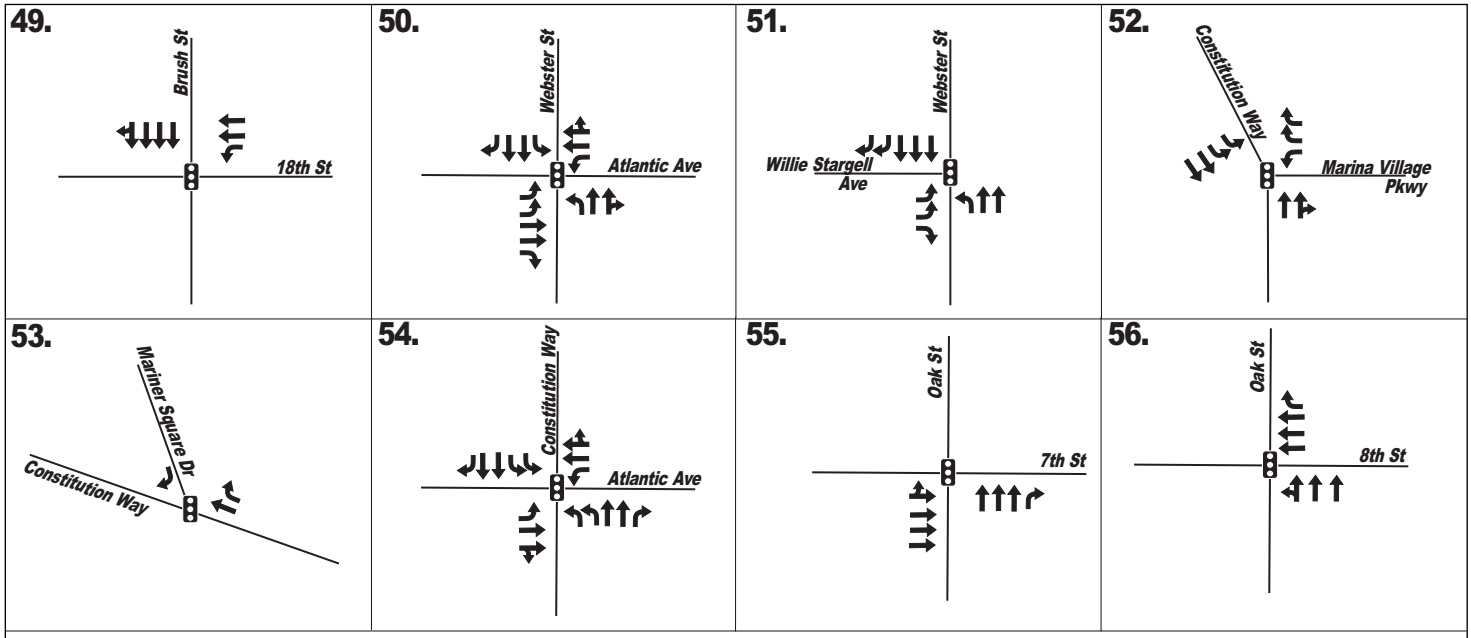

LEGEND

- Traffic Signal
- Existing Lane Geometry
- Stop Sign

DKS

Figure 5-3

Oakland - Alameda Freeway Access Project
Existing Intersection Geometry & Traffic Control

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5 OBSERVED OPERATING CONDITIONS

5.1 Freeway Traffic Volumes

The AM (6:00-10:00) and PM (3:00-7:00) midweek peak period observed hourly volumes for the freeway mainline and ramps within the study segment of I-880 are presented in **Table 4** and **Table 5,** for the northbound and southbound directions respectively. Similar information for the portion of I-980 between 18th Street and I-880 is presented in **Table 6**.

The volumes presented in these tables derived from the 72-hour traffic counts conducted for this study and described in Section 3. The general process for computing these average volumes included the following steps:

- Compare 15-minute data across all three days
- Exclude outlier data points
- Compute average 15-minute volumes
- Aggregate into hourly volumes
- Calculate volumes for those ramps locations where it was not possible to place counters directly.

However, it is recognized that in some cases the tube counting devices were placed in areas where vehicles were either in-queue or traveling at a very slow speed. Either condition could result in a lower than actual count from the mechanical counting device. For this reason, the volumes obtained from the ramp tube counters were also compared to the counts at the corresponding ramp terminus intersection to identify potential discrepancies. As appropriate, the ramp volumes were adjusted to balance to match those at the intersection. Locations where such adjustments were made are noted with an asterisk ("*").

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Table 4: Observed Average Hourly Freeway and Ramp Flow Volumes – I-880 Northbound

Location	Flow Volume (vph)							
	AM				PM			
	6 to 7	7 to 8	8 to 9	9 to 10	3 to 4	4 to 5	5 to 6	6 to 7
Northbound I-880								
23rd Avenue off	533	620	514	563	642	680	784	615
MAINLINE - I-880 northbound between 23rd Avenue off and on	5423	6243**	5398**	5110**	6032	6040	5815	5166
23rd Avenue EB on	517	956*	1144*	825*	837	733	753	605
23rd Avenue WB on	504	809	937	607	545	507	544	410
5th Avenue off	142	212	225	236	269	284	313	298
Oak Street off	334	715	950	671	572	532	532	406
Broadway off (calculated)	655	957*	989*	840*	635*	693*	830*	585*
Jackson Street on (calculated)	1029	1861*	1870*	1464*	1414	1664	1677	1429
Eastbound I-980 off (calculated)	1617	2610	2984	2526	3581	3470	3403	3087
Market Street off	417	633	540	364	334	352	412	286
Union Street on	357	546	409	351	253	268	299	212
MAINLINE - I-880 northbound between Union Street on and 7th Street off	4364	4982	4497	3979	3714	3536	3237	2848

Notes: * = Ramp tube count may have been conducted "in-queue" or is calculated from a count conducted "in-queue". Volume adjusted to balance with count at ramp terminus intersection.

** = Mainline count conducted "in-queue". Volume is observed flow.

Source: DKS Associates, 2015

Table 5: Observed Average Hourly Freeway and Ramp Flow Volumes – I-880 Southbound

Location	Flow Volume (vph)							
	AM				PM			
	6 to 7	7 to 8	8 to 9	9 to 10	3 to 4	4 to 5	5 to 6	6 to 7
Southbound I-880								
MAINLINE - I-880 southbound between 7th Street on and Union Street off	3014	3012	3281	3299	3111	3331	3299	3182
Union Street off	553	776	868	727	698	1026	1543	859
5th Street/Union Street on	133	192	213	241	251	311	257	222
Westbound I-980 on (calculated)	2204	2774	2642	2541	1947	1841	1857	1518
Broadway on (calculated)	169	193	218	252	540*	514*	484*	342*
Oak Street/5th Street on	377	608	669	640	922*	1008*	1006*	848*
Embarcadero/10th Avenue on	159	252	307	253	311	423	473	384
Embarcadero off	176	210	291	264	284	250	228	232
23rd Avenue/Kennedy Street off	410	587	628	566	573	469	402	538
MAINLINE - I-880 southbound between 23rd Avenue/Kennedy Street off and on	4840	5417	5780	5550	5514**	5850**	5223**	5840**
23rd Avenue/Kennedy Street on	396	510	537	482	624	599	648	543

Notes: * = Ramp tube count may have been conducted "in-queue" or is calculated from a count conducted "in-queue". Volume adjusted to balance with count at ramp terminus intersection.
** = Mainline count conducted "in-queue". Volume is observed flow.

Source: DKS Associates, 2015

Table 6: Observed Average Hourly Freeway and-Ramp Flow Volumes – I-980

Northbound-Eastbound On/Off-Ramp	Flow Volume (vph)							
	AM				PM			
	6 to 7	7 to 8	8 to 9	9 to 10	3 to 4	4 to 5	5 to 6	6 to 7
Westbound I-980								
18th Street off	741	1729	2564	1869	875	794	924	805
MAINLINE - I-980 westbound between 18th Street off and 12th Street off	3676	4922	4978	4244	3015	3263	3610	2915
12th Street off	1311*	1816*	1783*	1260*	1018	1108	1292	991
17th Street on	193	352	394	353	494	554	521	422
11th Street on	72	121	159	134	202	232	198	168
MAINLINE - Westbound I-980 connector either off to Jackson or on to I-880 southbound (calculated)	2630	3579	3748	3471	2694	2941	3037	2514
Westbound I-980 off to Jackson	426	805*	1106*	930	747	1100*	1180*	996*
Westbound I-980 on to southbound I-880 (calculated)	2204	2774	2642	2541	1947	1841	1857	1518
Eastbound I-980								
MAINLINE - Eastbound I-980 off (calculated)	1617	2610	2984	2526	3581	3470	3403	3087
11th Street off	82	133	160	160	108	96	99	87
17th Street off	304	434	564	451	382	364	452	363
12th Street on	244	397	538	542	1277	1481	1567	1222
MAINLINE - I-980 eastbound between 12th Street on and 18th Street on	1474	2440	2798	2457	4367	4491	4419	3858
18th Street on	168	488	630	465	1074	1219	1134	818

Notes: * = Ramp tube count may have been conducted "in-queue" or is calculated from a count conducted "in-queue". Volume adjusted to balance with count at ramp terminus intersection.

** = Mainline count conducted "in-queue". Volume is observed flow.

Source: DKS Associates, 2015

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5.2 Freeway Truck Percentage

The average weekday truck percentages for the I-880 freeway mainline within the study area are shown in **Table 7**. These values were derived from the mainline vehicle classification counts conducted in April 2015 at various locations along the I-880 study segment. The data represents the number of trucks as a percentage of the vehicle composition for certain locations. For the purposes of this study, trucks were defined as any vehicle the size of a large delivery vehicle (such as a UPS truck) or larger.

Table 7: Freeway Truck Percentage

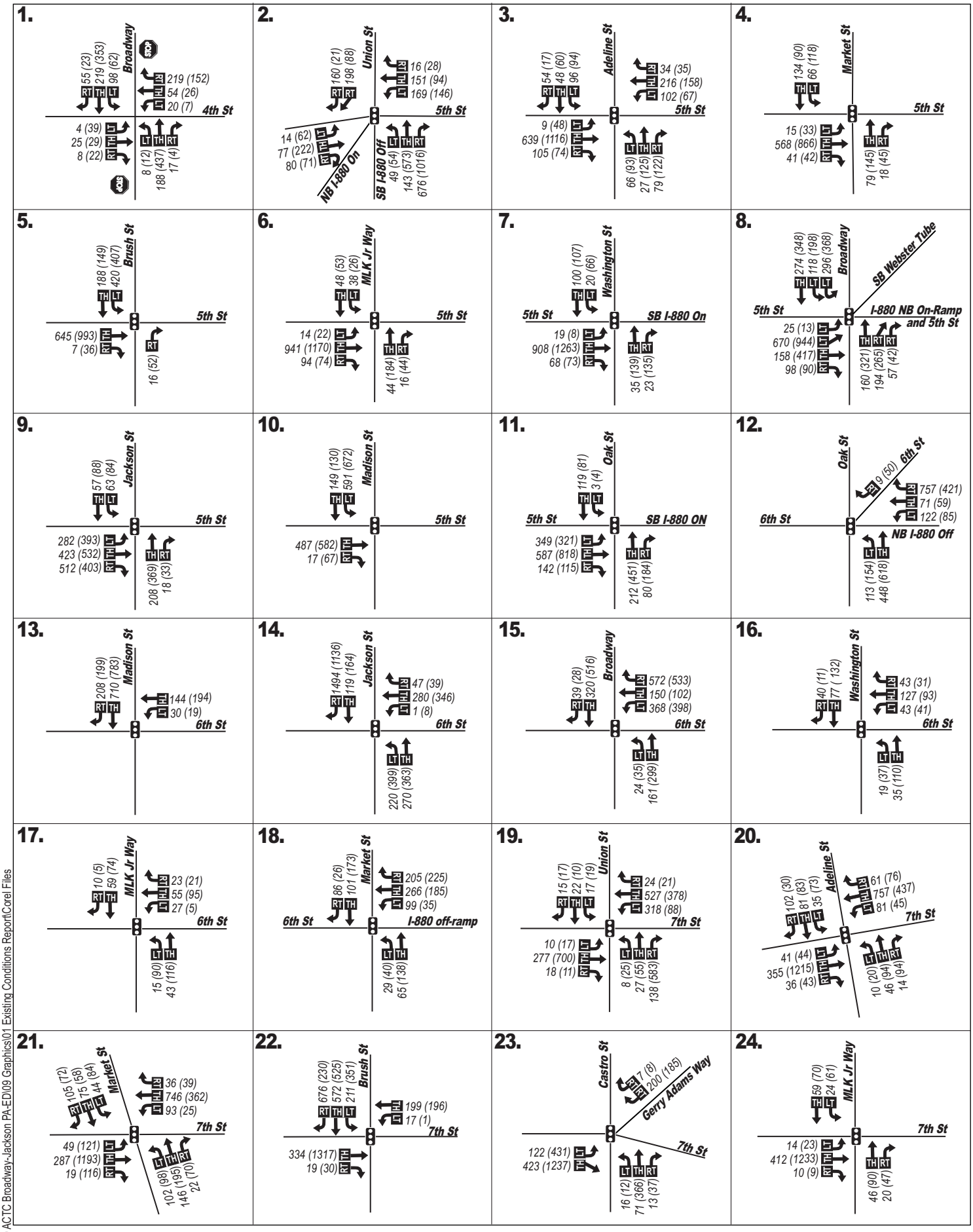
Direction	Locations	AM Peak	PM Peak	Daily
NB I-880	Between 23rd Ave Off and 23rd Ave On	15.2%	6.6%	11.5%
	Between Union St On and 7th St Off	15.0%	8.9%	12.9%
SB I-880	Between 7th St On and Union St Off	10.9%	8.6%	11.0%
	Between 23rd Ave Off and 23rd Ave On	11.4%	12.0%	11.7%
WB I-980	Between 18th Street off and 12th Street off	2.7%	3.6%	3.4%
EB I-980	Between 12th Street on and 18th Street on	7.0%	1.6%	3.4%

Source: DKS Associates, 2015

These truck percentages were computed for AM and PM peak periods to support development of the peak period freeway operational analysis models. The daily truck percentages are comparable to those reported in the 2013 Annual Average Daily Truck Traffic Report by the Caltrans Traffic Data Branch (10.7% on I-880 and 2.9% on I-980).

5.3 Intersections Traffic Volumes

The intersection analysis encompasses the weekday AM and PM peak hour which is defined as 8:00-9:00 AM and 5:00-6:00 PM. The peak hour volumes are presented in **Figures 6.1 – 6.3**.



LEGEND

- Traffic Signal
- Stop Sign
- Existing Lane Geometry
- XX (XX) - AM (PM) Peak Hour Volumes

DKS

Figure 6-1

Oakland - Alameda Freeway Access Project
Existing Condition
Peak Hour Volumes

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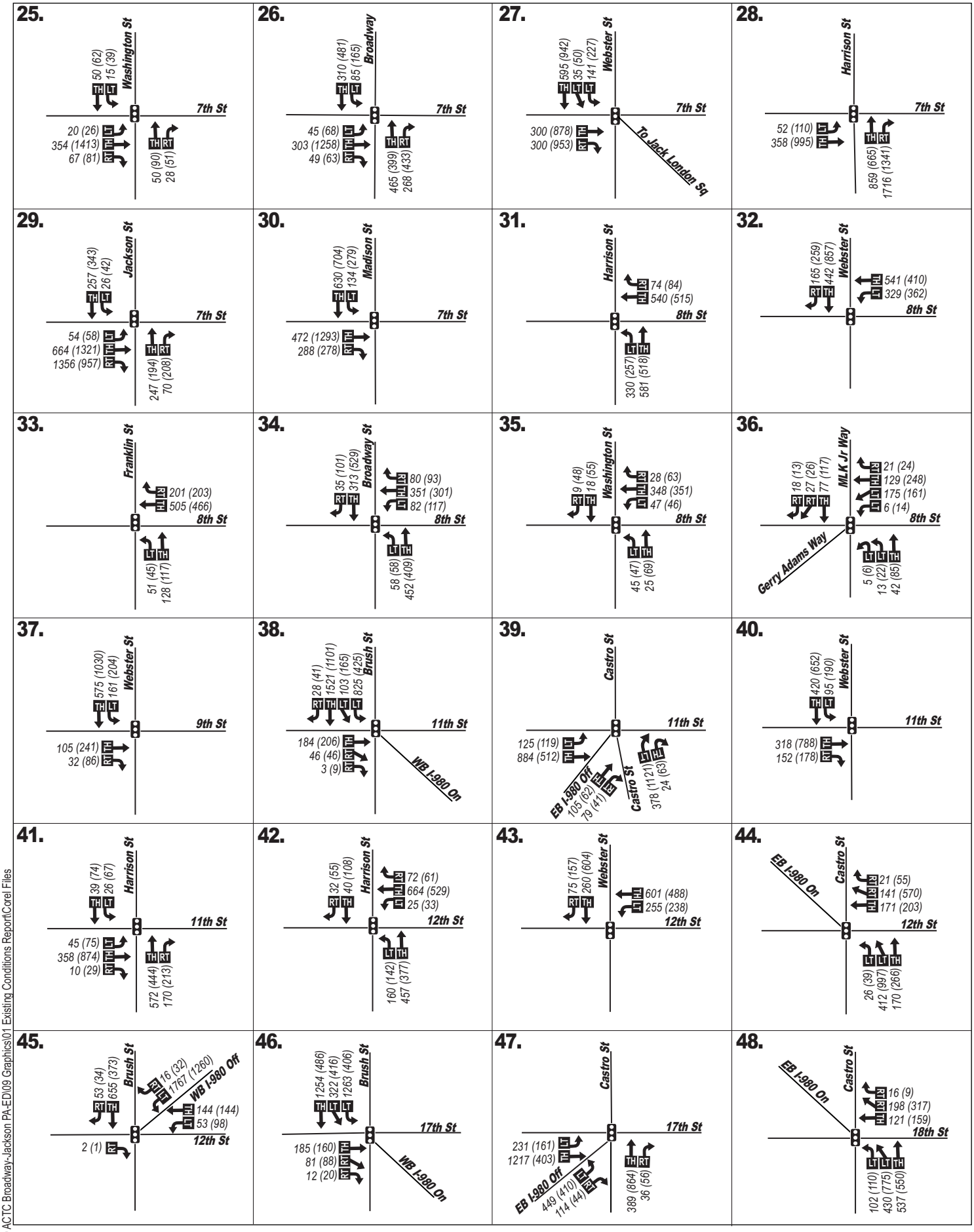

LEGEND

- Traffic Signal
- Existing Lane Geometry
- Stop Sign
- XX (XX) - AM (PM) Peak Hour Volumes

DKS

Figure 6-2

Oakland - Alameda Freeway Access Project
Existing Condition
Peak Hour Volumes

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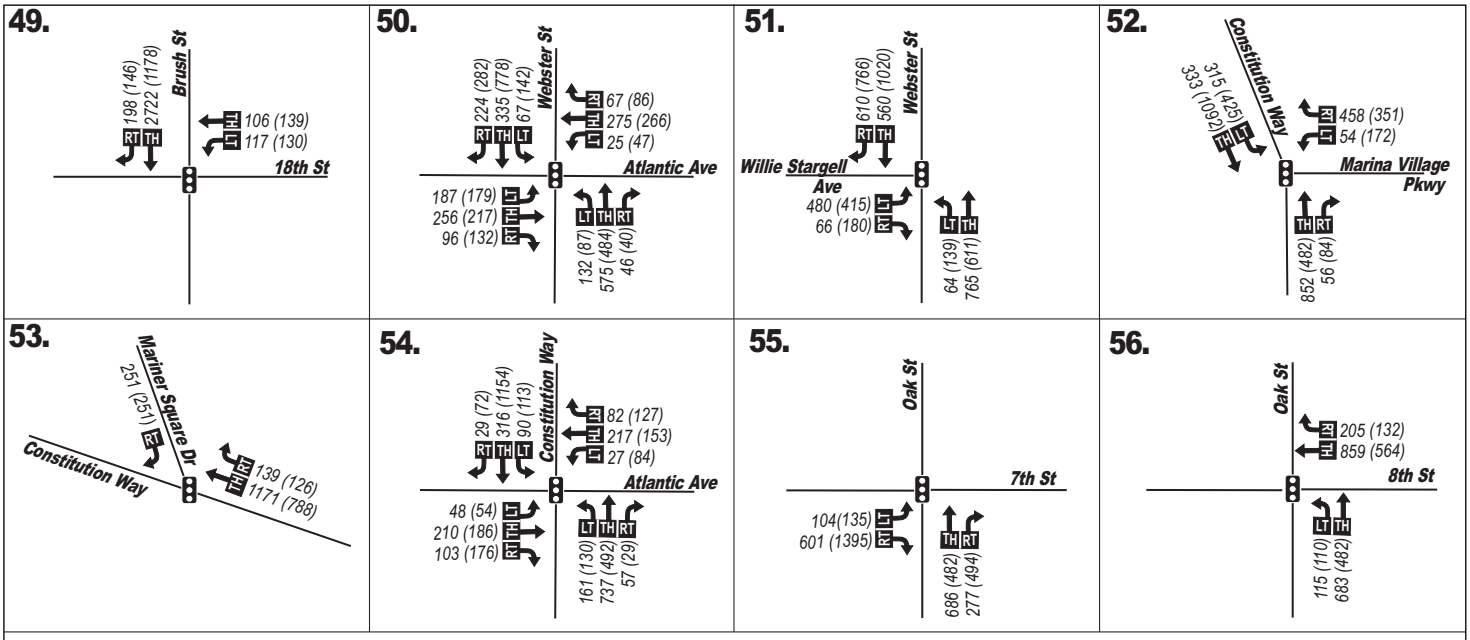

LEGEND

- Traffic Signal
- Stop Sign
- Existing Lane Geometry
- XX (XX) - AM (PM) Peak Hour Volumes

DKS

Figure 6-3

Oakland - Alameda Freeway Access Project
Existing Condition
Peak Hour Volumes

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5.4 I-880 Study Segment Travel Times

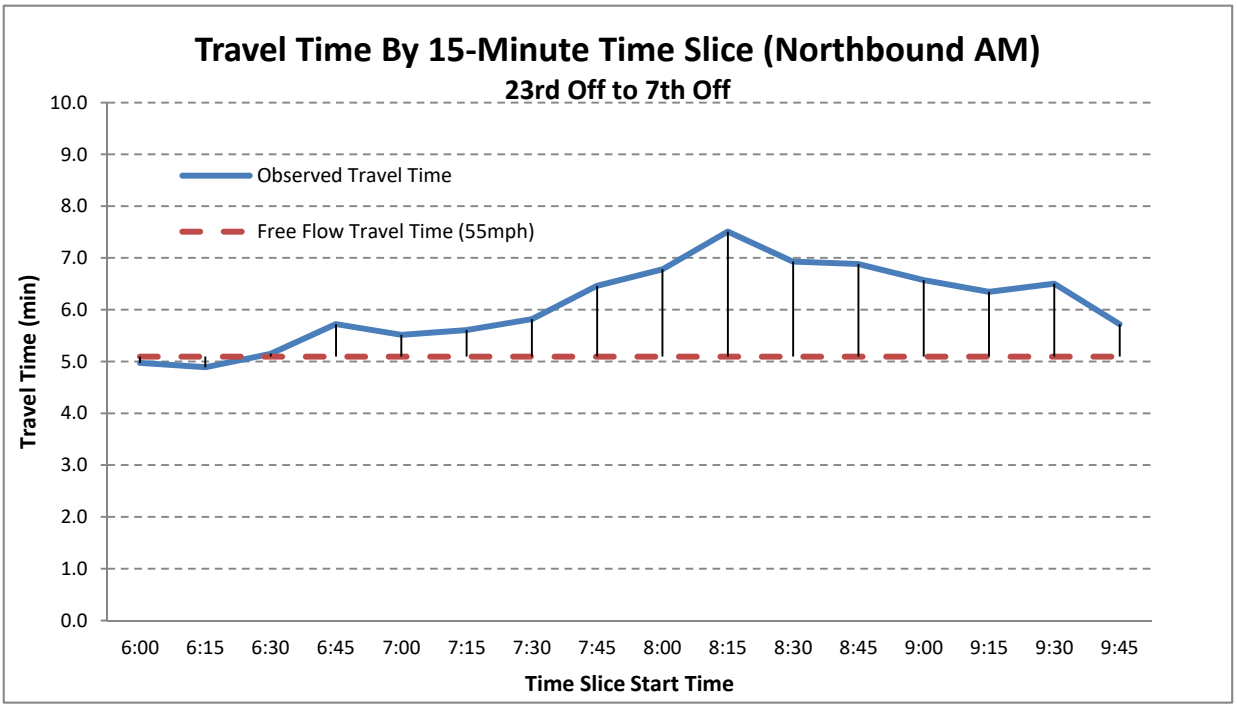
The average I-880 freeway study segment travel times are shown in **Figure 7** and **Figure 8** for the AM and PM peak periods, respectively. These travel times are based the travel time survey data collected over three days in April 2015. For each direction, the individual runs were sorted into 30-minute windows and averaged.

As shown in **Figure 7**, the observed northbound travel times exceed free flow travel times for most of the AM peak period. They peak at just over 9 minutes (compared to free flow travel time of just under 6 minutes) between 9:00 and 9:30 AM, and remain at just over 8 minutes at the end of the period. In the southbound direction, travel times generally do not vary throughout the AM peak period and are consistent with the estimated free flow travel time.

During the PM peak period (**Figure 8**), northbound travel times fluctuate slightly, but are consistent with the estimated free flow travel time. However, in the southbound direction, observed travel times exceeded the free flow travel time through the entire PM peak period, and reach as high as 32 minutes between 5:00 and 5:30 PM.

Travel time data for the short segment of I-980 within the study area was not collected. However, observations indicate that through trips on I-980 experience little or no delay in either direction during either peak period. The exception is during the PM peak period when congestion on southbound I-880 can result in a queue forming on the connector from westbound I-980. However, this queue typically does not impact operations upstream on the mainline portion of I-980.

Figure 7: AM Peak Period Average Travel Time



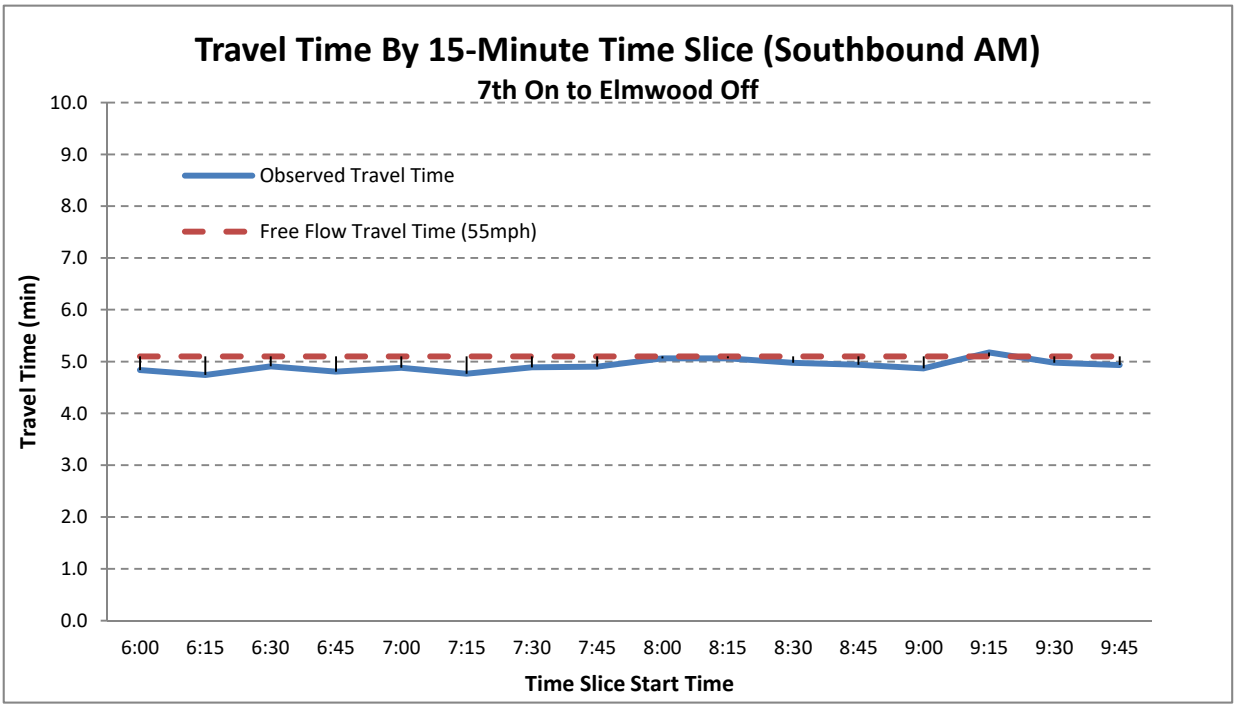
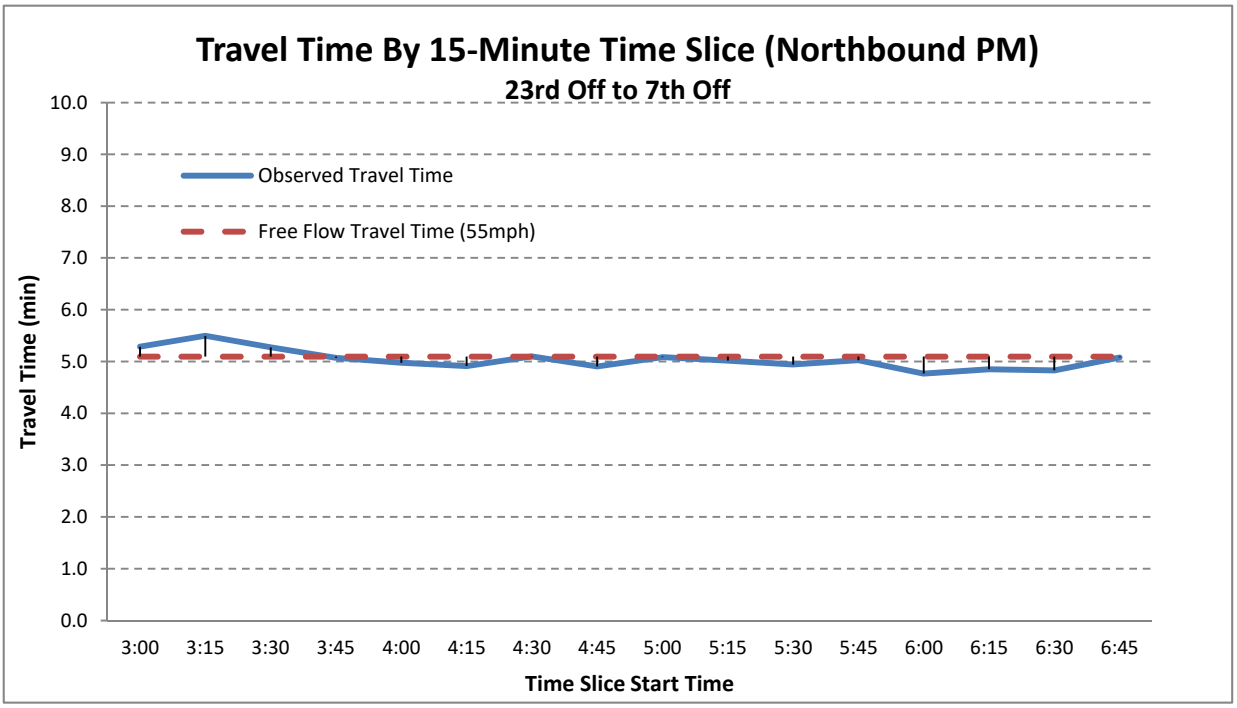
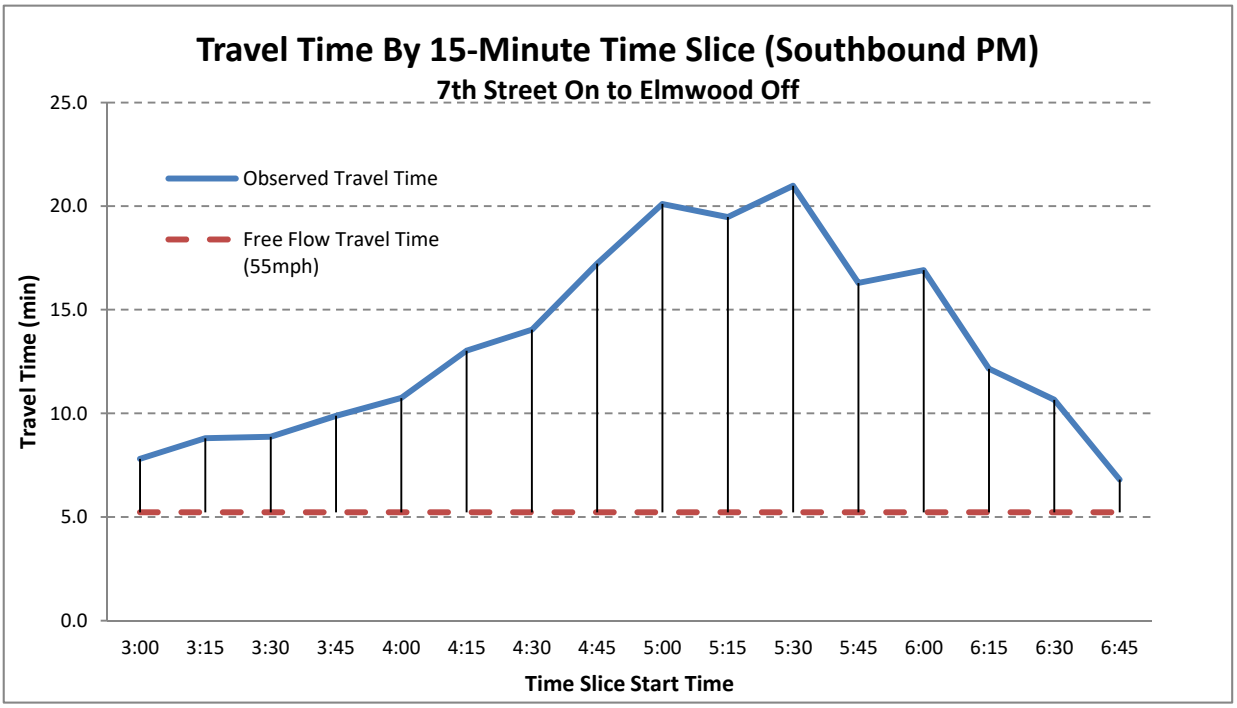


Figure 8: PM Peak Period Average Travel Time





5.5 Existing Congestion Patterns and Bottlenecks

Bottleneck locations within the study area on I-880 were compiled from a variety of sources including, April 2015 floating car runs, Google Maps ® historical speed maps (See **Appendix C**), and field observations throughout key freeway and local street locations focusing on known congested areas of Downtown Oakland and Chinatown neighborhoods. Concurrent to the floating car runs was a major construction project to alter the 23rd Avenue and 29th Avenue interchange. Modifications to I-880 related to the construction may have slightly altered the congestion pattern observed.

5.5.1 Existing AM Peak Congestion Pattern

A review of available Google Maps® historical speed maps and travel time surveys revealed that the current bottleneck for the northbound direction within the study corridor is in the area between the 23rd Street on-ramp to the 5th Street off-ramp. This bottleneck forms at approximately 7:30 AM and does not dissipate until nearly 10:00 AM. Numerous factors contribute to the formation of this bottleneck such as, constrained roadway geometry, high traffic demands and non-standard roadway features. During the peak hour, the back of the resulting queue extends to the south well beyond the City of Oakland limits. Additional slowing occurs approaching the weave section between the Jackson on-ramp and the I-980 off-ramp. This due primarily to the "right lane overload" associated with the high volumes exiting not only at I-980 but also Broadway and Oak Street.

In the southbound direction, the travel time surveys and Google Maps ® historical speed maps indicate no congestion during the AM peak period. This was consistent with the field observations. Traffic flows at an uncongested speed of about 55 mph for all of the morning hours.

Congestion was also observed on a number of ramps and local streets. Descriptions of these are provided below:

- Most notably, the Jackson Street on-ramp to northbound I-880 is congested due to high demand. The congestion from this ramp then spills back onto local streets including Jackson Street, 6th Street, 7th Street, Harrison Street and through the Posey Tube into the City of Alameda.
- The short southbound segment of Broadway between 5th Street and 6th Street was often full of vehicles, with queues extending past the 6th Street / Broadway intersection. This is due to the high volume of vehicles turning left into the Webster Tube or onto 5th Street to ultimately access I-880 southbound, as well as those heading to Jack London Square.
- The westbound I-980 off-ramp at 12th Street is often congested during the AM Peak. It has a queue that periodically extends to the freeway mainline.

5.5.2 Existing PM Peak Congestion Pattern

In the northbound direction, the travel time surveys and Google Maps ® historical speed maps indicate no congestion within the study segment of I-880 during the PM peak period. This was

consistent with the field observations. Traffic flows at an uncongested speed of about 55 mph for all of the afternoon hours.

In the southbound direction, the current bottleneck is far south of the study area. The resulting queue from this bottleneck spills back into the study area at approximately 4:30 PM and dissipates by 7:00 PM. At its peak the queue from this bottleneck spills back to the Union Street Off-ramp. Since the I-880 mainline is so heavily congested, alternate routes along surface streets also become congested during these same periods.

Considerable congestion was also observed on a number of ramps and local streets. Descriptions of these are provided below:

- 5th Street from Adeline Street to Broadway is also very congested. This is primarily a result of drivers from southbound I-880 with a destination in the City of Alameda via a route along 5th Street and the Webster Tube. Some of this traffic may also be attributable to displaced vehicles using 5th Street as an alternate route to southbound I-880 which is also heavily congested.
- The same significant queues were observed for the northbound Harrison - eastbound 7th Street - southbound Jackson loop leading to the I-880 northbound on-ramp. At northbound Harrison Street at 7th Street, longer queues were observed extending upstream into the Posey Tube despite PM peak hour vehicle counts observed to be lower than during the AM peak hour. The reason is that current signal timing at the 7th Street / Harrison Street intersection provides 21 seconds of green time for northbound Harrison Street during the PM peak hour, while providing 28 seconds during the AM peak hour.
- Southbound Webster Street queues into the Webster Tube extend upstream to 8th Street and 9th Street in Chinatown. Of the four southbound lanes on Webster Street through this area, lane utilization is most significant in the middle #2 and #3 lanes, with very low utilization (~30%) in the #1 lane that leads to a left turn onto 6th Street before the Webster Tube entrance. The low lane utilization is possibly due to periodic and regular lane blockages from “double parkers” and vendors loading/unloading goods to store fronts along Webster Street.
- Similar queuing conditions for southbound Broadway between 5th and 6th Streets were observed during the PM Peak. However, the queuing in the PM Peak is more severe than in the AM as the queue extends beyond the Broadway/6th Street intersection and onto the northbound I-880 Broadway off-ramp.
- Congestion on southbound I-880 can result in a queue forming on the connector from westbound I-980. However, this queue typically does not impact operations upstream on the mainline portion of I-980.
- Significant queues were observed on the westbound I-980 off-ramp to Webster/5th Street due to high demand and constraints at the Webster/5th intersection. However, these queues were not observed to impact the operation of the westbound I-980 connector to southbound I-880.

- Queues for the westbound I-980 off-ramp at 12th Street were long but generally shorter than the AM peak hour and were not observed extending to the freeway.

5.6 Freeway Collisions

The accident rates on I-880 and I-980 within the focused project area are summarized on **Table 8.** As this table shows, the total and fatal accident rates on I-880 within this area are above the average statewide accident rates of the freeway with the similar characteristics. On I-980 both the fatal and fatal+injury accident rates were above the statewide averages for a comparable facility. However, this is based on only a single fatal accident with the high rate primarily a function of the short distance and subsequent low vehicle miles covered.

Table 8: Freeway Mainline Collision Rates

Freeway/Direction	No. of Accidents	Actual Accident Rate (per million vehicle-miles)			Average Statewide Accident Rate (per million vehicle-miles)		
		Fatal	Fatal + Injury	Total	Fatal	Fatal + Injury	Total
I-880 - PM 030.370 to 032.791	471	0.007	0.25	1.05	0.004	0.27	0.86
I-980 - PM 000.009 to 000.700	24	0.018	0.23	0.43	0.003	0.21	0.67

Source: Caltrans TASAS, Table B, July 1, 2012 through June 30, 2015

On I-880, the three most common accident types recorded on the mainline were sideswipe (37.3%), rear-end (35.4%), and hit-object (22.6%) collisions. Rear-end collisions on the mainline are likely caused by traffic congestion along the mainline. Sideswipe collisions are likely caused by frequent lane changing or weaving maneuvers through this area. About one third (34%) of all collisions occurred during peak congestion periods (6:00 to 10:00 AM and 3:00 to 7:00 PM).

On I-980, the three most common accident types were the same, but the percentages differed: hit-object (45.8%), rear-end (29.2%), and sideswipe (25.0%). Over half (58.3%) of all collisions occurred during peak congestion periods (6:00 to 10:00 AM and 3:00 to 7:00 PM).

6 FREEWAY OPERATIONAL ANALYSIS

6.1 Analysis Methodology

Freeway operating conditions will be analyzed using FREQ analysis software. FREQ is a macroscopic simulation modeling software capable of analyzing freeway mainline, weaving areas, ramp junction, and ramp metering operations.

FREQ models will be developed for the weekday AM and PM peak periods which were defined as 6:00 to 10:00 AM and 3:00 to 7:00 PM, respectively. The models encompass the segment of I-880 from east of 23rd Avenue to west of Union Street. Existing conditions models of the study freeway segment will be developed and calibrated to replicate current operations. These models will then be modified to support the detailed operational analysis of alternatives under future year conditions.

FREQ generates a number of performance measures useful for quantifying and evaluating traffic operations on the freeway. This includes both individual segment measures (e.g. volume, speed, density and level-of-service), and system-wide performance measures (e.g. vehicle miles of travel, average travel time, average travel speed, and vehicle hours of delay). FREQ can also generate representations of the analysis results that help illustrate operating conditions, notably bottleneck locations and queues. This combination of outputs provide for a better understanding of overall traffic operations and can be particularly useful when comparing project alternatives. The primary FREQ model outputs or performance measures to be used in this study are summarized in **Table 9.**

Table 9: FREQ Freeway Analysis Performance Measures

Performance Measure	Description
Congestion & Queue Characteristics	Assessment of freeway and ramp congestion patterns, including location of bottlenecks, and the duration and severity of queues.
Network Vehicles Miles of Travel	Total vehicle miles of travel within the FREQ model network over the entire peak period.
Network Vehicle Hours of Travel	Total number of vehicle-hours of travel within the FREQ model network over the entire peak period.
Segment Level of Service (LOS)	Based on density (vehicles per mile per lane) for each link along the freeway mainline, broken down by timeslice.
Segment Average Speed	For each link along the freeway mainline, broken down by timeslice.

Source: DKS Associates, 2015

6.2 FREQ Model Development

Setup of the Existing Condition FREQ models required the input of geometric and traffic demand data for the study corridor. Geometric features included the location of on- and off-ramps, lane drops, auxiliary lanes and merge sections, number of lanes on the mainline within each section, and the length of each section. The roadway network for the FREQ model was developed based on publicly available on-line aerial photos and supplemental field visits.

The traffic demand inputs for the FREQ models include volumes for each ramp, plus those for the mainline start and end, and truck percentage. The volume inputs were developed using traffic volume data collected specifically for this study as described in the prior sections of this report. Adjustments to the observed counts were made in order to ensure the balancing of volumes along the corridor. Further adjustments were made in congested areas to define the demand volumes that would in turn generate model flow volumes that match the observed flow or constrained volumes. For this effort, volume inputs were broken down into 15-minute time slices.

The FREQ models also include a number of other parameters that can be modified during the model calibration process so that the model accurately represents observed conditions. Criteria, or constraints, in calibrating the model require that all model parameters must fall within the bounds of good professional practice and be reasonable for the general travel conditions for each time period. Unique model components that must be adjusted in the model include free flow speed, lane capacities at bottlenecks and lane capacities at ramps.

The model was initialized with the default values given by FREQ, with adjustments made during the calibration process. The parameters affecting capacity on the freeway links were adjusted so that the observed traffic conditions could be replicated in the FREQ model. A summary of model parameters used are shown in **Table 10.**

Table 10: Key FREQ Modeling Assumptions

FREQ Parameter	Default	Value Used
Free Flow Speed (mph)	55	55
Mainline capacity (vphpl)	2400	1950 vphpl in the northbound direction and 2000 vphpl in the southbound direction with the following exceptions: • NB capacity is reduced on the link between the Jackson on ramp and the I-980 off ramp to 1800 vphpl. • SB, a dummy link is inserted at the most downstream section with a capacity of 1650 vphpl to simulate the downstream bottleneck

Ramp capacity (vphpl)	1500	1500 vphpl with the following exceptions: • NB, the Jackson St on and the I-980 off ramps have capacities of 2000 and 1800 vphpl, respectively • SB, the I-980 on-ramp has a capacity of 1800 vphpl
Truck Percentage	N/A	NB: 15% AM, 7% PM SB: 11% AM, 9% PM
Peak Hour Factor	N/A	Not necessary (FREQ model coded with 15-minute time intervals)

Source: DKS Associates, 2017

6.3 FREQ Model Validation

The FREQ models were validated based on three primary factors: traffic flows or volumes, vehicle travel times, and congestion and queuing patterns. For the first two factors, model generated values were compared to observed traffic flows and travel times. Specific criteria for comparing the simulation output to field data were defined based on that suggested by FHWA and Caltrans (Guidelines for Applying Traffic Micro-simulation Modeling Software, California Department of Transportation, 2002; Volume III – Guidelines for Applying Traffic Micro-simulation Modeling Software, Federal Highway Administration, 2003).

For traffic flows, the model-generated flow volumes at all on- and off-ramps were compared to observed volumes on an hourly basis. The general calibration criterion for volumes is that they fall within 15% of the observed value. The average travel speed data was used to calibrate the models at 30-minute time intervals. The calibrated FREQ model shall produce mainline travel times within 10% to 15% of observed average travel times for each time interval within the analysis period. For the last factor, the models were calibrated to reasonably represent bottleneck locations and queue lengths. A summary of the validation results for the AM and PM peak period FREQ models are provided below. Copies of corresponding FREQ model outputs are provided in **Appendix E**. Additional detail related to the FREQ model validation is provided in **Appendix F**.

6.3.1 AM Peak Period Validation

Table 11 summarizes the FREQ model validation thresholds and results for the AM peak period. As this table shows, the volume and travel time calibration targets were met for the AM peak period in both directions.

Table 11: FREQ Model Validation – AM Peak Period

Criteria			Results			
Description	Threshold	% Met Target	Northbound		Southbound	
			% Met	Pass/Fail	% Met	Pass/Fail
Volume Difference	100 vph (for vol < 700 vph)	> 85%	100%	Pass	100%	Pass
	15% (for vol between 700 & 2,700 vph)					
	400 vph (for vol > 2700 vph)					
Segment Travel Times	Within 15% (or 1 minute, if higher)	>85%	94%	Pass	100%	Pass

Source: DKS Associates, 2017

Adapted from *Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software* (July 2004), FHWA.

6.3.2 PM Peak Period Validation

Table 12 summarizes the FREQ model validation thresholds and results for the PM peak period. The analysis includes all the on- and off-ramp links. As this table shows, the volume and travel time calibration targets were met for the PM peak period in both directions.

Table 12: FREQ Model Validation – PM Peak Period

Criteria			Results			
Description	Threshold	% Met Target	Northbound		Southbound	
			% Met	Pass/Fail	% Met	Pass/Fail
Volume Difference	100 vph (for vol < 700 vph)	> 85%	100%	Pass	93%	Pass
	15% (for vol between 700 & 2,700 vph)					
	400 vph (for vol > 2700 vph)					
Segment Travel Times	Within 15% (or 1 minute, if higher)	>85%	100%	Pass	100%	Pass

Source: DKS Associates, 2017

Adapted from *Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software* (July 2004), FHWA.

6.4 Freeway Performance Results

Following validation, the Existing Conditions FREQ models were used to generate the performance measures described previously. **Table 13** summarizes the peak period system wide performance measures. The segment-based LOS results, by timeslice for the AM and PM peak periods, are shown in **Table 14** through **Table 17**. Copies of detailed FREQ model outputs, including segment speed and density results, are provided in **Appendix E**.

During the AM peak, congestion in the northbound direction is limited to the south end of the study corridor. A bottleneck occurs between the westbound 23rd Street on-ramp and the 5th Street off-ramp. The queue from this bottleneck extends upstream of the study area. As this table shows, all model segments upstream of the bottleneck operate at LOS F during the AM peak hour. There is no congestion in the southbound direction during the AM peak.

In the PM peak period, there is no congestion in the northbound direction. However, the southbound direction is heavily congested due to a bottleneck downstream of the study segment. During the PM peak hour, the queue associated with this bottleneck extends to and beyond the connector from westbound I-980. The FREQ model for this period shows all but the segment north of the I-980 connector operating at LOS F for some portion of the peak period.

Table 13: Existing Conditions Freeway Network Performance

Performance Measure	AM Peak Period (6-10 AM)	PM Peak Period (3-7 PM)
NB		
Total Travel Distance (veh-mi)	160,492	152,755
Total Travel Time (veh-hr)	3,259	2,760
Avg Speed (mph)	50.1	55.4
SB		
Total Travel Distance (veh-mi)	105,707	106,695
Total Travel Time (veh-hr)	1,887	5,102
Avg Speed (mph)	56.0	20.9

Source: DKS Associates, 2017

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Table 14: Existing Conditions Freeway Segment LOS - Northbound I-880 AM

Sub-section	Timeslice															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2 Mainline start to 23rd St off	C	D	D	D	D	D	D	F	F	F	F	E	D	D	C	C
3 23rd St off to 23rd St on (diagonal)	C	C	D	D	D	F	F	F	F	F	F	F	E	C	C	C
4 23rd St eastbound on to 23rd St westbound on	C	C	D	D	D	F	F	F	F	F	F	F	F	D	C	C
5 23rd St westbound on to 5th St off	C	D	D	D	E	E	E	E	E	E	E	E	D	D	D	D
6 5th St off to Oak St off	C	D	D	D	E	E	E	E	E	E	E	E	D	D	D	D
7 Oak St off to Broadway off	C	D	D	D	D	D	D	D	D	D	D	D	D	D	C	C
8 Broadway off to Jackson St on	C	C	D	D	D	F	F	F	E	C	C	D	C	C	C	C
9 Jackson St on to I-980 off	C	C	C	C	D	E	E	E	E	D	D	D	C	C	C	C
10 I-980 off to Market St off	B	C	C	C	C	C	C	C	C	C	C	C	C	C	B	B
11 Market St off to merge	B	C	C	C	C	C	C	C	C	C	C	C	B	B	B	B
12 Merge to Union St on	C	C	D	D	D	D	D	C	C	C	C	C	C	C	C	C
13 Union St on to mainline end	B	C	C	C	C	C	C	C	C	C	C	C	C	C	B	B

Source: DKS Associates, 2017

Table 15: Existing Conditions Freeway Segment LOS - Southbound I-880 AM

Sub-section	Timeslice															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2 Mainline start to Union St off	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
3 Union St off to Union St on	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
4 Union St on to merge	A	B	A	B	A	A	A	A	A	A	B	B	B	B	B	B
5Merge to I-980 on	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
6 I-980 on to merge	B	B	B	C	B	C	C	C	C	C	C	C	C	C	C	C
7 Merge to Broadway on	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
8Broadway on to Oak St on	C	C	C	C	C	C	C	D	C	C	C	C	D	C	C	C
9 Oak St on to merge	B	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
10 Merge to Embarcadero on	C	C	C	C	C	D	D	D	D	D	D	D	D	D	D	D
11 Embarcadero on to Embarcadero off	C	C	C	C	C	D	D	D	D	D	D	D	D	D	D	D
12 Embarcadero off to 23rd St off	C	C	C	C	C	D	D	D	D	D	D	D	D	D	D	D
13 23rd St off to 23rd St on	C	C	C	C	C	C	C	D	C	C	C	C	D	D	C	C
14 23rd St on to mainline end	C	C	C	C	C	D	D	D	D	D	D	D	D	D	D	D

Source: DKS Associates, 2017

Table 16: Existing Conditions Freeway Segment LOS - Northbound I-880 PM

Sub-section	Timeslice															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2 Mainline start to 23rd St off	D	D	D	D	D	D	D	D	D	D	D	D	D	C	C	D
3 23rd St off to 23rd St on (diagonal)	D	D	D	D	D	D	D	D	C	D	C	C	C	C	C	C
4 23rd St eastbound on to 23rd St westbound on	D	D	D	D	D	D	D	D	D	D	D	D	D	C	C	C
5 23rd St westbound on to 5th St off	E	D	E	D	D	D	D	D	D	E	D	D	D	D	D	D
6 5th St off to Oak St off	D	D	D	D	D	D	D	D	D	D	D	D	D	C	C	D
7 Oak St off to Broadway off	D	D	D	D	D	D	D	D	D	D	D	D	C	C	C	C
8 Broadway off to Jackson St on	D	C	D	D	C	C	C	C	C	C	C	C	C	C	C	C
9 Jackson St on to I-980 off	D	D	D	D	D	D	D	D	D	D	C	C	C	C	C	C
10 I-980 off to Market St off	C	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
11 Market St off to merge	B	B	B	B	B	B	B	B	B	B	B	B	B	A	B	B
12 Merge to Union St on	C	C	C	B	C	C	C	C	B	B	B	B	B	B	B	B
13 Union St on to mainline end	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

Source: DKS Associates, 2017

Table 17: Existing Conditions Freeway Segment LOS - Southbound I-880 PM

Sub-section	Timeslice															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2 Mainline start to Union St off	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
3 Union St off to Union St on	B	B	B	B	B	B	B	B	A	A	A	A	B	B	B	B
4 Union St on to merge	B	B	B	B	B	B	B	B	A	A	A	A	A	B	A	A
5Merge to I-980 on	C	B	B	C	C	B	C	B	B	B	A	A	B	B	B	B
6 I-980 on to merge	C	B	C	C	C	B	C	B	B	F	F	D	B	B	B	B
7 Merge to Broadway on	C	C	C	C	C	C	C	C	F	F	F	F	C	C	B	C
8Broadway on to Oak St on	D	C	D	C	D	C	F	F	F	F	F	F	D	C	C	C
9 Oak St on to merge	C	C	C	C	F	F	F	F	F	F	F	F	F	F	C	B
10 Merge to Embarcadero on	D	D	D	F	F	F	F	F	F	F	F	F	F	F	F	C
11 Embarcadero on to Embarcadero off	D	D	F	F	F	F	F	F	F	F	F	F	F	F	F	C
12 Embarcadero off to 23rd St off	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	D
13 23rd St off to 23rd St on	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F
14 23rd St on to mainline end	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

Source: DKS Associates, 2017

7 INTERSECTION OPERATIONAL ANALYSIS

7.1 Analysis Methodology

Intersection operating conditions will be analyzed using the Synchro/SimTraffic (version 8) analysis software package. Synchro is a macroscopic analysis and optimization software package used primarily for signal optimization and coordination. SimTraffic is a microscopic analysis software which can be calibrated to replicate various field conditions based on driver behaviors and vehicle parameters. For example, SimTraffic can measure the impact of turn pocket overflow whereas Synchro does not.

Existing conditions Synchro/SimTraffic models encompassing all 56 study intersections were developed for the AM (8:00 to 9:00) and PM (5:00 to 6:00) peak hours. In many cases, these study intersections are closely spaced and can affect operations at adjacent intersections. Additionally, local driving conditions are different based on roadway network, lane configuration, and daily commuters driving pattern. Hence, Simtraffic is being used for the analysis to allow for calibration of the models per local conditions and to obtain plausible results.

SimTraffic generates a number of performance measures useful for quantifying and evaluating traffic operations at intersections and along arterial segments. The primary performance measures to be used for this study are average vehicle delay, level-of-service (LOS), maximum queue, and travel time.

LOS is a qualitative description of intersection operations and is reported using an A through F letter rating system to describe travel delay and congestion. LOS A indicates free flow conditions with little or no delay, and LOS F indicates jammed conditions with excessive delays and long back-ups. In general, LOS is a function of average delay at an intersection. In the case of signalized intersections, LOS is based on the average control delay for the overall intersection in seconds per vehicle (see **Table 18**). For unsignalized intersections, LOS is based on the average control delay for the critical minor stop-controlled approach (see **Table 19**). In addition, more detailed output related to delays and queue lengths by approach or lane will be generated for selected intersections that are most directly impacted under the Build alternative(s). Finally, average travel times for selected arterial routes will also be compared.

Table 18: HCM 2000 Level of Service Threshold for Signalized Intersection

Level of Service Criteria for Signalized Intersections	
Level of Service	Average Control Delay
A	<=10
B	>10-20
C	>20-35
D	>35-55
E	>55-80
F	>80

Table 19: HCM 2000 Level of Service Threshold for Signalized Intersection

Level of Service Criteria for Unsignalized Intersections	
Level of Service	Average Control Delay
A	0-10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	>50

7.2 Synchro/SimTraffic Model Development

Inputs to the Synchro/SimTraffic models include lane geometries, turn movement volumes, and signal timing and phasing. The geometric inputs for the Synchro/SimTraffic model were developed based on publicly available on-line aerial photos and supplemental field visits. Signal timing and phasing inputs were derived from the signal timing plans provided by the various agencies responsible for the operation of each intersection. Volume inputs were derived from the intersection turn movement counts conducted for this study. These inputs are used to create Synchro models that are then converted to SimTraffic.

The SimTraffic models also includes a number of other parameters, including those related to driver behavior, vehicle parameters and lane changing behavior, that can be modified during the model calibration process so that the model accurately represents observed conditions. Criteria, or constraints, in calibrating the model require that all model parameters must fall within the bounds of good professional practice and be reasonable for the general travel conditions for each time period. Where applicable, the model was initialized with the default values given by Synchro/SimTraffic, with adjustments made during the calibration process. Adjustments to the

Synchro/SimTraffic model were made based on field observations of known congested segments within the study area, intersection queues and travel times. Key parameters tailored during the model calibration process included link speed, lane alignment, headway, gap acceptance, and mandatory and positioning distance.

Once calibrated to reasonably match observed conditions, the SimTraffic models were run to generate the applicable performance measures. The SimTraffic models were seeded for 15 minutes before any of the performance metrics were recorded. Each model was run for five times and average results were reported. Running model multiple times helps in providing consistent results without any erratic numbers due to the stochastic nature of microscopic models such as SimTraffic.

7.3 Synchro/SimTraffic Model Validation

The SimTraffic models were validated based on three primary factors: traffic flows or volumes, vehicle travel times, and congestion and queuing patterns. For the first two factors, model generated values were compared to observed traffic flows and travel times.

For traffic flows, the model-generated turn movement flow volumes ("volume exited" in SimTraffic reports) were compared to observed volumes ("input volume"). This comparison is reflected in the SimTraffic output reports (**Appendix G**) as "% of volume". A review of these results was conducted to confirm that the model volumes fall within 15% of the observed value.

With respect to travel time, data was collected using the floating car method three routes critical to this project: 1) through the Posey Tube from Alameda to the Jackson on-ramp to northbound I-880 in the AM peak period, 2) from northbound I-880 to the Webster Tube via the Broadway off-ramp, left onto Broadway and left again at 5th in the PM peak, and 3) from southbound I-880 to the Webster Tube via the Union off-ramp rap and 5th Street in the PM peak. Table 20 below shows collected field travel times versus calibrated travel time generated by Sim Traffic models. In both cases, model travel times were within 15% of the observed travel time.

Table 20: Existing Field Conditions and Calibrated Travel Times

Street/Route Name	Field Travel Time (sec)	Model Travel Time (sec)
Alameda to NB I-880 on-ramp at Jackson via Posey Tube (AM)	361	323
I-880 NB to Webster Tube via Broadway off- ramp-Broadway-5th (PM)	230	248
I-880 SB to Webster Tube via Union off-ramp and 5th Street (PM)	410	450

Source: CHS Consulting Group (2017)

In addition to the quantitative assessment of volumes and travel times, a qualitative assessment of queuing patterns was also undertaken. This involved a visual inspect of the model animation to confirm that queuing patterns in the model reasonably match observed patterns, especially in critical areas approaching and exiting the Tubes.

7.4 Intersection LOS Performance Results

In addition to the travel time results presented above, the Existing Conditions Synchro/SimTraffic models were used to generate the average delay and LOS for each of the study intersections. **Table 21** illustrates the results of the LOS analysis under Existing Conditions. The detailed SimTraffic reports are provided in **Appendix G**.

As shown, all of the study intersections operate at LOS D or better in both peak hours with the following exceptions:

- Intersection #1 – 4th/Broadway – the minor, stop-controlled approach (westbound) operates at LOS F in the PM peak hour.
- Intersection #7 – 5th/Washington St – operates at LOS F in the PM peak hour.
- Intersection #16 6th St/Washington St – operates at LOS F in the PM peak hour.
- Intersection #25 7th St/Washington St – operates at LOS E in the PM peak hour.
- Intersection #37 9th St/Webster St – operates at LOS F in the PM peak hour.
- Intersection #45 – 12th/Brush/I-980 off-ramp – operates at LOS F in the AM peak hour and LOS E in the PM peak hour.

Table 21: Intersection Level of Service: Existing Weekday AM and PM Peak Hour

Intersection	Control[1]	City	AM Peak Hour		PM Peak Hour	
			Delay[2]	LOS[2]	Delay[2]	LOS[2]
1. 4th/Broadway	Two-way Stop (4th St)	Oakland	4.5	A	81.5	F
2. 5th/Union	Signal	Oakland	13.5	B	27.9	C
3. 5th/Adeline	Signal	Oakland	14.9	B	23.0	C
4. 5th/Market	Signal	Oakland	12.2	B	12.0	B
5. 5th/Brush	Signal	Oakland	11.5	B	11.0	B
6. 5th/MLK	Signal	Oakland	3.3	A	12.1	B
7. 5th/Washington	Signal	Oakland	5.0	A	101.1	F
8. 5th/Broadway	Signal	Oakland	17.0	B	63.4	E
9. 5th/Jackson	Signal	Oakland	33.8	C	40.3	D
10. 5th/Madison	Signal	Oakland	7.7	A	7.5	A
11. 5th/Oak	Signal	Oakland	12.8	B	23.9	C
12. 6th/Oak	Signal	Oakland	15.2	B	14.9	B
13. 6th/Madison	Signal	Oakland	9.6	A	9.9	A
14. 6th/Jackson	Signal	Oakland	35.8	D	34.5	C
15. 6th/Broadway	Signal	Oakland	19.9	B	46.3	D
16. 6th/Washington	Signal	Oakland	7.6	A	132.1	F
17. 6th/MLK	Signal	Oakland	5.0	A	5.0	A
18. 6th/Market	Signal	Oakland	15.1	B	11.9	B
19. 7th/Union	Signal	Oakland	18.6	B	13.6	B
20. 7th/Adeline	Signal	Oakland	9.5	A	10.9	B
21. 7th/Market	Signal	Oakland	11.7	B	13.8	B
22. 7th/Brush	Signal	Oakland	14.8	B	14.9	B
23. 7th/Castro	Signal	Oakland	11.3	B	21.8	C
24. 7th/MLK	Signal	Oakland	6.5	A	10.4	B
25. 7th/Washington	Signal	Oakland	7.9	A	57.7	E
26. 7th/Broadway	Signal	Oakland	14.8	B	19.9	B
27. 7th/Webster	Signal	Oakland	10.9	B	16.2	B
28. 7th/Harrison	Signal	Oakland	8.9	A	9.2	A
29. 7th/Jackson	Signal	Oakland	24.9	C	17.5	B
30. 7th/Madison	Signal	Oakland	15.9	B	15.5	B
31. 8th/Harrison	Signal	Oakland	12.8	B	14.8	B
32. 8th/Webster	Signal	Oakland	37.2	D	39.6	D
33. 8th/Franklin	Signal	Oakland	24.8	C	22.2	C
34. 8th/Broadway	Signal	Oakland	10.5	B	19.2	B
35. 8th/Washington	Signal	Oakland	9.7	A	43.9	D
36. 8th/MLK	Signal	Oakland	4.7	A	8.1	A
37. 9th/Webster	Signal	Oakland	25.2	C	109.6	F

38. 11th/Brush	Signal	Oakland	8.7	A	9.6	A
39. 11th/Castro	Signal	Oakland	39.8	D	41.2	D
40. 11th/Webster	Signal	Oakland	13.6	B	15.7	B
41. 11th/Harrison	Signal	Oakland	11.1	B	12.2	B
42. 12th/Harrison	Signal	Oakland	18.1	B	19.0	B
43. 12th/Webster	Signal	Oakland	7.1	A	10.4	B
44. 12th/Castro	Signal	Oakland	18.3	B	17.6	B
45. 12th/Brush	Signal	Oakland	99.2	F	58.6	E
46. 17th/Brush	Signal	Oakland	7.2	A	8.2	A
47. 17th/Castro	Signal	Oakland	32.7	C	46.5	D
48. 18th/Castro	Signal	Oakland	11.2	B	12.6	B
49. 18th/Brush	Signal	Oakland	4.3	A	6.4	A
50. Atlantic/Webster	Signal	Alameda	30.9	C	21.8	C
51. Willie Stargell /Webster	Signal	Alameda	15.1	B	16.4	B
52. Marina Village/Constitution	Signal	Alameda	28.3	C	14.2	B
53. Mariner Square/Constitution	Signal	Alameda	5.2	A	3.2	A
54. Atlantic Ave/Constitution Way	Signal	Alameda	14.7	B	18.7	B
55. 7th St/Oak St	Signal	Oakland	11.5	B	13.1	B
56. 8th St/Oak St	Signal	Oakland	10.8	B	10.8	B

Notes:
1. Signal = signalized intersection; Two-way stop = Side-Street STOP-Control intersection.
F. for two-way stop, delay and LOS is presented for the worst approach(es), indicated in parentheses ( ). WB = westbound.
BOLD indicates unacceptable LOS conditions (LOS E or F).
Source: CHS Consulting Group (2017)

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Appendix A

Summary of Traffic Data Collected Memorandum

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Oakland, CA 94612
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www.dksassociates.com

DATE: July 8, 2015, Revised August 14, 2015

TO: David Caneer, Kara Vuicich (ACTC)

FROM: Terry Klim (DKS Associates)

CC: Chadi Chazbek, James Pun, Lillie Lam (HNTB);
Erin Fergusson (Kittleson);
Rob Rees (Fehr & Peers)

SUBJECT: Oakland-Alameda Freeway Access Study - Traffic Data Gathered P# 15074-000

INTRODUCTION

The objective of the I-880/Broadway Jackson Interchange Improvement Project is to identify access and operational improvements between I-880, I-980 and local Oakland streets including access to and from the Posey/Webster Street Tubes which connect Oakland and the City of Alameda. The improvements are intended to enhance or replace access to and from the freeway in the area of the existing Broadway and Jackson Street interchanges. The Alameda County Transportation Commission (Alameda CTC) is acting as the lead agency for the Project Approval and Environmental Document (PAED) Phase of the Project. However, there will be considerable coordination with Project stakeholders including Caltrans and the Cities of Oakland and Alameda.

This memo includes a section describing the data that was collected and a section describing the organization of the data available for download on the DKS Associates FTP website.

DATA COLLECTION

To support the traffic demand and operational analysis efforts for the I-880/Broadway Jackson Interchange Improvement Project, including development of the traffic analysis models, DKS conducted a comprehensive data collection program covering the entire study area. All data was collected in April and May of 2015. This data includes the following:

1. Freeway mainline counts;
2. On- and off-ramp counts;
3. Freeway travel time/tachograph runs;
4. Arterial segment counts;
5. Intersection counts; and
6. Field observations.

Table 1, Table 2, Table 3, and Table 4 show the count locations for the freeway mainline, on- and off-ramp, arterial segment, and intersection counts, respectively. As shown in these tables, each count location has an ID consisting of a letter and number with the letter signifying the count type. Freeway mainline count locations are identified with an

"M", on- and off-ramp count locations are identified with an "R", arterial segment count locations are identified with an "A", and intersection counts are identified with an "I". The tables also identify counts collected specifically for the DOCCS program. A processing error was discovered in the freeway travel time/tach runs and these are currently being reprocessed.

Due to field constraints, some of the ramp counts (Table 2) could not be directly collected and must be calculated based on other count locations. The calculated ramp volume locations are identified with red text. Ramp counts identified with "R" and a number only feed directly onto or off of I-880 or I-980. Ramps counts identified also with the letter "A" or "B" after the number are supporting counts that are used to calculate ramp volumes indirectly.

Six calculated ramp counts are necessary, all located in the Broadway, Jackson Street, and I-980 area interacting with I-880. The volume for "R6", Broadway off from northbound I-880, will be calculated using the counts from "R6A" and "R7B". The volume for "R7", Jackson Street on to northbound I-880, will be calculated using the counts from "R7A" and "R7B". Similar calculations will be made to obtain the other ramp volumes indicated in red.

Table 5 shows a description of the routes taken by the probe vehicles along I-880 to record travel time and prevailing speeds during the AM and PM Peak periods.

TABLE 1: FREEWAY MAINLINE COUNT LOCATIONS

ID	Location
M1	I-880 northbound between 23rd Avenue off and on
M2	I-880 southbound between 23rd Avenue/Kennedy Street off and on
M3	I-880 northbound between Union Street on and 7th Street off
M4	I-880 southbound between 7th Street on and Union Street off
M5	I-980 westbound between 12th Street off and 17th Street on
M6	I-980 eastbound between 17th Street off and 12th Street on
DOCCS Locations	
M7	I-580 westbound east of Lakeshore Avenue ramps
M8	I-580 eastbound east of Lakeshore Avenue ramps
M9	SR-24 westbound under the I-580 over-crossing
M10	SR-24 eastbound under the I-580 over-crossing
M11	SR-24 westbound between Caldecott Tunnel and Caldecott Lane off
M12	SR-24 eastbound between Caldecott Tunnel and Fish Ranch Road off
M13	I-80 westbound between Ashby Avenue off and Frontage Road on
M14	I-80 eastbound between Ashby Avenue off and on

TABLE 2: ON- AND OFF- RAMP COUNT LOCATIONS

ID	Location
Northbound I-880	
R1	23rd Avenue off
R2	23rd Avenue diagonal on
R3	23rd Avenue loop on
R4	5th Avenue off
R5	Oak Street off
R6	Broadway off from northbound I-880 (calculated)
R6A	Broadway off from both northbound I-880 and Jackson Street
R7A	Jackson Street either to Broadway or on to northbound I-880
R7B	Jackson Street to Broadway
R7	Jackson Street on to northbound I-880 (calculated)
R8	Eastbound I-980 off (calculated)
R9	Market Street off
R10	Union Street on
Southbound I-880	
R11	Union Street off
R12	5th Street/Union Street on
R13A	Westbound I-980 connector either off to Jackson or on to I-880 southbound (calculated)
R13B	Westbound I-980 off to Jackson
R13	Westbound I-980 on to southbound I-880 (calculated)
R14A	Broadway either to Jackson Street or on to southbound I-880
R14B	Broadway and westbound I-980 off to Jackson Street
R14	Broadway on to southbound I-880 (calculated)
R15	Oak Street/5th Street on
R16	Embarcadero/10th Avenue on
R17	Embarcadero off
R18	23rd Avenue/Kennedy Street off
R19	23rd Avenue/Kennedy Street on
I-980 (Both Westbound and Eastbound)	
R20	Westbound 18th Street off
R21	Westbound 12th Street off
R22	Westbound 17th Street on
R23	Westbound 11th Street on
R24	Eastbound 11th Street off
R25	Eastbound 12th Street on
R26	Eastbound 17th Street off
R27	Eastbound 18th Street on

TABLE 3: ARTERIAL COUNT LOCATIONS

ID	Location
A1	Broadway to Webster Street Tube
A2	Webster Street to Webster Street Tube
A3	Southwest end of Webster Street Tube
A4	Southwest end of Posey Tube
A5	7th Street between Alice Street and Harrison Street
A6	Jackson Street between 7th Street and 6th Street
A7	6th Street between Jefferson Street and Clay Street
A8	Webster Street between 9th Street and 10th Street
A9	8th Street between Webster Street and Harrison Street
A10	7th Street between Broadway and Franklin Street
A11	Franklin Street between 9th Street and 10th Street
A12	5th Street between Jefferson Street and Clay Street
DOCCS Locations	
A13	14th Street west of I-980
A14	San Pablo Avenue west of I-980
A15	27th Street west of I-980
A16	Telegraph Avenue north of 580
A17	Broadway north of 580
A18	Piedmont Avenue north of 580
A19	Harrison Street north of 580
A20	Oakland Avenue north of 580
A21	Grand Avenue west of El Embarcadero
A22	Lakeshore Avenue west of El Embarcadero
A23	Lake Merritt Boulevard at the Lake Merritt Channel
A24	10th Street/Webster Street at the Lake Merritt Channel
A25	7th Street at the Lake Merritt Channel
A26	Grand Avenue west of Brush Street
A27	7th Street west of Brush Street

TABLE 4: INTERSECTION COUNT LOCATIONS

ID	Location
I1	5th Street/Union Street/I-880 ramps
I2	5th Street/Adeline Street
I3	5th Street/Martin Luther King Junior Way
I4	5th Street/Washington Street
I5	5th Street/Broadway
I6	5th Street/Jackson Street
I7	5th Street/Madison Street
I8	5th Street/Oak Street
I9	6th Street/Oak Street
I10	6th Street/Jackson Street
I11	6th Street/Broadway/I-880 northbound off
I12	6th Street/Washington Street
I13	6th Street/Market Street/I-880 northbound off
I14	7th Street/Brush Street
I15	7th Street/Castro Street
I16	7th Street/Martin Luther King Junior Way
I17	7th Street/Washington Street
I18	7th Street/Broadway
I19	7th Street/Webster Street
I20	7th Street/Harrison Street
I21	7th Street/Jackson Street
I22	7th Street/Madison Street
I23	8th Street/Webster Street
I24	8th Street/Franklin Street
I25	8th Street/Broadway
I26	8th Street/Washington Street
I27	8th Street/Martin Luther King Junior Way
I28	Atlantic Avenue/Webster Street
I29	Marina Village Parkway/Constitution Way
I30	4th Street/Broadway
I31	Mariner Square Drive/Constitution Way
I32	5th Street/Brush Street
I33	6th Street/Martin Luther King Junior Way
I34	6th Street/Madison Street
I35	8th Street/Harrison Street

Table 4 continued on the next page

TABLE 4: INTERSECTION COUNT LOCATIONS (CONTINUED)

ID	Location
I36	9th Street/Webster Street
I37	Willie Stargell Avenue/Webster Street
I38	5th Street/Market Street
I39	7th Street/Market Street
I40	7th Street/Adeline Street
I41	7th Street/Union Street
I42	11th Street/Webster Street
I43	12th Street/Webster Street
I44	11th Street/Harrison Street
I45	12th Street/Harrison Street
DOCCS Locations	
I46	Castro Street/11th Street
I47	Castro Street/12th Street
I48	Castro Street/17th Street
I49	Castro Street/18th Street
I50	Brush Street/18th Street
I51	Brush Street/17th Street
I52	Brush Street/12th Street
I53	Brush Street/11th Street

TABLE 5: FREEWAY MAINLINE TRAVEL TIME ROUTES

ID	Location
T1	I-880 AM Peak Period Northbound (Car 1)
T2	I-880 AM Peak Period Northbound (Car 2)
T3	I-880 AM Peak Period Southbound (Car 1)
T4	I-880 AM Peak Period Southbound (Car 2)
T5	I-880 PM Peak Period Northbound (Car 1)
T6	I-880 PM Peak Period Northbound (Car 2)
T7	I-880 PM Peak Period Southbound (Car 1)
T8	I-880 PM Peak Period Southbound (Car 2)

ENCLOSED DATA

The data is available for download from the DKS Associates ftp website. The data set includes the raw data for the freeway mainline counts, on- and off-ramp counts, arterial segment counts, intersection counts and travel time/tachograph runs.. An Google Earth Map file (kmz) is also included showing the specific locations where each count was conducted. The folder containing each data type is identified first with the ID code letter followed by the label (A – Arterial Segment, for example).

The M – Freeway Mainline folder contains the freeway mainline counts. There is one file associated with each location for counts M7 through M12 which includes both travel directions. The remaining mainline counts each have a unique file per direction.

The R – Freeway On- and Off-Ramps folder contains the freeway ramp counts. Counts R1 through R7B and R13B through R19 have one file for each location. The remaining count locations have three files for each count location (one for each day). There is no raw data associated with the calculated count locations and these locations are not included on the CD.

The A – Arterial Segment file contains the arterial segment counts. There is one file associated with locations with one direction of travel. There are one or two files associated with locations with two directions of travel, as some files have one tab per direction.

The I – Intersection folder contains the intersection counts. Each location has at least four files associated with it, a PDF and Excel file for the AM and PM time periods. Locations with more than four files required recounts or had unique geometry which required more files.

The T – Travel Time/Tachograph runs folder contains the summaries of the floating car GPS runs. The files are organized by peak period, direction and each probe vehicle.

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Appendix B

Caltrans Census

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Traffic Volumes Counts

Dist	Cnty	Rte	Prefix	PM	Leg	Dir	Description	Date	Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr total
										24 hour Period Hourly Counts																								
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	5/27/2008	TUE	40 A	41 A	35 A	70 A	84 A	215 A	415 A	478 A	490 A	618 A	570 A	600 A	618 C	645 C	623 C	548 C	569 C	508 C	459 C	321 C	234 C	240 C	196 C	117 C	8,734
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	5/26/2008	MON	85 A	59 A	47 A	53 A	39 A	49 A	119 A	142 A	217 A	328 A	423 A	368 A	389 A	378 A	371 A	381 A	319 A	302 A	294 A	253 A	250 A	204 A	156 A	113 A	5,339
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	5/25/2008	SUN	120 A	62 A	60 A	35 A	52 A	64 A	121 A	204 A	267 A	399 A	514 A	562 A	486 A	449 A	473 A	541 A	764 A	407 A	346 A	296 A	258 A	248 A	186 A	128 A	7,042
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	5/24/2008	SAT	108 A	68 A	68 A	60 A	64 A	92 A	168 A	307 A	362 A	462 A	546 A	532 A	483 A	515 A	463 A	478 A	455 A	409 A	346 A	291 A	365 A	306 A	214 A	151 A	7,313
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	5/23/2008	FRI	79 A	50 A	51 A	65 A	101 A	193 A	365 A	420 A	502 A	652 A	619 A	629 A	602 A	682 A	598 A	541 A	527 A	506 A	459 A	355 A	275 A	392 A	364 A	160 A	9,187
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	5/22/2008	THU	80 A	65 A	38 A	59 A	101 A	221 A	429 A	492 A	498 A	608 A	584 A	512 A	535 A	631 A	591 A	546 A	543 A	534 A	433 A	396 A	299 A	282 A	200 A	146 A	8,823
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	5/21/2008	WED	81 A	56 A	45 A	60 A	101 A	236 A	416 A	499 A	491 A	610 A	623 A	640 A	577 A	597 A	617 A	558 A	541 A	565 A	455 A	376 A	271 A	283 A	189 A	132 A	9,019
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	5/20/2008	TUE	78 A	57 A	42 A	73 A	94 A	214 A	432 A	508 A	498 A	656 A	579 A	595 A	618 A	645 A	623 A	548 A	569 A	508 A	459 A	321 A	234 A	240 A	196 A	117 A	8,904
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	5/19/2008	MON	61 A	37 A	43 A	76 A	89 A	236 A	408 A	506 A	509 A	565 A	554 A	602 A	555 A	580 A	580 A	553 A	579 A	504 A	427 A	316 A	261 A	255 A	163 A	95 A	8,554
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	5/18/2008	SUN	98 A	50 A	55 A	54 A	39 A	76 A	160 A	204 A	337 A	445 A	481 A	509 A	467 A	502 A	512 A	484 A	433 A	425 A	354 A	282 A	251 A	229 A	163 A	98 A	6,708
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	5/17/2008	SAT	118 A	79 A	77 A	64 A	61 A	117 A	187 A	322 A	431 A	578 A	596 A	583 A	505 A	542 A	494 A	453 A	467 A	495 A	408 A	342 A	261 A	286 A	267 A	198 A	7,931
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	5/16/2008	FRI												610 A	243 A	660 A	576 A	539 A	563 A	500 A	480 A	409 A	353 A	313 A	271 A	181 A	5,698
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	3/3/2005	THU	91 A	48 A	39 A	69 A	81 A	238 A	439 A	492 A	501 C	613 C	580 C	563 C	557 C	585 C	565 C	544 C	538 C	525 C	474 C	341 C	296 C	213 C	157 C	106 C	8,655
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	3/2/2005	WED	63 A	33 A	46 A	50 A	86 A	222 A	398 A	512 A	510 A	604 A	556 A	549 A	544 A	608 A	591 A	541 A	553 A	530 A	470 A	355 A	291 A	239 A	161 A	91 A	8,603
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	3/1/2005	TUE	61 A	43 A	43 A	72 A	98 A	229 A	413 A	518 A	508 A	638 A	574 A	603 A	571 A	580 A	611 A	544 A	564 A	497 A	463 A	348 A	234 A	195 A	158 A	83 A	8,648
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	2/28/2005	MON	61 A	39 A	33 A	32 A	89 A	224 A	384 A	487 A	504 A	612 A	519 A	546 A	501 A	539 A	531 A	565 A	529 A	574 A	502 A	300 A	244 A	218 A	130 A	110 A	8,273
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	2/27/2005	SUN	112 A	76 A	58 A	35 A	37 A	61 A	90 A	159 A	275 A	396 A	497 A	494 A	507 A	493 A	556 A	500 A	396 A	324 A	267 A	196 A	304 A	238 A	125 A	92 A	6,288
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	2/26/2005	SAT	127 A	77 A	65 A	52 A	68 A	107 A	154 A	298 A	433 A	555 A	520 A	562 A	565 A	485 A	552 A	538 A	524 A	523 A	483 A	342 A	236 A	253 A	247 A	137 A	7,903
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	2/25/2005	FRI	74 A	62 A	46 A	58 A	93 A	224 A	401 A	486 A	483 A	612 A	616 A	578 A	620 A	632 A	579 A	539 A	522 A	539 A	508 A	398 A	291 A	263 A	237 A	175 A	9,036
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	2/24/2005	THU	73 A	47 A	43 A	49 A	81 A	206 A	406 A	505 A	501 A	613 A	580 A	563 A	557 A	585 A	565 A	544 A	538 A	525 A	474 A	341 A	296 A	213 A	157 A	106 A	8,568
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	2/23/2005	WED											523 A	586 A	520 A	535 A	551 A	545 A	538 A	532 A	472 A	342 A	262 A	209 A	231 A	105 A	5,951
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	3/1/2002	FRI	61 A	54 A	45 A	55 A	75 A	215 A	396 A	591 A	485 A	630 A	679 A	641 C	644 C	647 C	615 C	575 C	586 C	600 C	532 C	385 C	254 C	261 C	251 C	162 C	9,439
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	2/28/2002	THU	67 A	40 A	37 A	41 A	63 A	216 A	432 A	618 A	418 A	643 A	667 A	603 A	678 A	712 A	635 A	574 A	560 A	597 A	454 A	399 A	248 A	231 A	192 A	113 A	9,238
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	2/27/2002	WED	40 A	36 A	26 A	45 A	73 A	204 A	437 A	582 A	298 A	665 A	656 A	579 A	662 A	627 A	627 A	491 A	578 A	568 A	505 A	344 A	233 A	245 A	234 A	92 A	8,847
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	2/26/2002	TUE	60 A	30 A	32 A	36 A	73 A	220 A	395 A	342 A	226 A	638 A	623 A	610 A	602 A	625 A	621 A	616 A	639 A	597 A	498 A	364 A	230 A	217 A	157 A	94 A	8,545
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	2/25/2002	MON	52 A	50 A	28 A	27 A	57 A	205 A	425 A	586 A	518 A	603 A	580 A	571 A	538 A	601 A	569 A	591 A	568 A	581 A	500 A	315 A	240 A	210 A	250 A	106 A	8,771
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	2/24/2002	SUN	109 A	79 A	50 A	40 A	35 A	64 A	103 A	189 A	326 A	466 A	494 A	498 A	528 A	565 A	515 A	519 A	551 A	484 A	392 A	296 A	268 A	193 A	157 A	90 A	7,011
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	2/23/2002	SAT	108 A	76 A	69 A	47 A	48 A	74 A	164 A	254 A	464 A	563 A	572 A	591 A	618 A	632 A	518 A	470 A	499 A	582 A	526 A	340 A	260 A	285 A	233 A	168 A	8,161
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	2/22/2002	FRI	67 A	37 A	41 A	57 A	73 A	221 A	394 A	567 A	604 A	602 A	633 A	641 A	644 A	647 A	615 A	575 A	586 A	600 A	532 A	385 A	254 A	261 A	251 A	162 A	9,449
4	ALA	880		28.011	N	N	SEG NB ON FR HIGH ST	2/21/2002	THU														601 A	583 A	577 A	554 A	590 A	503 A	385 A	245 A	248 A	187 A	135 A	4,608
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	5/27/2008	TUE	51 A	24 A	16 A	28 A	78 A	195 A	326 A	386 A	405 A	259 A	266 A	213 A	234 C	275 C	288 C	273 C	326 C	324 C	288 C	200 C	165 C	143 C	103 C	75 C	4,941
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	5/26/2008	MON	52 A	36 A	34 A	24 A	50 A	64 A	80 A	114 A	115 A	134 A	194 A	182 A	228 A	228 A	187 A	227 A	207 A	168 A	174 A	161 A	138 A	155 A	91 A	44 A	3,087
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	5/25/2008	SUN	80 A	48 A	61 A	41 A	32 A	59 A	81 A	111 A	199 A	240 A	251 A	271 A	267 A	282 A	314 A	220 A	246 A	240 A	200 A	205 A	166 A	148 A	117 A	90 A	3,969
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	5/24/2008	SAT	75 A	62 A	34 A	41 A	55 A	69 A	131 A	186 A	233 A	243 A	252 A	255 A	282 A	284 A	249 A	257 A	262 A	240 A	225 A	205 A	174 A	192 A	150 A	110 A	4,266
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	5/23/2008	FRI	44 A	30 A	28 A	28 A	62 A	180 A	310 A	390 A	361 A	292 A	271 A	267 A	245 A	313 A	310 A	289 A	323 A	305 A	271 A	251 A	186 A	196 A	157 A	93 A	5,202
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	5/22/2008	THU	62 A	28 A	27 A	25 A	69 A	201 A	326 A	411 A	436 A	266 A	232 A	242 A	284 A	233 A	272 A	318 A	338 A	317 A	284 A	207 A	204 A	181 A	119 A	69 A	5,151
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	5/21/2008	WED	44 A	22 A	19 A	43 A	73 A	226 A	313 A	423 A	423 A	274 A	232 A	212 A	256 A	284 A	253 A	350 A	311 A	278 A	269 A	209 A	186 A	181 A	99 A	51 A	5,031
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	5/20/2008	TUE	37 A	25 A	14 A	28 A	65 A	208 A	315 A	399 A	402 A	272 A	244 A	246 A	234 A	275 A	288 A	273 A	326 A	324 A	288 A	200 A	165 A	143 A	103 A	75 A	4,949
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	5/19/2008	MON	44 A	27 A	22 A	14 A	84 A	208 A	293 A	391 A	395 A	285 A	194 A	217 A	274 A	240 A	261 A	315 A	322 A	315 A	240 A	199 A	161 A	147 A	104 A	83 A	4,835
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	5/18/2008	SUN	70 A	48 A	54 A	46 A	46 A	58 A	95 A	140 A	200 A	204 A	271 A	280 A	282 A	300 A	259 A	259 A	267 A	208 A	193 A	174 A	180 A	157 A	110 A	82 A	3,983
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	5/17/2008	SAT	78 A	58 A	42 A	42 A	67 A	108 A	143 A	220 A	245 A	273 A	314 A	274 A	317 A	311 A	274 A	300 A	260 A	247 A	259 A	211 A	212 A	226 A	149 A	132 A	4,762
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	5/16/2008	FRI												254 A	209 A	256 A	290 A	310 A	364 A	289 A	305 A	269 A	222 A	187 A	158 A	113 A	3,226
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	3/3/2005	THU	55 A	42 A	41 A	34 A	59 A	156 A	294 A	412 A	449 C	273 C	249 C	245 C	267 C	267 C	222 C	279 C	260 C	326 C	259 C	210 C	176 C	132 C	125 C	87 C	4,919
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	3/2/2005	WED	35 A	17 A	22 A	43 A	61 A	169 A	321 A	441 A	426 A	250 A	227 A	243 A	268 A	269 A	259 A	301 A	280 A	181 A	268 A	215 A	151 A	143 A	103 A	84 A	4,777
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	3/1/2005	TUE	39 A	35 A	35 A	26 A	58 A	168 A	310 A	434 A	438 A	260 A	249 A	243 A	239 A	269 A	289 A	324 A	311 A	282 A	136 A	91 A	128 A	131 A	81 A	65 A	4,641
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	2/28/2005	MON	40 A	25 A	27 A	21 A	66 A	153 A	299 A	422 A	407 A	250 A	258 A	237 A	261 A	272 A	314 A	346 A	306 A	314 A	279 A	209 A	146 A	127 A	105 A	75 A	4,959
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	2/27/2005	SUN	85 A	69 A	59 A	32 A	35 A	39 A	71 A	116 A	142 A	199 A	227 A	264 A	275 A	277 A	274 A	257 A	243 A	190 A	158 A	149 A	134 A	128 A	107 A	68 A	3,598
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	2/26/2005	SAT	92 A	66 A	56 A	43 A	55 A	73 A	117 A	175 A	235 A	263 A	291 A	247 A	280 A	279 A	279 A	274 A	261 A	247 A	243 A	216 A	183 A	176 A	188 A	141 A	4,480
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	2/25/2005	FRI	50 A	30 A	37 A	39 A	68 A	155 A	298 A	420 A	450 A	259 A	190 A	236 A	255 A	278 A	276 A	348 A	317 A	279 A	324 A	265 A	206 A	187 A	144 A	108 A	5,219
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	2/24/2005	THU	63 A	52 A	41 A	39 A	67 A	153 A	294 A	424 A	449 A	273 A	249 A	245 A	267 A	267 A	222 A	279 A	260 A	326 A	259 A	210 A	176 A	132 A	125 A	87 A	4,959
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	2/23/2005	WED											250 A	236 A	279 A	317 A	280 A	342 A	295 A	296 A	258 A	250 A	168 A	140 A	104 A	80 A	3,295
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	9/19/2002	THU	56 A	44 A	38 A	36 A	61 A	162 A	452 A	767 A	757 A	314 A	252 A	245 C	283 C	292 C	222 C	436 C	430 C	503 C	403 C	235 C	186 C	154 C	111 C	93 C	6,532
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	9/18/2002	WED	44 A	41 A	31 A	25 A	60 A	186 A	467 A	750 A	816 A	355 A	256 A	250 A	269 A	269 A	287 A	410 A	450 A	485 A	318 A	293 A	183 A	158 A	131 A	80 A	6,614
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	9/17/2002	TUE	37 A	31 A	28 A	25 A	65 A	196 A	471 A	781 A	783 A	320 A	233 A	269 A	244 A	267 A	280 A	467 A	447 A	465 A	342 A	221 A	183 A	150 A	135 A	89 A	6,529
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	9/16/2002	MON	51 A	40 A	34 A	21 A	51 A	162 A	419 A	746 A	542 A	356 A	79 A	112 A	247 A	245 A	290 A	455 A	481 A	408 A	313 A	238 A	173 A	130 A	137 A	73 A	5,803
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	9/15/2002	SUN	120 A	62 A	56 A	34 A	25 A	40 A	66 A	121 A	162 A	212 A	306 A	284 A	273 A	294 A	272 A	238 A	272 A	220 A	198 A	213 A	193 A	139 A	103 A	79 A	3,982
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	9/14/2002	SAT	100 A	65 A	60 A	38 A	35 A	77 A	133 A	167 A	262 A	302 A	307 A	284 A	304 A	283 A	308 A	281 A	285 A	285 A	284 A	230 A	140 A	209 A	179 A	158 A	4,776
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	9/13/2002	FRI	50 A	42 A	28 A	36 A	58 A	152 A	418 A	693 A	734 A	322 A	265 A	254 A	275 A	316 A	268 A	467 A	456 A	440 A	325 A	327 A	249 A	234 A	202 A	128 A	6,739

4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	9/12/2002	THU	52	A	40	A	29	A	29	A	55	A	189	A	477	A	778	A	731	A	289	A	257	A	245	A	283	A	292	A	222	A	436	A	430	A	503	A	403	A	235	A	186	A	154	A	111	A	93	A	6,519
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	9/11/2002	WED																					242	A	241	A	272	A	274	A	251	A	443	A	467	A	437	A	352	A	258	A	176	A	159	A	175	A	166	A	3,913
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	3/1/2002	FRI	37	A	29	A	34	A	11	A	56	A	112	A	265	A	371	A	285	A	208	A	127	A	270	C	299	C	297	C	297	C	316	C	322	C	328	C	315	C	270	C	165	C	169	C	186	C	122	C	4,891
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	2/28/2002	THU	58	A	13	A	32	A	33	A	28	A	181	A	266	A	394	A	258	A	230	A	138	A	170	A	198	A	196	A	189	A	188	A	280	A	183	A	285	A	169	A	113	A	127	A	84	A	77	A	3,890
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	2/27/2002	WED	35	A	15	A	26	A	36	A	43	A	156	A	272	A	397	A	302	A	219	A	166	A	198	A	137	A	225	A	173	A	138	A	210	A	144	A	189	A	183	A	93	A	133	A	123	A	77	A	3,690
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	2/26/2002	TUE	45	A	32	A	27	A	26	A	60	A	209	A	338	A	389	A	386	A	277	A	244	A	246	A	252	A	238	A	268	A	308	A	262	A	296	A	185	A	164	A	85	A	43	A	98	A	40	A	4,518
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	2/25/2002	MON	59	A	34	A	28	A	20	A	58	A	183	A	340	A	502	A	449	A	275	A	232	A	258	A	269	A	261	A	293	A	296	A	322	A	341	A	259	A	230	A	134	A	137	A	123	A	83	A	5,186
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	2/24/2002	SUN	102	A	67	A	58	A	44	A	23	A	45	A	64	A	121	A	173	A	244	A	265	A	251	A	309	A	309	A	266	A	270	A	246	A	269	A	247	A	213	A	194	A	139	A	129	A	78	A	4,126
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	2/23/2002	SAT	88	A	51	A	51	A	41	A	37	A	91	A	119	A	205	A	287	A	296	A	293	A	310	A	337	A	321	A	284	A	306	A	317	A	303	A	281	A	251	A	184	A	188	A	158	A	109	A	4,908
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	2/22/2002	FRI	63	A	24	A	38	A	26	A	62	A	193	A	342	A	509	A	443	A	278	A	278	A	270	A	299	A	297	A	297	A	316	A	322	A	328	A	315	A	270	A	165	A	169	A	186	A	122	A	5,612
4	ALA	880		28.012	N	N	SEG NB ON FR SB RTE 77	2/21/2002	THU																													246	A	303	A	290	A	336	A	274	A	241	A	196	A	157	A	123	A	90	A	2,256
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	5/27/2008	TUE	91	A	65	A	51	A	98	A	162	A	410	A	741	A	864	A	895	A	877	A	836	A	813	A	852	C	920	C	911	C	821	C	895	C	832	C	747	C	521	C	399	C	383	C	299	C	192	C	13,675
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	5/26/2008	MON	137	A	95	A	81	A	77	A	89	A	113	A	199	A	256	A	332	A	462	A	617	A	550	A	617	A	606	A	558	A	608	A	526	A	470	A	468	A	414	A	388	A	359	A	247	A	157	A	8,426
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	5/25/2008	SUN	200	A	110	A	121	A	76	A	84	A	123	A	202	A	315	A	466	A	639	A	765	A	833	A	753	A	731	A	787	A	761	A	1010	A	647	A	546	A	501	A	424	A	396	A	303	A	218	A	11,011
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	5/24/2008	SAT	183	A	130	A	102	A	101	A	119	A	161	A	299	A	493	A	595	A	705	A	798	A	787	A	765	A	799	A	712	A	735	A	717	A	649	A	571	A	496	A	539	A	498	A	364	A	261	A	11,579
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	5/23/2008	FRI	123	A	80	A	79	A	93	A	163	A	373	A	675	A	810	A	863	A	944	A	890	A	896	A	847	A	995	A	908	A	830	A	850	A	811	A	730	A	606	A	461	A	588	A	521	A	253	A	14,389
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	5/22/2008	THU	142	A	93	A	65	A	84	A	170	A	422	A	755	A	903	A	934	A	874	A	816	A	754	A	819	A	864	A	863	A	864	A	881	A	851	A	717	A	603	A	503	A	463	A	319	A	215	A	13,974
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	5/21/2008	WED	125	A	78	A	64	A	103	A	174	A	462	A	729	A	922	A	914	A	884	A	855	A	852	A	833	A	881	A	870	A	908	A	852	A	843	A	724	A	585	A	457	A	464	A	288	A	183	A	14,050
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	5/20/2008	TUE	115	A	82	A	56	A	101	A	159	A	422	A	747	A	907	A	900	A	928	A	823	A	841	A	852	A	920	A	911	A	821	A	895	A	832	A	747	A	521	A	399	A	383	A	299	A	192	A	13,853
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	5/19/2008	MON	105	A	64	A	65	A	90	A	173	A	444	A	701	A	897	A	904	A	850	A	748	A	819	A	829	A	820	A	841	A	868	A	901	A	819	A	667	A	515	A	422	A	402	A	267	A	178	A	13,389
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	5/18/2008	SUN	168	A	98	A	109	A	100	A	85	A	134	A	255	A	344	A	537	A	649	A	752	A	789	A	749	A	802	A	771	A	743	A	700	A	633	A	547	A	456	A	431	A	386	A	273	A	180	A	10,691
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	5/17/2008	SAT	196	A	137	A	119	A	106	A	128	A	225	A	330	A	542	A	676	A	851	A	910	A	857	A	822	A	853	A	768	A	753	A	727	A	742	A	667	A	553	A	473	A	512	A	416	A	330	A	12,693
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	5/16/2008	FRI																					864	A	452	A	916	A	866	A	849	A	927	A	789	A	785	A	678	A	575	A	500	A	429	A	294	A	8,924
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	3/3/2005	THU	146	A	90	A	80	A	103	A	140	A	394	A	733	A	904	A	950	C	886	C	829	C	808	C	824	C	852	C	787	C	823	C	798	C	851	C	733	C	551	C	472	C	345	C	282	C	193	C	13,574
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	3/2/2005	WED	98	A	50	A	68	A	93	A	147	A	391	A	719	A	953	A	936	A	854	A	783	A	792	A	812	A	877	A	850	A	842	A	833	A	711	A	738	A	570	A	442	A	382	A	264	A	175	A	13,380
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	3/1/2005	TUE	100	A	78	A	78	A	98	A	156	A	397	A	723	A	952	A	946	A	898	A	823	A	846	A	810	A	849	A	900	A	868	A	875	A	779	A	599	A	439	A	362	A	326	A	239	A	148	A	13,289
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	2/28/2005	MON	101	A	64	A	60	A	53	A	155	A	377	A	683	A	909	A	911	A	862	A	777	A	783	A	762	A	811	A	845	A	911	A	835	A	888	A	781	A	509	A	390	A	345	A	235	A	185	A	13,232
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	2/27/2005	SUN	197	A	145	A	117	A	67	A	72	A	100	A	161	A	275	A	417	A	595	A	724	A	758	A	782	A	770	A	830	A	757	A	639	A	514	A	425	A	345	A	438	A	366	A	232	A	160	A	9,886
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	2/26/2005	SAT	219	A	143	A	121	A	95	A	123	A	180	A	271	A	473	A	668	A	818	A	811	A	809	A	845	A	764	A	831	A	812	A	785	A	770	A	726	A	558	A	419	A	429	A	435	A	278	A	12,383
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	2/25/2005	FRI	124	A	92	A	83	A	97	A	161	A	379	A	699	A	906	A	933	A	871	A	806	A	814	A	875	A	910	A	855	A	887	A	839	A	818	A	832	A	663	A	497	A	450	A	381	A	283	A	14,255
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	2/24/2005	THU	136	A	99	A	84	A	88	A	148	A	359	A	700	A	929	A	950	A	886	A	829	A	808	A	824	A	852	A	787	A	823	A	798	A	851	A	733	A	551	A	472	A	345	A	282	A	193	A	13,527
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	2/23/2005	WED																					773	A	822	A	799	A	852	A	831	A	887	A	833	A	828	A	730	A	592	A	430	A	349	A	335	A	185	A	9,246
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	9/19/2002	THU	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	873	C	924	C	887	C	819	C	1028	C	1034	C	1109	C	940	C	659	C	481	C	407	C	337	C	202	C	9,700
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	9/18/2002	WED	114	A	85	A	59	A	56	A	125	A	391	A	881	A	1261	A	1095	A	941	A	860	A	852	A	866	A	820	A	902	A	981	A	1037	A	1048	A	693	A	0	A	0	A	0	A	0	A	0	A	13,067
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	9/17/2002	TUE	186	A	111	A	105	A	93	A	199	A	534	A	882	A	1349	A	1193	A	975	A	791	A	828	A	808	A	854	A	885	A	1071	A	1076	A	1018	A	876	A	600	A	476	A	488	A	659	A	222	A	16,279
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	9/16/2002	MON	118	A	90	A	60	A	54	A	130	A	369	A	770	A	1209	A	792	A	976	A	802	A	747	A	791	A	833	A	854	A	1042	A	1022	A	928	A	820	A	636	A	439	A	356	A	527	A	207	A	14,572
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	9/15/2002	SUN	239	A	129	A	116	A	59	A	60	A	82	A	158	A	278	A	467	A	650	A	821	A	802	A	731	A	848	A	765	A	744	A	1063	A	777	A	624	A	610	A	476	A	359	A	312	A	191	A	11,361
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	9/14/2002	SAT	318	A	180	A	158	A	112	A	98	A	166	A	281	A	431	A	674	A	840	A	853	A	887	A	927	A	885	A	875	A	979	A	1355	A	871	A	798	A	605	A	402	A	474	A	467	A	351	A	13,987
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	9/13/2002	FRI	149	A	102	A	65	A	85	A	131	A	337	A	780	A	1285	A	1310	A	967	A	872	A	881	A	892	A	1006	A	860	A	1048	A	1053	A	984	A	820	A	645	A	617	A	838	A	1067	A	489	A	17,283
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	9/12/2002	THU	137	A	95	A	73	A	62	A	136	A	393	A	926	A	1399	A	1353	A	929	A	883	A	873	A	924	A	887	A	819	A	1028	A	1034	A	1109	A	940	A	659	A	481	A	407	A	337	A	202	A	16,086
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	9/11/2002	WED																					755	A	844	A	878	A	824	A	808	A	1036	A	1076	A	1063	A	865	A	670	A	443	A	422	A	376	A	291	A	10,351
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	3/1/2002	FRI	97	A	83	A	82	A	64	A	131	A	330	A	665	A	1018	A	768	A	888	A	804	A	910	C	948	C	941	C	916	C	935	C	934	C	957	C	860	C	647	C	421	C	431	C	435	C	286	C	14,551
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	2/28/2002	THU	127	A	53	A	68	A	74	A	95	A	397	A	704	A	1033	A	741	A	912	A	802	A	779	A	876	A	912	A	822	A	806	A	859	A	789	A	736	A	565	A	359	A	364	A	272	A	190	A	13,335
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	2/27/2002	WED	74	A	53	A	52	A	79	A	116	A	363	A	713	A	954	A	729	A	915	A	828	A	800	A	806	A	852	A	798	A	771	A	783	A	714	A	702	A	516	A	329	A	383	A	357	A	166	A	12,853
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	2/26/2002	TUE	105	A	61	A	60	A	62	A	133	A	430	A	701	A	773	A	829	A	940	A	873	A	855	A	848	A	865	A	888	A	949	A	912	A	901	A	686	A	522	A	318	A	257	A	258	A	132	A	13,358
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	2/25/2002	MON	112	A	83	A	56	A	48	A	115	A	393	A	769	A	1100	A	952	A	914	A	817	A	829	A	808	A	864	A	863	A	897	A	893	A	921	A	764	A	541	A	372	A	346	A	376	A	187	A	14,020
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	2/24/2002	SUN	212	A	144	A	111	A	81	A	60	A	107	A	168	A	315	A	494	A	713	A	763	A	748	A	834	A	878	A	785	A	786	A	801	A	746	A	641	A	510	A	461	A	333	A	287	A	166	A	11,144
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	2/23/2002	SAT	196	A	125	A	120	A	88	A	86	A	164	A	284	A	464	A	754	A	856	A	868	A	905	A	959	A	950	A	812	A	773	A	810	A	894	A	798	A	590	A	446	A	477	A	390	A	275	A	13,084
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	2/22/2002	FRI	129	A	61	A	76	A	77	A	136	A	416	A	744	A	1081	A	999	A	883	A	913	A	910	A	948	A	941	A	916	A	935	A	934	A	957	A	860	A	647	A	421	A	431	A	435	A	286	A	15,136
4	ALA	880		28.071	N	N	NB ON FR RTE 77/HIGH ST	2/21/2002	THU																											831	A	888	A	905	A	932	A	787	A	619	A	442	A	407	A	307	A	226	A	6,344
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	6/11/2008	WED	204	A	158	A	108	A	108	A	170	A	296	A	556	A	806	A	837	A	883	A	715	A																											4,841
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	6/10/2008	TUE	199	A	151	A	112	A	101	A	169	A	357	A	584	A	926	A	798	A	814	A	771	A	847	A	835	A	866	A	896	A	951	A	1008	A	955	A	905	A	705	A	523	A	543	A	581	A	294	A	14,891
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	6/9/2008	MON	185	A	120	A	101	A	87	A	146	A	314	A	555	A	758	A	841	A	789	A	688	A	830	A	763	A	787	A	800	A	916	A	978	A	1064	A	915	A	685	A	539	A	501	A	385	A	259	A	14,006
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	6/8/2008	SUN	309	A	222	A	249	A	156	A	83	A	116	A	173	A	265	A	367	A	483	A	609	A	702	A	737	A	746	A	783	A	776	A	775	A	704	A	621	A	532	A	569	A	492	A	371	A	280	A	11,120
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	6/7/2008	SAT	313	A	240	A	229	A	128	A	115	A	153	A	245	A	493	A	557	A	625	A	735	A	805	A	808	A	801	A	860	A	874	A	770	A	726	A	752	A	602	A	499	A	516	A	502	A	386	A	12,734
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	6/6/2008	FRI	238	A	159	A	153	A	93	A	150	A	323	A	607	A	844	A	857	A	854	A	778	A	899	A	889	A	906	A	959	A	963	A	974	A	1055	A	887	A	728	A	654	A	624	A	640	A	486	A	15,720
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	6/5/2008	THU	221	A	154	A	126	A	93	A	169	A	318	A	558	A	758	A	813	A	785	A	1046	A	1124	A	1190	A	1191	A	981	A	964	A	1054	A	1107	A	954	A	777	A	568	A	545	A	440	A	308	A	16,244
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	6/4/2008	WED	189	A	134	A	93	A	89	A	151	A	304	A	548	A	823	A	855	A	767	A	1067	A	1061	A	924	A	1241	A	1222	A	554	A	797	A	978	A	1005	A	708	A	561	A	547	A	415	A	287	A	15,320
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	6/3/2008	TUE																	881	A	1123	A	1160	A	1144	A	1104	A	1288	A	950	A	738	A	880	A	931	A	960	A	721	A	584	A	491	A	419	A	272	A	13,646
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	8/26/2005	FRI	236	A	122	A	127	A	111	A	114	A	307	A	473	A	739	A	743	A	722	A	816	C	857	C	726	C	947	C	670	C	705	C	719	C	755	C	725	C	718	C	556	C	525	C	479	C	410	C	13,302
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	8/25/2005	THU	179	A	117	A	107	A	99	A	124	A	289	A	471	A	692	A	738	A	731	A	661	A	622	A	723	A	766	A	767	A	846	A	833	A	675	A	612	A	714	A	598	A	513	A	437	A	291	A	12,605

4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	8/24/2005	WED	199	A	110	A	102	A	89	A	123	A	280	A	524	A	710	A	740	A	758	A	610	A	717	A	681	A	735	A	729	A	743	A	830	A	946	A	804	A	659	A	590	A	553	A	406	A	349	A	12,987
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	8/23/2005	TUE	175	A	105	A	121	A	97	A	124	A	295	A	543	A	675	A	724	A	768	A	641	A	551	A	552	A	749	A	785	A	809	A	947	A	950	A	880	A	676	A	537	A	455	A	403	A	257	A	12,819
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	8/22/2005	MON	190	A	95	A	90	A	81	A	105	A	283	A	481	A	655	A	720	A	695	A	612	A	525	A	461	A	689	A	808	A	772	A	849	A	812	A	823	A	615	A	568	A	459	A	409	A	285	A	12,082
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	8/21/2005	SUN	306	A	227	A	199	A	106	A	90	A	99	A	120	A	243	A	295	A	408	A	571	A	600	A	702	A	683	A	724	A	786	A	730	A	656	A	529	A	523	A	470	A	454	A	335	A	268	A	10,124
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	8/20/2005	SAT	271	A	182	A	176	A	93	A	95	A	144	A	217	A	367	A	421	A	531	A	617	A	667	A	681	A	627	A	698	A	663	A	703	A	690	A	581	A	527	A	478	A	494	A	480	A	420	A	10,823
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	8/19/2005	FRI	179	A	133	A	124	A	120	A	142	A	264	A	477	A	727	A	723	A	621	A	816	A	857	A	726	A	947	A	670	A	705	A	719	A	755	A	725	A	718	A	556	A	525	A	479	A	410	A	13,118
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	8/18/2005	THU																							766	A	748	A	785	A	701	A	754	A	951	A	804	A	693	A	529	A	474	A	399	A	320	A	7,924
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	3/16/2005	WED	150	A	107	A	88	A	54	A	131	A	302	A	559	A	807	A	818	A	771	A	778	A	710	A	806	A	851	A	809	A	858	A	975	A	1103	A	892	A	656	A	590	A	486	A	417	A	253	A	13,971
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	3/15/2005	TUE	148	A	123	A	99	A	89	A	116	A	279	A	578	A	762	A	764	A	810	A	720	A	755	A	755	A	869	A	793	A	846	A	952	A	981	A	906	A	671	A	499	A	471	A	403	A	266	A	13,655
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	3/14/2005	MON	120	A	81	A	66	A	74	A	117	A	264	A	507	A	725	A	710	A	746	A	698	A	760	A	736	A	755	A	820	A	857	A	917	A	1016	A	873	A	666	A	434	A	366	A	327	A	200	A	12,835
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	3/13/2005	SUN	247	A	291	A	227	A	131	A	92	A	86	A	118	A	203	A	326	A	421	A	597	A	641	A	646	A	716	A	716	A	770	A	678	A	622	A	605	A	505	A	450	A	394	A	293	A	174	A	9,949
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	3/12/2005	SAT	287	A	288	A	225	A	116	A	80	A	96	A	204	A	355	A	452	A	538	A	689	A	717	A	767	A	746	A	723	A	754	A	731	A	712	A	686	A	577	A	448	A	445	A	431	A	334	A	11,401
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	3/11/2005	FRI	172	A	156	A	107	A	84	A	124	A	293	A	506	A	731	A	781	A	797	A	767	A	709	A	768	A	706	A	781	A	727	A	840	A	894	A	842	A	703	A	507	A	486	A	498	A	379	A	13,358
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	3/10/2005	THU	165	A	106	A	85	A	90	A	119	A	304	A	537	A	706	A	765	A	748	A	719	A	772	A	756	A	821	A	791	A	825	A	820	A	830	A	886	A	707	A	552	A	481	A	398	A	277	A	13,260
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	1/16/2002	WED	128	A	107	A	89	A	87	A	107	A	247	A	517	A	596	A	717	A	714	A	679	A	764	C	721	C	766	C	881	C	897	C	928	C	912	C	788	C	603	C	460	C	437	C	368	C	259	C	12,772
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	1/15/2002	TUE	149	A	104	A	80	A	74	A	108	A	234	A	539	A	622	A	787	A	710	A	791	A	730	A	727	A	749	A	894	A	841	A	886	A	991	A	823	A	638	A	485	A	480	A	345	A	226	A	13,013
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	1/14/2002	MON	127	A	87	A	58	A	75	A	118	A	206	A	478	A	711	A	775	A	745	A	636	A	569	A	729	A	692	A	762	A	844	A	889	A	975	A	790	A	607	A	486	A	431	A	318	A	218	A	12,326
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	1/13/2002	SUN	287	A	261	A	184	A	88	A	79	A	64	A	82	A	203	A	277	A	391	A	452	A	504	A	610	A	701	A	714	A	697	A	703	A	622	A	551	A	470	A	407	A	389	A	312	A	183	A	9,231
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	1/12/2002	SAT	295	A	236	A	169	A	90	A	98	A	86	A	179	A	288	A	429	A	486	A	588	A	710	A	628	A	237	A	938	A	894	A	872	A	644	A	607	A	506	A	451	A	452	A	475	A	440	A	10,798
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	1/11/2002	FRI	176	A	102	A	103	A	104	A	108	A	246	A	485	A	624	A	816	A	840	A	772	A	762	A	785	A	823	A	830	A	865	A	957	A	838	A	781	A	628	A	485	A	549	A	461	A	361	A	13,501
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	1/10/2002	THU	167	A	124	A	93	A	85	A	106	A	255	A	471	A	639	A	730	A	760	A	671	A	765	A	798	A	801	A	879	A	894	A	882	A	909	A	819	A	597	A	444	A	457	A	390	A	264	A	13,000
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	1/9/2002	WED	185	A	84	A	72	A	80	A	99	A	278	A	536	A	606	A	717	A	747	A	770	A	764	A	721	A	766	A	881	A	897	A	928	A	912	A	788	A	603	A	460	A	437	A	368	A	259	A	12,958
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	1/8/2002	TUE	156	A	96	A	62	A	80	A	99	A	256	A	518	A	715	A	759	A	712	A	703	A	673	A	658	A	752	A	736	A	860	A	887	A	808	A	828	A	553	A	462	A	438	A	372	A	220	A	12,403
4	ALA	880		28.091	F	S	SB OFF HIGH ST/NB 77	1/7/2002	MON																											764	A	856	A	832	A	947	A	772	A	539	A	429	A	399	A	348	A	201	A	6,087
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	5/20/2008	TUE	86	A	104	A	58	A	60	A	40	A	122	A	270	A	438	A	554	A	384	C	376	C	388	C	440	C	463	C	561	C	573	C	618	C	718	C	622	C	405	C	312	C	239	C	181	C	122	C	8,134
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	5/19/2008	MON	56	A	40	A	31	A	27	A	40	A	105	A	232	A	389	A	502	A	498	A	389	A	447	A	432	A	475	A	587	A	690	A	748	A	795	A	614	A	429	A	328	A	263	A	172	A	140	A	8,429
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	5/18/2008	SUN	122	A	145	A	96	A	53	A	32	A	34	A	58	A	101	A	154	A	231	A	306	A	356	A	400	A	457	A	479	A	444	A	412	A	415	A	418	A	362	A	321	A	276	A	182	A	114	A	5,968
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	5/17/2008	SAT	144	A	92	A	91	A	42	A	33	A	54	A	100	A	159	A	302	A	364	A	410	A	486	A	495	A	431	A	484	A	465	A	526	A	488	A	407	A	360	A	312	A	309	A	260	A	188	A	7,002
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	5/16/2008	FRI	82	A	52	A	44	A	34	A	43	A	90	A	212	A	353	A	457	A	419	A	428	A	479	A	323	A	473	A	419	A	524	A	595	A	558	A	544	A	375	A	271	A	292	A	295	A	213	A	7,575
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	5/15/2008	THU	65	A	42	A	36	A	18	A	36	A	105	A	215	A	329	A	396	A	399	A	375	A	448	A	467	A	461	A	538	A	524	A	563	A	606	A	634	A	399	A	342	A	293	A	198	A	136	A	7,625
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	5/14/2008	WED	65	A	43	A	32	A	19	A	29	A	95	A	214	A	351	A	420	A	379	A	386	A	404	A	440	A	438	A	499	A	573	A	557	A	698	A	548	A	407	A	323	A	256	A	195	A	134	A	7,505
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	5/13/2008	TUE	45	A	42	A	33	A	15	A	41	A	114	A	196	A	355	A	399	A	384	A	376	A	388	A	440	A	463	A	561	A	573	A	618	A	718	A	622	A	405	A	312	A	239	A	181	A	122	A	7,642
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	5/12/2008	MON	53	A	28	A	20	A	20	A	33	A	92	A	230	A	309	A	428	A	386	A	434	A	429	A	448	A	477	A	540	A	547	A	656	A	686	A	539	A	371	A	262	A	255	A	171	A	80	A	7,494
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	5/11/2008	SUN	162	A	123	A	88	A	41	A	30	A	30	A	59	A	93	A	167	A	241	A	299	A	336	A	433	A	474	A	477	A	404	A	410	A	354	A	348	A	317	A	300	A	245	A	165	A	93	A	5,689
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	5/10/2008	SAT	128	A	85	A	68	A	36	A	32	A	79	A	121	A	182	A	273	A	327	A	409	A	492	A	521	A	460	A	514	A	470	A	463	A	480	A	397	A	336	A	263	A	259	A	276	A	226	A	6,897
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	5/9/2008	FRI													218	A	367	A	435	A	385	A	422	A	415	A	446	A	524	A	567	A	561	A	601	A	617	A	555	A	721	A	335	A	290	A	282	A	205	A	7,946
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	3/7/2005	MON	47	A	37	A	31	A	17	A	45	A	88	A	244	A	347	A	414	A	386	A	399	A	396	A	492	C	454	C	507	C	536	C	549	C	599	C	495	C	341	C	261	C	199	C	174	C	98	C	7,156
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	3/6/2005	SUN	145	A	97	A	117	A	48	A	24	A	25	A	52	A	90	A	176	A	302	A	546	A	584	A	580	A	566	A	609	A	503	A	463	A	527	A	373	A	310	A	236	A	224	A	160	A	84	A	6,841
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	3/5/2005	SAT	107	A	94	A	80	A	48	A	40	A	53	A	92	A	253	A	529	A	523	A	564	A	570	A	526	A	668	A	508	A	535	A	514	A	411	A	349	A	332	A	262	A	240	A	252	A	169	A	7,719
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	3/4/2005	FRI	75	A	47	A	32	A	23	A	38	A	81	A	247	A	329	A	399	A	378	A	362	A	334	A	320	A	313	A	519	A	476	A	562	A	592	A	497	A	391	A	298	A	240	A	217	A	178	A	6,948
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	3/3/2005	THU	64	A	31	A	29	A	22	A	26	A	96	A	225	A	368	A	375	A	390	A	374	A	397	A	463	A	444	A	489	A	475	A	358	A	534	A	566	A	381	A	253	A	240	A	198	A	127	A	6,925
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	3/2/2005	WED	51	A	28	A	28	A	18	A	32	A	94	A	226	A	388	A	413	A	451	A	490	A	475	A	512	A	485	A	487	A	496	A	549	A	657	A	537	A	388	A	276	A	254	A	181	A	113	A	7,629
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	3/1/2005	TUE	56	A	36	A	33	A	18	A	43	A	86	A	227	A	371	A	414	A	443	A	492	A	488	A	487	A	476	A	490	A	469	A	526	A	524	A	534	A	368	A	260	A	211	A	173	A	89	A	7,314
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	2/28/2005	MON	45	A	33	A	31	A	15	A	31	A	75	A	235	A	349	A	420	A	382	A	428	A	419	A	492	A	454	A	507	A	536	A	549	A	599	A	495	A	341	A	261	A	199	A	174	A	98	A	7,168
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	2/27/2005	SUN	120	A	115	A	84	A	47	A	23	A	33	A	59	A	81	A	124	A	201	A	261	A	286	A	410	A	416	A	448	A	400	A	467	A	373	A	323	A	207	A	192	A	198	A	164	A	84	A	5,116
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	2/26/2005	SAT	113	A	87	A	87	A	57	A	27	A	43	A	92	A	131	A	244	A	385	A	472	A	464	A	483	A	492	A	500	A	462	A	498	A	408	A	421	A	323	A	292	A	262	A	208	A	182	A	6,733
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	2/25/2005	FRI	63	A	57	A	42	A	18	A	37	A	95	A	243	A	344	A	424	A	428	A	445	A	498	A	589	A	515	A	551	A	464	A	405	A	547	A	552	A	361	A	314	A	277	A	236	A	183	A	7,688
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	2/24/2005	THU																					430	A	539	A	451	A	485	A	470	A	503	A	558	A	534	A	359	A	281	A	244	A	211	A	119	A	5,184
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	8/29/2002	THU	88	A	71	A	45	A	24	A	34	A	103	A	284	A	435	A	462	A	415	A	385	C	449	C	522	C	501	C	540	C	524	C	555	C	611	C	499	C	493	C	334	C	291	C	234	C	158	C	8,057
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	8/28/2002	WED	78	A	47	A	28	A	25	A	40	A	105	A	235	A	402	A	478	A	459	A	410	A	471	A	489	A	506	A	525	A	500	A	612	A	682	A	647	A	401	A	381	A	316	A	263	A	166	A	8,266
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	8/27/2002	TUE	74	A	46	A	37	A	19	A	36	A	147	A	240	A	403	A	480	A	430	A	429	A	372	A	466	A	559	A	549	A	556	A	687	A	673	A	583	A	462	A	338	A	256	A	236	A	140	A	8,218
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	8/26/2002	MON	113	A	60	A	46	A	24	A	52	A	95	A	248	A	403	A	400	A	374	A	391	A	392	A	526	A	566	A	530	A	532	A	654	A	767	A	619	A	404	A	317	A	296	A	235	A	116	A	8,160
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	8/25/2002	SUN	179	A	99	A	112	A	45	A	34	A	20	A	56	A	92	A	142	A	192	A	253	A	351	A	395	A	429	A	432	A	432	A	446	A	462	A	443	A	348	A	294	A	328	A	219	A	130	A	5,933
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	8/24/2002	SAT	151	A	112	A	89	A	47	A	29	A	42	A	101	A	155	A	270	A	382	A	397	A	493	A	505	A	575	A	518	A	499	A	656	A	534	A	423	A	365	A	329	A	306	A	265	A	248	A	7,491
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	8/23/2002	FRI	99	A	59	A	42	A	39	A	27	A	92	A	210	A	404	A	418	A	456	A	430	A	474	A	534	A	611	A	401	A	496	A	591	A	609	A	643	A	429	A	345	A	301	A	315	A	227	A	8,252
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	8/22/2002	THU	98	A	46	A	44	A	22	A	44	A	109	A	262	A	404	A	462	A	412	A	385	A	449	A	522	A	501	A	540	A	524	A	555	A	611	A	499	A	493	A	334	A	291	A	234	A	158	A	7,999
4	ALA	880		28.571	F	S	SB OFF TO FRUITVALE AVE	8/21/2002	WED																							488	A	508	A	487	A	559	A	604	A	673	A	672	A	441	A	315	A	332	A	259	A	155	A	5,493
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	5/2/2008	FRI	57	A	64	A	37	A	31	A	84	A	163	A	284	A	394	A	396	A	331	A	407	C	429	C	467	C	420	C	490	C	484	C	554	C	604	C	459	C	424	C	371	C	352	C	271	C	199	C	7,772
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	5/1/2008	THU	74	A	47	A	33	A	22	A	50	A	148	A	268	A	366	A	335	A	363	A	360	A	380	A	429	A	444	A	545	A	581	A	556	A	664	A	558	A	439	A	333	A	294	A	228	A	138	A	7,655
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	4/30/2008	WED	67	A	48	A	23	A	33	A	54	A	171	A	256	A	330	A	348	A	317	A	377	A	653	A	476	A	526	A	470	A	482	A	543	A	611	A	462	A	387	A	324	A	271	A	186	A	117	A	7,532
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	4/29/2008	TUE	84	A	36	A	30	A	33	A	55	A	159	A	288	A	356	A	278	A	306	A	315	A	411	A	391	A	484	A	469	A	495	A	597	A	597	A	454	A	382	A	287	A	229	A	185	A	102	A	7,023

4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	4/28/2008	MON	45	A	30	A	30	A	28	A	57	A	157	A	287	A	365	A	322	A	317	A	336	A	372	A	409	A	357	A	535	A	516	A	585	A	647	A	400	A	328	A	334	A	228	A	162	A	119	A	6,966
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	4/27/2008	SUN	107	A	66	A	72	A	44	A	26	A	40	A	75	A	130	A	197	A	277	A	351	A	375	A	438	A	526	A	536	A	546	A	489	A	466	A	344	A	379	A	321	A	269	A	197	A	107	A	6,378
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	4/26/2008	SAT	105	A	92	A	74	A	52	A	43	A	89	A	131	A	162	A	314	A	357	A	381	A	494	A	595	A	552	A	606	A	499	A	525	A	418	A	450	A	405	A	403	A	338	A	271	A	172	A	7,528
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	4/25/2008	FRI	69	A	53	A	49	A	28	A	66	A	177	A	312	A	399	A	349	A	360	A	407	A	429	A	467	A	420	A	490	A	484	A	554	A	604	A	459	A	424	A	371	A	352	A	271	A	199	A	7,793
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	4/24/2008	THU																							411	A	404	A	439	A	441	A	434	A	573	A	680	A	483	A	371	A	331	A	289	A	200	A	110	A	5,166
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	9/1/2005	THU	58	A	56	A	31	A	38	A	50	A	143	A	323	A	382	A	305	A	322	A	413	C	490	C	479	C	493	C	463	C	489	C	559	C	523	C	472	C	417	C	347	C	314	C	190	C	131	C	7,488
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	8/31/2005	WED	77	A	42	A	38	A	34	A	45	A	149	A	307	A	360	A	257	A	353	A	445	A	399	A	500	A	406	A	334	A	405	A	493	A	545	A	445	A	402	A	339	A	256	A	191	A	107	A	6,929
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	8/30/2005	TUE	59	A	46	A	32	A	33	A	46	A	155	A	279	A	352	A	221	A	283	A	394	A	372	A	420	A	376	A	455	A	507	A	539	A	511	A	451	A	459	A	351	A	250	A	159	A	116	A	6,866
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	8/29/2005	MON	78	A	37	A	22	A	35	A	33	A	134	A	286	A	359	A	293	A	289	A	344	A	381	A	388	A	415	A	450	A	515	A	548	A	563	A	465	A	450	A	351	A	251	A	179	A	112	A	6,978
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	8/28/2005	SUN	136	A	85	A	75	A	53	A	29	A	53	A	91	A	132	A	191	A	283	A	331	A	368	A	337	A	450	A	478	A	557	A	506	A	472	A	493	A	392	A	359	A	262	A	178	A	86	A	6,397
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	8/27/2005	SAT	133	A	69	A	69	A	47	A	51	A	81	A	175	A	250	A	330	A	380	A	420	A	430	A	546	A	609	A	571	A	592	A	491	A	525	A	475	A	386	A	387	A	343	A	275	A	213	A	7,848
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	8/26/2005	FRI	53	A	54	A	42	A	58	A	41	A	149	A	289	A	369	A	328	A	476	A	643	A	668	A	597	A	418	A	452	A	475	A	512	A	523	A	446	A	467	A	439	A	363	A	243	A	168	A	8,273
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	8/25/2005	THU	67	A	56	A	38	A	36	A	51	A	139	A	302	A	338	A	350	A	383	A	413	A	490	A	479	A	493	A	463	A	489	A	559	A	523	A	472	A	417	A	347	A	314	A	190	A	131	A	7,540
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	8/24/2005	WED	59	A	37	A	42	A	31	A	56	A	130	A	320	A	358	A	277	A	358	A	358	A	387	A	399	A	437	A	439	A	472	A	531	A	579	A	453	A	442	A	363	A	294	A	192	A	113	A	7,127
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	8/23/2005	TUE																											462	A	510	A	507	A	568	A	478	A	423	A	373	A	271	A	184	A	106	A	3,882
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	3/3/2005	THU	55	A	33	A	39	A	25	A	58	A	133	A	286	A	341	A																																	970
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	3/2/2005	WED	51	A	23	A	41	A	37	A	32	A	136	A	259	A	362	A	293	A	342	A	360	A	437	A	432	A	420	A	487	A	451	A	573	A	534	A	442	A	379	A	290	A	242	A	190	A	96	A	6,909
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	3/1/2005	TUE	48	A	27	A	27	A	35	A	45	A	124	A	275	A	366	A	243	A	341	A	374	A	404	A	434	A	412	A	477	A	519	A	536	A	463	A	475	A	338	A	250	A	197	A	148	A	93	A	6,651
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	2/26/2005	SAT	159	A	77	A	70	A	45	A	46	A	55	A	131	A	208	A	290	A	355	A	393	A	459	A	469	A	589	A	631	A	649	A	553	A	528	A	437	A	386	A	314	A	271	A	200	A	140	A	7,455
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	2/25/2005	FRI	50	A	47	A	41	A	26	A	54	A	150	A	261	A	378	A	291	A	333	A	357	A	431	A	473	A	440	A	494	A	542	A	564	A	564	A	458	A	443	A	317	A	261	A	236	A	154	A	7,365
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	2/24/2005	THU	56	A	37	A	35	A	25	A	39	A	123	A	290	A	360	A	281	A	354	A	366	A	393	A	408	A	522	A	450	A	492	A	459	A	484	A	417	A	352	A	275	A	224	A	165	A	100	A	6,707
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	2/6/2005	SUN	106	A	72	A	68	A	56	A	27	A	64	A	82	A	89	A	146	A	234	A	341	A	383	A	395	A	439	A	458	A	474	A	402	A	345	A	395	A	315	A	279	A	200	A	145	A	97	A	5,612
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	2/5/2005	SAT	120	A	76	A	79	A	39	A	42	A	100	A	143	A	182	A	236	A	368	A	405	A	464	A	470	A	604	A	632	A	608	A	571	A	545	A	448	A	366	A	306	A	232	A	217	A	141	A	7,394
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	2/4/2005	FRI	66	A	32	A	36	A	27	A	56	A	111	A	272	A	240	A	236	A	307	A	412	A	472	A	477	A	460	A	514	A	582	A	549	A	535	A	470	A	403	A	377	A	313	A	210	A	158	A	7,315
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	2/3/2005	THU	70	A	40	A	35	A	26	A	33	A	86	A	269	A	331	A	245	A	342	A	351	A	432	A	444	A	411	A	436	A	514	A	506	A	564	A	492	A	419	A	327	A	254	A	181	A	101	A	6,909
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	2/2/2005	WED																					403	A	479	A	414	A	465	A	456	A	533	A	597	A	458	A	429	A	310	A	275	A	199	A	120	A	5,138
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	1/17/2002	THU	59	A	35	A	46	A	38	A	41	A	111	A	262	A	314	A	290	A	387	C	319	C	387	C	406	C	403	C	496	C	557	C	549	C	537	C	502	C	372	C	286	C	279	C	199	C	119	C	6,994
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	1/16/2002	WED	49	A	30	A	33	A	27	A	50	A	104	A	268	A	325	A	270	A	214	A	361	A	386	A	404	A	451	A	471	A	509	A	553	A	475	A	500	A	354	A	294	A	250	A	196	A	134	A	6,708
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	1/15/2002	TUE	53	A	38	A	37	A	23	A	53	A	93	A	251	A	283	A	267	A	283	A	369	A	402	A	421	A	392	A	471	A	520	A	589	A	556	A	434	A	376	A	286	A	239	A	160	A	122	A	6,718
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	1/14/2002	MON	51	A	32	A	22	A	22	A	49	A	122	A	256	A	332	A	331	A	351	A	326	A	341	A	336	A	419	A	467	A	501	A	608	A	562	A	470	A	358	A	294	A	234	A	183	A	105	A	6,772
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	1/13/2002	SUN	94	A	83	A	64	A	31	A	26	A	28	A	69	A	88	A	127	A	196	A	254	A	315	A	375	A	452	A	454	A	464	A	513	A	500	A	448	A	305	A	239	A	183	A	156	A	104	A	5,568
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	1/12/2002	SAT	88	A	80	A	64	A	28	A	43	A	59	A	130	A	156	A	266	A	321	A	333	A	369	A	393	A	483	A	477	A	502	A	454	A	452	A	392	A	282	A	272	A	247	A	193	A	141	A	6,225
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	1/11/2002	FRI	59	A	46	A	39	A	32	A	51	A	124	A	261	A	320	A	267	A	378	A	387	A	414	A	451	A	469	A	470	A	467	A	441	A	459	A	456	A	373	A	293	A	299	A	216	A	155	A	6,927
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	1/10/2002	THU	63	A	53	A	28	A	39	A	52	A	104	A	255	A	316	A	293	A	387	A	319	A	387	A	406	A	403	A	496	A	557	A	549	A	537	A	502	A	372	A	286	A	279	A	199	A	119	A	7,001
4	ALA	880		28.621	F	N	NB OFF TO 29TH ST	1/9/2002	WED																													344	A	413	A	505	A	407	A	445	A	519	A	527	A	554	A	447	A	348	A	256	A	240	A	192	A	113	A	5,310
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	9/30/2008	TUE	27	A	24	A	23	A	26	A	49	A	106	A	284	A	437	A	349	A	274	A	333	A	297	A	336	C	335	C	350	C	508	C	446	C	492	C	344	C	236	C	194	C	143	C	96	C	61	C	5,770
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	9/29/2008	MON	34	A	19	A	22	A	24	A	47	A	89	A	249	A	331	A	312	A	326	A	318	A	308	A	340	A	353	A	316	A	389	A	471	A	533	A	340	A	252	A	196	A	144	A	91	A	62	A	5,566
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	9/28/2008	SUN	67	A	63	A	42	A	27	A	16	A	30	A	59	A	106	A	166	A	247	A	307	A	311	A	320	A	327	A	338	A	332	A	280	A	256	A	200	A	175	A	127	A	107	A	82	A	50	A	4,035
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	9/27/2008	SAT	73	A	64	A	46	A	28	A	32	A	42	A	64	A	135	A	184	A	258	A	239	A	315	A	321	A	281	A	274	A	279	A	278	A	239	A	230	A	179	A	159	A	150	A	133	A	100	A	4,103
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	9/26/2008	FRI	37	A	26	A	31	A	23	A	65	A	120	A	213	A	354	A	307	A	366	A	297	A	318	A	342	A	331	A	303	A	480	A	545	A	604	A	354	A	248	A	193	A	171	A	118	A	83	A	5,929
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	9/25/2008	THU	31	A	25	A	23	A	17	A	60	A	103	A	214	A	364	A	317	A	281	A	315	A	307	A	318	A	333	A	352	A	448	A	442	A	569	A	343	A	209	A	204	A	187	A	109	A	68	A	5,639
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	9/24/2008	WED	39	A	33	A	16	A	27	A	48	A	112	A	232	A	342	A	329	A	319	A	285	A	263	A	421	A	371	A	332	A	397	A	428	A	510	A	300	A	233	A	198	A	153	A	104	A	72	A	5,564
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	9/23/2008	TUE	36	A	26	A	17	A	19	A	49	A	91	A	198	A	344	A	310	A	278	A	351	A	309	A	336	A	335	A	350	A	508	A	446	A	492	A	344	A	236	A	194	A	143	A	96	A	61	A	5,569
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	9/22/2008	MON	35	A	25	A	16	A	27	A	54	A	85	A	173	A	303	A	324	A	271	A	283	A	336	A	325	A	312	A	345	A	412	A	480	A	447	A	355	A	236	A	196	A	165	A	79	A	51	A	5,335
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	9/21/2008	SUN	62	A	50	A	42	A	22	A	34	A	30	A	47	A	77	A	126	A	218	A	289	A	322	A	325	A	339	A	294	A	292	A	306	A	288	A	199	A	163	A	128	A	89	A	76	A	56	A	3,874
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	9/20/2008	SAT	64	A	58	A	31	A	28	A	35	A	39	A	76	A	138	A	182	A	210	A	278	A	289	A	328	A	294	A	270	A	291	A	272	A	233	A	228	A	185	A	109	A	121	A	89	A	84	A	3,932
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	9/19/2008	FRI																					347	A	390	A	315	A	368	A	435	A	481	A	568	A	361	A	233	A	167	A	158	A	177	A	124	A	4,124
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	3/7/2005	MON	65	A	26	A	37	A	35	A	81	A	190	A	380	A	553	A	538	A	464	A	426	A	420	A	381	C	452	C	466	C	540	C	532	C	526	C	454	C	351	C	279	C	222	C	168	C	114	C	7,700
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	3/6/2005	SUN	123	A	92	A	97	A	65	A	33	A	44	A	84	A	128	A	202	A	303	A	374	A	412	A	424	A	426	A	491	A	459	A	581	A	460	A	394	A	349	A	293	A	251	A	178	A	114	A	6,377
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	3/5/2005	SAT	142	A	99	A	84	A	60	A	55	A	74	A	111	A	211	A	317	A	409	A	460	A	543	A	545	A	525	A	500	A	534	A	555	A	492	A	445	A	388	A	294	A	276	A	212	A	212	A	7,543
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	3/4/2005	FRI	75	A	36	A	40	A	52	A	71	A	192	A	340	A	498	A	505	A	429	A	394	A	413	A	450	A	547	A	532	A	550	A	493	A	519	A	467	A	398	A	313	A	281	A	226	A	181	A	8,002
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	3/3/2005	THU	50	A	37	A	40	A	36	A	76	A	190	A	365	A	608	A	532	A	460	A	429	A	413	A	462	A	462	A	473	A	580	A	559	A	560	A	429	A	337	A	256	A	223	A	152	A	114	A	7,843
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	3/2/2005	WED	66	A	36	A	30	A	35	A	76	A	215	A	315	A	579	A	541	A	493	A	428	A	375	A	486	A	498	A	509	A	543	A	482	A	506	A	457	A	379	A	308	A	292	A	184	A	90	A	7,923
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	3/1/2005	TUE	47	A	32	A	24	A	50	A	73	A	201	A	356	A	585	A	542	A	474	A	356	A	412	A	433	A	474	A	491	A	551	A	525	A	542	A	428	A	274	A	274	A	256	A	164	A	110	A	7,674
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	2/28/2005	MON	43	A	30	A	34	A	39	A	83	A	178	A	378	A	512	A	580	A	425	A	413	A	410	A	381	A	452	A	466	A	540	A	532	A	526	A	454	A	351	A	279	A	222	A	168	A	114	A	7,610
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	2/27/2005	SUN	125	A	106	A	88	A	69	A	39	A	46	A	67	A	129	A	187	A	227	A	358	A	472	A	445	A	495	A	453	A	451	A	408	A	401	A	300	A	256	A	211	A	223	A	145	A	120	A	5,821
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	2/26/2005	SAT	132	A	89	A	92	A	76	A	54	A	74	A	134	A	195	A	306	A	370	A	434	A	446	A	537	A	529	A	473	A	532	A	455	A	473	A	440	A	372	A	273	A	277	A	237	A	215	A	7,215
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	2/25/2005	FRI	74	A	50	A	37	A	50	A	79	A	197	A	321	A	549	A	569	A	412	A	385	A	423	A	457	A	525	A	542	A	573	A	550	A	556	A	523	A	389	A	333	A	302	A	231	A	163	A	8,290
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	2/24/2005	THU																					436	A	429	A	466	A	471	A	536	A	507	A	505	A	453	A	329	A	285	A	291	A	168	A	109	A	4,985
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	1/16/2002	WED	90	A	63	A	57	A	85	A	130	A	303	A	553	A	812	A	822	A	496	A	455	C	488	C	516	C	503	C	502	C	821	C	757	C	754	C	651	C	431	C	338	C	377	C	282	C	177	C	10,463
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	1/15/2002	TUE	88	A	45	A	43	A	86	A	152	A	323	A	515	A	923	A	779	A	465	A	452	A	459	A	519	A	531	A	595	A	719	A	759	A	773	A	575	A	374	A	331	A	359	A	250	A	145	A	10,260

4	ALA	880		28.651	N	S	SB ON FR 29TH ST	1/14/2002	MON	74	A	59	A	45	A	79	A	144	A	314	A	605	A	863	A	762	A	479	A	481	A	452	A	481	A	513	A	555	A	776	A	762	A	687	A	618	A	350	A	295	A	325	A	231	A	161	A	10,111
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	1/13/2002	SUN	146	A	111	A	86	A	49	A	57	A	54	A	92	A	163	A	230	A	325	A	395	A	406	A	480	A	494	A	532	A	516	A	569	A	520	A	408	A	339	A	304	A	313	A	256	A	147	A	6,992
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	1/12/2002	SAT	155	A	106	A	83	A	63	A	69	A	87	A	166	A	258	A	365	A	422	A	417	A	559	A	551	A	584	A	524	A	493	A	542	A	514	A	397	A	305	A	254	A	349	A	258	A	198	A	7,719
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	1/11/2002	FRI	125	A	75	A	60	A	87	A	124	A	323	A	607	A	851	A	814	A	507	A	468	A	498	A	545	A	552	A	528	A	885	A	818	A	733	A	696	A	503	A	332	A	331	A	244	A	190	A	10,896
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	1/10/2002	THU	108	A	67	A	64	A	94	A	160	A	308	A	597	A	891	A	874	A	495	A	481	A	465	A	477	A	576	A	576	A	840	A	731	A	755	A	640	A	377	A	305	A	361	A	308	A	180	A	10,730
4	ALA	880		28.651	N	S	SB ON FR 29TH ST	1/9/2002	WED																			506	A	455	A	488	A	516	A	503	A	502	A	821	A	757	A	754	A	651	A	431	A	338	A	377	A	282	A	177	A	7,558
4	ALA	880		28.831	N	N	NB ON FR LISBON/8TH	5/16/2008	FRI	56	A	31	A	20	A	41	A	60	A	178	A	347	A	621	A	727	A	443	A	410	C	413	C	453	C	491	C	477	C	521	C	533	C	465	C	439	C	434	C	287	C	226	C	131	C	0	C	7,804
4	ALA	880		28.831	N	N	NB ON FR LISBON/8TH	5/15/2008	THU	58	A	25	A	35	A	28	A	61	A	178	A	327	A	693	A	800	A	473	A	382	A	394	A	446	A	450	A	438	A	529	A	482	A	450	A	410	A	316	A	283	A	219	A	165	A	110	A	7,752
4	ALA	880		28.831	N	N	NB ON FR LISBON/8TH	5/14/2008	WED	46	A	31	A	9	A	34	A	60	A	165	A	333	A	668	A	746	A	444	A	366	A	391	A	406	A	438	A	500	A	514	A	484	A	484	A	344	A	295	A	268	A	220	A	170	A	81	A	7,497
4	ALA	880		28.831	N	N	NB ON FR LISBON/8TH	5/13/2008	TUE	45	A	18	A	20	A	28	A	46	A	184	A	352	A	724	A	776	A	449	A	403	A	338	A	428	A	427	A	418	A	535	A	477	A	490	A	402	A	345	A	292	A	205	A	155	A	93	A	7,650
4	ALA	880		28.831	N	N	NB ON FR LISBON/8TH	5/12/2008	MON	34	A	26	A	8	A	21	A	51	A	160	A	318	A	643	A	772	A	441	A	311	A	376	A	431	A	396	A	450	A	543	A	472	A	471	A	399	A	314	A	260	A	191	A	129	A	65	A	7,282
4	ALA	880		28.831	N	N	NB ON FR LISBON/8TH	5/11/2008	SUN	80	A	61	A	70	A	35	A	26	A	32	A	69	A	123	A	174	A	222	A	335	A	352	A	377	A	413	A	382	A	391	A	380	A	317	A	301	A	278	A	222	A	191	A	128	A	69	A	5,028
4	ALA	880		28.831	N	N	NB ON FR LISBON/8TH	5/10/2008	SAT	70	E	62	E	47	A	39	A	27	A	82	A	143	A	227	A	344	A	348	A	398	A	440	A	446	A	463	A	454	A	488	A	459	A	439	A	392	A	300	A	132	A	115	A	89	A	119	A	6,123
4	ALA	880		28.831	N	N	NB ON FR LISBON/8TH	5/9/2008	FRI	41	A	17	A	34	A	38	A	77	A	184	A	330	A	663	A	769	A	448	A	410	A	413	A	453	A	491	A	477	A	521	A	533	A	465	A	439	A	434	A	287	A	226	A	131	A	60	E	7,941
4	ALA	880		28.831	N	N	NB ON FR LISBON/8TH	5/8/2008	THU																									423	A	460	A	555	A	452	A	467	A	394	A	323	A	276	A	211	A	144	A	105	A	3,810
4	ALA	880		28.831	N	N	NB ON FR LISBON/8TH	2/10/2005	THU	47	A	34	A	23	A	23	A	31	A	142	A	329	A	687	A	772	A	411	A	379	C	412	C	428	C	479	C	487	C	541	C	495	C	516	C	415	C	322	C	220	C	185	C	122	C	84	C	7,584
4	ALA	880		28.831	N	N	NB ON FR LISBON/8TH	2/9/2005	WED	45	A	26	A	29	A	22	A	40	A	137	A	314	A	685	A	781	A	387	A	361	A	402	A	409	A	471	A	504	A	517	A	474	A	468	A	412	A	271	A	254	A	188	A	120	A	99	A	7,416
4	ALA	880		28.831	N	N	NB ON FR LISBON/8TH	2/8/2005	TUE	40	A	19	A	22	A	34	A	31	A	125	A	333	A	734	A	821	A	436	A	345	A	383	A	481	A	464	A	476	A	548	A	553	A	516	A	389	A	276	A	237	A	156	A	105	A	81	A	7,605
4	ALA	880		28.831	N	N	NB ON FR LISBON/8TH	2/7/2005	MON	54	A	28	A	16	A	24	A	35	A	111	A	284	A	594	A	738	A	442	A	412	A	443	A	386	A	429	A	499	A	516	A	484	A	506	A	361	A	274	A	195	A	154	A	93	A	82	A	7,160
4	ALA	880		28.831	N	N	NB ON FR LISBON/8TH	2/6/2005	SUN	68	A	69	A	35	A	38	A	19	A	34	A	67	A	106	A	159	A	211	A	299	A	316	A	366	A	378	A	376	A	321	A	277	A	258	A	242	A	228	A	210	A	138	A	109	A	86	A	4,410
4	ALA	880		28.831	N	N	NB ON FR LISBON/8TH	2/5/2005	SAT	74	A	55	A	65	A	41	A	33	A	58	A	108	A	190	A	280	A	347	A	345	A	435	A	469	A	473	A	472	A	483	A	438	A	410	A	309	A	275	A	250	A	146	A	153	A	121	A	6,030
4	ALA	880		28.831	N	N	NB ON FR LISBON/8TH	2/4/2005	FRI	64	A	31	A	29	A	28	A	39	A	147	A	310	A	666	A	780	A	444	A	374	A	444	A	504	A	493	A	518	A	616	A	504	A	499	A	471	A	383	A	272	A	202	A	191	A	139	A	8,148
4	ALA	880		28.831	N	N	NB ON FR LISBON/8TH	2/3/2005	THU	60	A	26	A	26	A	30	A	31	A	125	A	333	A	688	A	824	A	453	A	379	A	412	A	428	A	479	A	487	A	541	A	495	A	516	A	415	A	322	A	220	A	185	A	122	A	84	A	7,681
4	ALA	880		28.831	N	N	NB ON FR LISBON/8TH	2/2/2005	WED																					391	A	447	A	481	A	550	A	536	A	493	A	520	A	412	A	310	A	236	A	208	A	147	A	111	A	4,842
4	ALA	880		28.831	N	N	NB ON FR LISBON/8TH	1/17/2002	THU	39	A	35	A	28	A	20	A	59	A	133	A	322	A	631	A	671	A	487	C	319	C	346	C	430	C	415	C	456	C	541	C	507	C	515	C	405	C	361	C	226	C	151	C	133	C	93	C	7,323
4	ALA	880		28.831	N	N	NB ON FR LISBON/8TH	1/16/2002	WED	43	A	40	A	35	A	31	A	49	A	146	A	333	A	572	A	720	A	404	A	334	A	392	A	429	A	443	A	485	A	499	A	544	A	530	A	410	A	331	A	258	A	195	A	159	A	100	A	7,482
4	ALA	880		28.831	N	N	NB ON FR LISBON/8TH	1/15/2002	TUE	46	A	38	A	21	A	29	A	51	A	117	A	382	A	571	A	720	A	444	A	369	A	380	A	466	A	439	A	455	A	533	A	553	A	590	A	439	A	360	A	238	A	182	A	124	A	70	A	7,617
4	ALA	880		28.831	N	N	NB ON FR LISBON/8TH	1/14/2002	MON	37	A	47	A	31	A	31	A	51	A	120	A	328	A	570	A	665	A	350	A	327	A	354	A	377	A	372	A	463	A	506	A	518	A	556	A	436	A	295	A	223	A	187	A	157	A	82	A	7,083
4	ALA	880		28.831	N	N	NB ON FR LISBON/8TH	1/13/2002	SUN	87	A	70	A	65	A	38	A	23	A	26	A	61	A	90	A	135	A	189	A	283	A	282	A	358	A	407	A	382	A	405	A	407	A	364	A	313	A	250	A	168	A	157	A	114	A	78	A	4,752
4	ALA	880		28.831	N	N	NB ON FR LISBON/8TH	1/12/2002	SAT	88	A	69	A	43	A	25	A	34	A	48	A	110	A	180	A	278	A	295	A	316	A	368	A	483	A	482	A	434	A	414	A	374	A	391	A	291	A	250	A	445	A	289	A	225	A	158	A	6,090
4	ALA	880		28.831	N	N	NB ON FR LISBON/8TH	1/11/2002	FRI	47	A	34	A	27	A	36	A	66	A	145	A	338	A	533	A	660	A	409	A	342	A	436	A	400	A	442	A	496	A	563	A	534	A	568	A	440	A	335	A	272	A	228	A	208	A	165	A	7,724
4	ALA	880		28.831	N	N	NB ON FR LISBON/8TH	1/10/2002	THU	44	A	44	A	45	A	27	A	55	A	118	A	337	A	546	A	654	A	487	A	319	A	346	A	430	A	415	A	456	A	541	A	507	A	515	A	405	A	361	A	226	A	151	A	133	A	93	A	7,255
4	ALA	880		28.831	N	N	NB ON FR LISBON/8TH	1/9/2002	WED																			0	A	374	A	430	A	559	A	554	A	661	A	578	A	604	A	477	A	315	A	219	A	187	A	145	A	102	A	5,205
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	8/24/2011	WED	32	A	31	A	20	A	24	A	14	A	47	A	78	A	126	A	231	A	371	A	383	A	531	A	541	A	638	A	721	A	757	A	943	A	751	A	750	A	636	A	431	A	278	A	135	A	74	A	8,543
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	8/23/2011	TUE	55	A	29	A	18	A	27	A	18	A	44	A	76	A	124	A	224	A	368	A	381	A	529	A	539	A	635	A	718	A	755	A	941	A	749	A	748	A	633	A	429	A	275	A	131	A	89	A	8,535
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	8/22/2011	MON	28	A	20	A	14	A	8	A	15	A	37	A	59	A	47	A	75	A	238	A	356	A	510	A	515	A	703	A	763	A	767	A	942	A	919	A	843	A	619	A	399	A	267	A	129	A	81	A	8,354
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	8/21/2011	SUN	43	A	21	A	10	A	11	A	12	A	21	A	29	A	38	A	71	A	103	A	181	A	232	A	281	A	279	A	324	A	450	A	415	A	301	A	253	A	239	A	135	A	82	A	69	A	44	A	3,644
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	8/20/2011	SAT	57	A	23	A	13	A	12	A	13	A	23	A	31	A	42	A	74	A	107	A	184	A	236	A	285	A	281	A	327	A	453	A	419	A	303	A	258	A	241	A	137	A	99	A	75	A	51	A	3,744
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	8/19/2011	FRI	29	A	21	A	25	A	22	A	43	A	74	A	115	A	229	A	367	A	381	A	527	A	538	A	632	A	713	A	754	A	941	A	751	A	745	A	210	A	631	A	428	A	273	A	128	A	96	A	8,673
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	8/18/2011	THU	18	A	11	A	8	A	16	A	37	A	58	A	49	A	75	A	239	A	325	A	511	A	508	A	703	A	761	A	767	A	942	A	921	A	844	A	618	A	402	A	265	A	133	A	95	A	66	A	8,372
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	6/10/2008	TUE	59	A	54	A	43	A	54	A	134	A	221	A	411	A	488	A	544	A	458	A	470	A	458	A	549	A	604	A	549	A	530	A	480	A	504	A	451	A	355	A	250	A	241	A	156	A	96	A	8,159
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	6/9/2008	MON	59	A	40	A	43	A	48	A	123	A	234	A	397	A	474	A	507	A	438	A	442	A	474	A	502	A	550	A	553	A	550	A	539	A	491	A	430	A	301	A	284	A	280	A	178	A	101	A	8,038
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	6/8/2008	SUN	112	A	88	A	69	A	55	A	37	A	53	A	99	A	119	A	203	A	352	A	417	A	450	A	501	A	607	A	475	A	455	A	378	A	336	A	339	A	298	A	275	A	250	A	165	A	114	A	6,247
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	6/7/2008	SAT	76	A	85	A	77	A	51	A	68	A	93	A	150	A	263	A	338	A	416	A	428	A	495	A	543	A	517	A	511	A	497	A	435	A	426	A	345	A	321	A	281	A	244	A	230	A	174	A	7,064
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	6/6/2008	FRI	52	A	46	A	43	A	67	A	131	A	247	A	395	A	499	A	538	A	529	A	537	A	521	A	572	A	582	A	586	A	537	A	520	A	518	A	391	A	376	A	300	A	305	A	226	A	162	A	8,680
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	6/5/2008	THU	65	A	44	A	48	A	61	A	133	A	251	A	398	A	493	A	553	A	517	A	661	A	688	A	668	A	709	A	616	A	544	A	505	A	532	A	434	A	311	A	239	A	241	A	188	A	97	A	8,996
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	6/4/2008	WED	52	A	51	A	31	A	70	A	155	A	257	A	451	A	519	A	550	A	565	A	665	A	666	A	759	A	730	A	661	A	542	A	519	A	485	A	458	A	350	A	260	A	247	A	187	A	104	A	9,334
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	6/3/2008	TUE	52	A	44	A	31	A	49	A	131	A	235	A	393	A	536	A	537	A	621	A	662	A	624	A	739	A	787	A	668	A	506	A	501	A	564	A	461	A	347	A	239	A	209	A	175	A	98	A	9,209
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	6/2/2008	MON	71	A	52	A	33	A	56	A	139	A	217	A	393	A	473	A	542	A	404	A	449	A	487	A	532	A	583	A	576	A	544	A	534	A	506	A	431	A	362	A	298	A	232	A	147	A	107	A	8,168
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	6/1/2008	SUN	88	A	75	A	78	A	56	A	54	A	58	A	87	A	137	A	196	A	345	A	391	A	464	A	520	A	604	A	569	A	422	A	402	A	369	A	331	A	278	A	296	A	211	A	153	A	95	A	6,279
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	5/31/2008	SAT	86	A	97	A	96	A	51	A	82	A	98	A	152	A	271	A	374	A	386	A	410	A	477	A	568	A	596	A	516	A	514	A	422	A	383	A	382	A	328	A	262	A	250	A	191	A	144	A	7,136
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	5/30/2008	FRI	57	A	50	A	40	A	57	A	142	A	243	A	426	A	466	A	520	A	510	A	518	A	471	A	541	A	650	A	728	A	511	A	497	A	536	A	460	A	385	A	259	A	291	A	233	A	162	A	8,753
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	5/29/2008	THU	68	A	40	A	36	A	57	A	136	A	237	A	415	A	515	A	540	A	444	A	468	A	494	A	566	A	561	A	587	A	501	A	485	A	513	A	440	A	361	A	263	A	233	A	184	A	112	A	8,256
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	5/28/2008	WED	59	A	32	A	33	A	41	A	116	A	230	A	408	A	497	A	502	A	462	A	453	A	469	A	563	A	594	A	601	A	515	A	509	A	533	A	471	A	362	A	279	A	243	A	170	A	102	A	8,244
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	5/27/2008	TUE	59	A	35	A	30	A	46	A	126	A	258	A	380	A	500	A	539	A	485	A	467	A	535	A	504	A	582	A	578	A	563	A	516	A	529	A	433	A	341	A	259	A	246	A	182	A	90	A	8,283
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	5/26/2008	MON	73	A	59	A	44	A	49	A	39	A	71	A	104	A	162	A	160	A	254	A	309	A	380	A	423	A	436	A	381	A	362	A	316	A	306	A	276	A	276	A	252	A	223	A	156	A	113	A	5,224
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	5/25/2008	SUN	98	A	55	A	85	A	49	A	47	A	56	A	90	A	143	A	168	A	307	A	393	A	401	A	496	A	599	A	505	A	443	A	370	A	313	A	248	A	256	A	242	A	223	A	174	A	126	A	5,887
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	5/24/2008	SAT	93	A	60	A	72	A	62	A	93	A	87	A	142	A	241	A	321	A	363	A	385	A	432	A	529	A	531	A	482	A	451	A	362	A	403	A	364	A	304	A	289	A	224	A	203	A	159	A	6,652
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	5/23/2008	FRI	68	A	48	A	54	A	62	A	145	A	240	A	383	A	459	A	510	A	448	A	465	A	605	A	579	A	583	A	592	A	535	A	469	A	529	A	474	A	368	A	273	A	243	A	230	A	156	A	8,518
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	5/22/2008	THU	55	A	47	A	50	A	49	A	158	A	238	A	390	A	485	A	497	A	421	A	434	A	816	A	650	A	597	A	570	A	506	A	510	A	498	A	426	A	350	A	269	A	261	A	177	A	126	A	8,580
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	5/21/2008	WED	54	A	43	A	40	A	56	A	129	A	237	A	443	A	523	A	531	A	463	A	408	A	471	A	531	A	562	A	546	A	528	A	509	A	506	A	421	A	367	A	279	A	258	A	157	A	97	A	8,159

4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	5/20/2008	TUE																		450	A	451	A	502	A	576	A	565	A	540	A	515	A	532	A	441	A	370	A	267	A	250	A	145	A	107	A	5,711
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	3/7/2005	MON	77	A	54	A	38	A	64	A	113	A	237	A	480	A	490	A	535	A	535	A	474	A	526	A	543	C	534	C	602	C	566	C	586	C	593	C	445	C	334	C	248	C	193	C	156	C	101	C	8,524
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	3/6/2005	SUN	106	A	75	A	108	A	81	A	51	A	64	A	86	A	141	A	204	A	325	A	446	A	494	A	496	A	501	A	547	A	494	A	416	A	362	A	397	A	344	A	270	A	222	A	154	A	99	A	6,483
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	3/5/2005	SAT	99	A	83	A	78	A	64	A	78	A	86	A	132	A	240	A	371	A	396	A	461	A	482	A	547	A	571	A	534	A	527	A	463	A	430	A	418	A	360	A	278	A	248	A	206	A	140	A	7,292
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	3/4/2005	FRI	69	A	39	A	43	A	52	A	118	A	254	A	445	A	467	A	547	A	469	A	497	A	560	A	662	A	636	A	631	A	595	A	574	A	542	A	499	A	371	A	283	A	237	A	205	A	171	A	8,966
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	3/3/2005	THU	74	A	48	A	44	A	55	A	115	A	249	A	460	A	506	A	516	A	458	A	496	A	483	A	557	A	557	A	557	A	587	A	651	A	627	A	436	A	348	A	257	A	188	A	177	A	106	A	8,552
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	3/2/2005	WED	63	A	32	A	39	A	78	A	139	A	269	A	469	A	492	A	513	A	509	A	516	A	560	A	516	A	606	A	596	A	624	A	542	A	602	A	470	A	366	A	255	A	237	A	152	A	116	A	8,761
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	3/1/2005	TUE	70	A	39	A	44	A	79	A	124	A	227	A	467	A	471	A	525	A	471	A	487	A	525	A	548	A	525	A	536	A	560	A	569	A	585	A	435	A	326	A	229	A	211	A	154	A	99	A	8,306
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	2/28/2005	MON	63	A	41	A	52	A	66	A	123	A	246	A	467	A	469	A	509	A	484	A	476	A	471	A	543	A	534	A	602	A	566	A	586	A	593	A	445	A	334	A	248	A	193	A	156	A	101	A	8,368
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	2/27/2005	SUN	114	A	87	A	77	A	71	A	60	A	54	A	86	A	135	A	207	A	297	A	433	A	598	A	511	A	545	A	516	A	434	A	395	A	304	A	279	A	269	A	203	A	186	A	140	A	101	A	6,102
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	2/26/2005	SAT	93	A	84	A	84	A	76	A	70	A	88	A	149	A	227	A	370	A	412	A	474	A	485	A	536	A	521	A	523	A	495	A	464	A	433	A	397	A	364	A	268	A	229	A	201	A	116	A	7,159
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	2/25/2005	FRI	66	A	111	A	47	A	72	A	103	A	243	A	416	A	494	A	560	A	510	A	527	A	531	A	476	A	557	A	641	A	583	A	600	A	581	A	505	A	415	A	267	A	241	A	214	A	125	A	8,885
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	2/24/2005	THU																					534	A	526	A	575	A	629	A	585	A	552	A	535	A	459	A	328	A	263	A	215	A	180	A	111	A	5,492
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	1/16/2002	WED	42	A	29	A	38	A	48	A	116	A	287	A	391	A	502	A	514	A	454	A	465	C	512	C	516	C	551	C	606	C	695	C	684	C	652	C	495	C	274	C	195	C	219	C	157	C	108	C	8,550
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	1/15/2002	TUE	46	A	40	A	35	A	37	A	108	A	270	A	481	A	572	A	613	A	457	A	466	A	523	A	534	A	520	A	535	A	596	A	530	A	504	A	416	A	273	A	198	A	189	A	164	A	91	A	8,198
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	1/14/2002	MON	40	A	46	A	42	A	53	A	116	A	260	A	443	A	619	A	713	A	473	A	476	A	512	A	597	A	578	A	594	A	640	A	697	A	614	A	436	A	283	A	239	A	191	A	151	A	91	A	8,904
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	1/13/2002	SUN	84	A	51	A	68	A	39	A	41	A	47	A	69	A	114	A	193	A	232	A	391	A	375	A	481	A	515	A	482	A	403	A	440	A	337	A	309	A	234	A	215	A	192	A	136	A	90	A	5,538
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	1/12/2002	SAT	85	A	73	A	66	A	43	A	69	A	76	A	147	A	233	A	305	A	384	A	394	A	432	A	433	A	354	A	559	A	445	A	430	A	336	A	312	A	237	A	208	A	223	A	207	A	152	A	6,203
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	1/11/2002	FRI	53	A	40	A	42	A	52	A	120	A	270	A	504	A	648	A	734	A	504	A	503	A	573	A	596	A	645	A	577	A	715	A	707	A	679	A	491	A	362	A	210	A	241	A	218	A	156	A	9,640
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	1/10/2002	THU	57	A	43	A	33	A	59	A	117	A	259	A	516	A	680	A	651	A	505	A	454	A	468	A	585	A	556	A	556	A	710	A	674	A	671	A	551	A	332	A	210	A	191	A	177	A	106	A	9,161
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	1/9/2002	WED	51	A	34	A	27	A	50	A	105	A	264	A	506	A	647	A	667	A	501	A	465	A	512	A	516	A	551	A	606	A	695	A	684	A	652	A	495	A	274	A	195	A	219	A	157	A	108	A	8,981
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	1/8/2002	TUE	57	A	45	A	37	A	61	A	119	A	273	A	499	A	621	A	693	A	433	A	437	A	472	A	511	A	558	A	554	A	727	A	715	A	599	A	499	A	302	A	209	A	180	A	166	A	96	A	8,863
4	ALA	880		28.881	N	S	SB ON FR 23RD/KENNEDY	1/7/2002	MON																									630	A	583	A	789	A	751	A	707	A	494	A	292	A	204	A	209	A	161	A	91	A	4,911
4	ALA	880		28.931	F	N	NB OFF TO 23RD AVE	5/2/2008	FRI	134	A	100	A	72	A	73	A	98	A	191	A	410	A	558	A	567	A	502	A	535	C	563	C	590	C	594	C	639	C	687	C	739	C	790	C	629	C	606	C	519	C	434	C	383	C	257	C	10,670
4	ALA	880		28.931	F	N	NB OFF TO 23RD AVE	5/1/2008	THU	121	A	69	A	56	A	62	A	105	A	205	A	413	A	547	A	590	A	516	A	503	A	545	A	629	A	578	A	612	A	642	A	713	A	805	A	692	A	576	A	436	A	393	A	335	A	229	A	10,372
4	ALA	880		28.931	F	N	NB OFF TO 23RD AVE	4/30/2008	WED	114	A	63	A	57	A	63	A	98	A	207	A	355	A	518	A	513	A	501	A	537	A	577	A	633	A	598	A	608	A	615	A	776	A	723	A	674	A	551	A	449	A	355	A	328	A	227	A	10,140
4	ALA	880		28.931	F	N	NB OFF TO 23RD AVE	4/29/2008	TUE	150	A	84	A	75	A	62	A	119	A	190	A	392	A	598	A	469	A	541	A	469	A	499	A	527	A	642	A	642	A	658	A	758	A	726	A	666	A	504	A	430	A	348	A	307	A	192	A	10,048
4	ALA	880		28.931	F	N	NB OFF TO 23RD AVE	4/28/2008	MON	104	A	48	A	35	A	52	A	89	A	173	A	379	A	578	A	545	A	509	A	499	A	535	A	647	A	506	A	631	A	677	A	747	A	762	A	599	A	454	A	442	A	350	A	247	A	216	A	9,824
4	ALA	880		28.931	F	N	NB OFF TO 23RD AVE	4/27/2008	SUN	173	A	128	A	109	A	66	A	63	A	63	A	110	A	173	A	264	A	466	A	492	A	562	A	597	A	566	A	545	A	548	A	552	A	540	A	509	A	448	A	416	A	410	A	278	A	190	A	8,268
4	ALA	880		28.931	F	N	NB OFF TO 23RD AVE	4/26/2008	SAT	174	A	102	A	116	A	86	A	60	A	83	A	196	A	261	A	431	A	454	A	544	A	566	A	599	A	616	A	611	A	586	A	616	A	561	A	521	A	514	A	415	A	394	A	390	A	251	A	9,147
4	ALA	880		28.931	F	N	NB OFF TO 23RD AVE	4/25/2008	FRI	110	A	80	A	66	A	68	A	98	A	208	A	386	A	528	A	530	A	507	A	535	A	563	A	590	A	594	A	639	A	687	A	739	A	790	A	629	A	606	A	519	A	434	A	383	A	257	A	10,546
4	ALA	880		28.931	F	N	NB OFF TO 23RD AVE	4/24/2008	THU																							585	A	559	A	603	A	613	A	728	A	826	A	661	A	540	A	434	A	357	A	324	A	210	A	6,440
4	ALA	880		28.931	F	N	NB OFF TO 23RD AVE	2/10/2005	THU	140	A	87	A	59	A	61	A	103	A	202	A	419	A	511	A	564	A	465	A	568	C	575	C	570	C	596	C	629	C	690	C	704	C	741	C	669	C	553	C	434	C	381	C	294	C	193	C	10,208
4	ALA	880		28.931	F	N	NB OFF TO 23RD AVE	2/9/2005	WED	151	A	73	A	53	A	56	A	86	A	203	A	401	A	559	A	537	A	493	A	521	A	557	A	517	A	566	A	646	A	644	A	716	A	734	A	681	A	554	A	375	A	387	A	341	A	189	A	10,040
4	ALA	880		28.931	F	N	NB OFF TO 23RD AVE	2/8/2005	TUE	113	A	72	A	50	A	50	A	87	A	193	A	385	A	586	A	614	A	532	A	489	A	568	A	622	A	570	A	644	A	701	A	748	A	837	A	684	A	556	A	402	A	370	A	295	A	190	A	10,358
4	ALA	880		28.931	F	N	NB OFF TO 23RD AVE	2/7/2005	MON	105	A	72	A	46	A	52	A	79	A	166	A	348	A	497	A	517	A	470	A	542	A	561	A	549	A	574	A	704	A	661	A	738	A	776	A	653	A	542	A	413	A	364	A	270	A	220	A	9,919
4	ALA	880		28.931	F	N	NB OFF TO 23RD AVE	2/6/2005	SUN	206	A	117	A	109	A	57	A	49	A	111	A	137	A	154	A	274	A	441	A	564	A	565	A	613	A	605	A	626	A	533	A	494	A	454	A	484	A	460	A	433	A	322	A	241	A	190	A	8,239
4	ALA	880		28.931	F	N	NB OFF TO 23RD AVE	2/5/2005	SAT	195	A	141	A	105	A	74	A	72	A	86	A	230	A	298	A	352	A	477	A	539	A	622	A	584	A	696	A	650	A	662	A	657	A	676	A	600	A	537	A	408	A	358	A	326	A	253	A	9,598
4	ALA	880		28.931	F	N	NB OFF TO 23RD AVE	2/4/2005	FRI	165	A	92	A	75	A	71	A	96	A	223	A	420	A	422	A	562	A	516	A	578	A	566	A	617	A	642	A	702	A	705	A	717	A	799	A	697	A	609	A	451	A	417	A	408	A	276	A	10,826
4	ALA	880		28.931	F	N	NB OFF TO 23RD AVE	2/3/2005	THU	153	A	109	A	69	A	63	A	90	A	192	A	412	A	528	A	552	A	512	A	568	A	575	A	570	A	596	A	629	A	690	A	704	A	741	A	669	A	553	A	434	A	381	A	294	A	193	A	10,277
4	ALA	880		28.931	F	N	NB OFF TO 23RD AVE	2/2/2005	WED																					559	A	619	A	632	A	671	A	672	A	720	A	829	A	668	A	597	A	357	A	420	A	328	A	237	A	7,309
4	ALA	880		28.931	F	N	NB OFF TO 23RD AVE	1/17/2002	THU	150	A	79	A	64	A	76	A	90	A	196	A	412	A	597	A	568	A	476	C	452	C	528	C	621	C	631	C	647	C	746	C	815	C	782	C	741	C	556	C	448	C	485	C	388	C	238	C	10,786
4	ALA	880		28.931	F	N	NB OFF TO 23RD AVE	1/16/2002	WED	142	A	82	A	61	A	66	A	77	A	211	A	383	A	540	A	497	A	463	A	562	A	471	A	559	A	637	A	668	A	697	A	777	A	760	A	775	A	626	A	404	A	478	A	401	A	235	A	10,572
4	ALA	880		28.931	F	N	NB OFF TO 23RD AVE	1/15/2002	TUE	131	A	90	A	72	A	57	A	93	A	181	A	387	A	520	A	507	A	482	A	491	A	491	A	566	A	548	A	612	A	677	A	803	A	827	A	690	A	576	A	443	A	473	A	378	A	230	A	10,325
4	ALA	880		28.931	F	N	NB OFF TO 23RD AVE	1/14/2002	MON	117	A	64	A	45	A	60	A	80	A	181	A	410	A	605	A	605	A	494	A	512	A	569	A	513	A	650	A	662	A	747	A	781	A	854	A	702	A	555	A	400	A	455	A	410	A	239	A	10,710
4	ALA	880		28.931	F	N	NB OFF TO 23RD AVE	1/13/2002	SUN	181	A	109	A	112	A	58	A	48	A	53	A	145	A	145	A	211	A	343	A	453	A	476	A	576	A	551	A	572	A	570	A	565	A	583	A	572	A	446	A	387	A	346	A	274	A	190	A	7,966
4	ALA	880		28.931	F	N	NB OFF TO 23RD AVE	1/12/2002	SAT	224	A	120	A	111	A	75	A	56	A	95	A	232	A	251	A	403	A	462	A	481	A	512	A	437	A	497	A	600	A	572	A	581	A	523	A	531	A	420	A	359	A	364	A	341	A	280	A	8,527
4	ALA	880		28.931	F	N	NB OFF TO 23RD AVE	1/11/2002	FRI	158	A	102	A	95	A	63	A	102	A	208	A	391	A	593	A	569	A	545	A	512	A	578	A	638	A	610	A	667	A	620	A	666	A	759	A	738	A	659	A	450	A	450	A	457	A	316	A	10,946
4	ALA	880		28.931	F	N	NB OFF TO 23RD AVE	1/10/2002	THU	162	A	86	A	82	A	57	A	95	A	212	A	391	A	600	A	519	A	476	A	452	A	528	A	621	A	631	A	647	A	746	A	815	A	782	A	741	A	556	A	448	A	485	A	388	A	238	A	10,758
4	ALA	880		28.931	F	N	NB OFF TO 23RD AVE	1/9/2002	WED																							574	A	600	A	648	A	713	A	764	A	787	A	712	A	607	A	462	A	500	A	348	A	238	A	6,953
4	ALA	880		29.101	N	N	NB ON FR EB 23RD AVE	5/2/2008	FRI	67	A	37	A	37	A	47	A	79	A	213	A	494	A	913	A	1124	A	842	A	694	C	655	C	660	C	744	C	766	C	726	C	751	C	671	C	609	C	522	C	430	C	417	C	398	C	287	C	12,183
4	ALA	880		29.101	N	N	NB ON FR EB 23RD AVE	5/1/2008	THU	71	A	41	A	27	A	54	A	81	A	209	A	542	A	1012	A	1097	A	816	A	725	A	637	A	660	A	684	A	722	A	835	A	757	A	720	A	594	A	422	A	390	A	365	A	246	A	164	A	11,871
4	ALA	880		29.101	N	N	NB ON FR EB 23RD AVE	4/30/2008	WED	80	A	32	A	36	A	32	A	69	A	238	A	520	A	1013	A	1127	A	776	A	626	A	641	A	615	A	677	A	776	A	814	A	726	A	703	A	557	A	444	A	372	A	347	A	265	A	150	A	11,636
4	ALA	880		29.101	N	N	NB ON FR EB 23RD AVE	4/29/2008	TUE	84	A	33	A	16	A	55	A	84	A	223	A	531	A	981	A	1164	A	790	A	613	A	562	A	561	A	654	A	715	A	837	A	727	A	660	A	539	A	427	A	349	A	346	A	215	A	129	A	11,295
4	ALA	880		29.101	N	N	NB ON FR EB 23RD AVE	4/28/2008	MON	61	A	26	A	24	A	35	A	73	A	201	A	500	A	934	A	1097	A	772	A	617	A	603	A	609	A	633	A	709	A	778	A	728	A	671	A	521	A	394	A	345	A	247	A	212	A	111	A	10,901
4	ALA	880		29.101	N	N	NB ON FR EB 23RD AVE	4/27/2008	SUN	130	A	109	A	61	A	52	A	38	A	75	A	123	A	194	A	319	A	442	A	562	A	558	A	609	A	587	A	631	A	538	A	555	A	493	A	468	A	397	A	328	A	317	A	227	A	118	A	7,931
4	ALA	880		29.101	N	N	NB ON FR EB 23RD AVE	4/26/2008	SAT	166	A	81	A	56	A	44	A	37	A	94	A	173	A	303	A	504	A	616	A	718	A	701	A	676	A	730	A	670	A	692	A	657	A	566	A	552	A	454	A	372	A	382	A	358	A	256	A	9,858
4	ALA	880		29.101	N	N	NB ON FR EB 23RD AVE	4/25/2008	FRI	87	A	35	A	45	A	40	A	79	A	200	A	457	A	945	A	1088	A	814	A	694	A	655	A	660	A	744	A	766	A	726	A	751	A	671	A	609	A	522	A	430	A	417	A	398	A	287	A	12,120
4	ALA	880		29.101	N	N	NB ON FR EB 23RD AVE	4/24/2008	THU																							642	A	629	A	670	A	774	A	770	A	692	A	602	A	491	A	367	A	346	A	293	A	142	A	6,418
4	ALA	880		29.101	N	N	NB ON FR EB 23RD AVE	2/10/2005	THU	73	A	60	A	46	A	45	A	68	A	226	A	487	A	954	A	1110	A	717	A	666	C	626	C	675	C	744	C	723	C	802	C	681	C	709	C	488	C	424	C	348	C	310	C	199	C	127	C	11,308
4	ALA	880		29.101	N	N	NB ON FR EB 23RD AVE	2/9/2005	WED	75	A	38	A	44	A	44	A	58	A	218	A	468	A	885	A	964	A	713	A	517	A	618	A	526	A	606	A	773	A	863	A	721	A	752	A	531	A	395	A	368	A	349	A	238	A	133	A	10,897

4	ALA	880		29.101	N	N	NB ON FR EB 23RD AVE	2/8/2005	TUE	67	A	31	A	32	A	37	A	67	A	222	A	493	A	838	A	861	A	718	A	646	A	667	A	624	A	693	A	749	A	814	A	755	A	696	A	597	A	385	A	364	A	289	A	217	A	121	A	10,983
4	ALA	880		29.101	N	N	NB ON FR EB 23RD AVE	2/7/2005	MON	66	A	40	A	35	A	57	A	61	A	198	A	463	A	812	A	866	A	691	A	588	A	557	A	554	A	676	A	670	A	813	A	718	A	720	A	526	A	374	A	280	A	247	A	190	A	122	A	10,324
4	ALA	880		29.101	N	N	NB ON FR EB 23RD AVE	2/6/2005	SUN	247	A	202	A	87	A	51	A	36	A	70	A	107	A	148	A	303	A	452	A	504	A	548	A	624	A	588	A	617	A	539	A	411	A	449	A	286	A	388	A	299	A	257	A	192	A	115	A	7,520
4	ALA	880		29.101	N	N	NB ON FR EB 23RD AVE	2/5/2005	SAT	209	A	108	A	78	A	45	A	41	A	96	A	163	A	304	A	485	A	668	A	651	A	719	A	765	A	748	A	687	A	676	A	658	A	566	A	487	A	392	A	352	A	354	A	334	A	235	A	9,821
4	ALA	880		29.101	N	N	NB ON FR EB 23RD AVE	2/4/2005	FRI	136	A	67	A	73	A	54	A	86	A	209	A	479	A	856	A	882	A	766	A	699	A	671	A	715	A	802	A	771	A	802	A	693	A	709	A	603	A	371	A	412	A	316	A	355	A	246	A	11,773
4	ALA	880		29.101	N	N	NB ON FR EB 23RD AVE	2/3/2005	THU	200	A	96	A	64	A	64	A	68	A	230	A	487	A	841	A	881	A	738	A	666	A	626	A	675	A	744	A	723	A	802	A	681	A	709	A	488	A	424	A	348	A	310	A	199	A	127	A	11,191
4	ALA	880		29.101	N	N	NB ON FR EB 23RD AVE	2/2/2005	WED																					638	A	642	A	747	A	759	A	834	A	720	A	714	A	522	A	386	A	321	A	366	A	275	A	315	A	7,239
4	ALA	880		29.101	N	N	NB ON FR EB 23RD AVE	1/17/2002	THU	135	A	87	A	63	A	95	A	187	A	319	A	319	A	551	A	618	A	692	C	577	C	616	C	683	C	727	C	734	C	888	C	750	C	730	C	607	C	430	C	332	C	564	C	515	C	341	C	11,560
4	ALA	880		29.101	N	N	NB ON FR EB 23RD AVE	1/16/2002	WED	110	A	94	A	65	A	98	A	187	A	320	A	430	A	736	A	891	A	696	A	596	A	646	A	660	A	732	A	674	A	562	A	451	A	479	A	368	A	382	A	353	A	646	A	448	A	274	A	10,898
4	ALA	880		29.101	N	N	NB ON FR EB 23RD AVE	1/15/2002	TUE	109	A	75	A	53	A	90	A	180	A	301	A	437	A	759	A	849	A	673	A	591	A	569	A	626	A	688	A	729	A	719	A	638	A	587	A	504	A	454	A	368	A	575	A	475	A	268	A	11,317
4	ALA	880		29.101	N	N	NB ON FR EB 23RD AVE	1/14/2002	MON	122	A	104	A	64	A	80	A	168	A	317	A	414	A	769	A	955	A	732	A	660	A	562	A	630	A	602	A	766	A	771	A	639	A	632	A	531	A	397	A	293	A	474	A	445	A	264	A	11,391
4	ALA	880		29.101	N	N	NB ON FR EB 23RD AVE	1/13/2002	SUN	234	A	145	A	95	A	54	A	43	A	70	A	100	A	144	A	241	A	428	A	441	A	465	A	592	A	584	A	572	A	597	A	546	A	470	A	432	A	304	A	275	A	473	A	383	A	257	A	7,945
4	ALA	880		29.101	N	N	NB ON FR EB 23RD AVE	1/12/2002	SAT	140	A	117	A	82	A	65	A	58	A	102	A	171	A	298	A	480	A	603	A	639	A	749	A	760	A	667	A	663	A	639	A	651	A	562	A	485	A	368	A	357	A	449	A	337	A	258	A	9,700
4	ALA	880		29.101	N	N	NB ON FR EB 23RD AVE	1/11/2002	FRI	163	A	126	A	76	A	108	A	167	A	309	A	410	A	801	A	994	A	786	A	695	A	706	A	732	A	690	A	811	A	855	A	722	A	708	A	601	A	521	A	356	A	390	A	331	A	254	A	12,312
4	ALA	880		29.101	N	N	NB ON FR EB 23RD AVE	1/10/2002	THU	132	A	97	A	75	A	86	A	171	A	320	A	517	A	875	A	1110	A	692	A	577	A	616	A	683	A	727	A	734	A	888	A	750	A	730	A	607	A	430	A	332	A	564	A	515	A	341	A	12,569
4	ALA	880		29.101	N	N	NB ON FR EB 23RD AVE	1/9/2002	WED																									715	A	721	A	925	A	858	A	804	A	647	A	421	A	383	A	560	A	518	A	299	A	6,851
4	ALA	880		29.151	N	N	NB ON FR WB 23RD AVE	5/14/2008	WED	26	A	19	A	20	A	16	A	44	A	106	A	206	A	318	A	393	A	233	A	174	A	179	A	169	A	187	A	163	A	161	A	156	A	173	A	152	A	126	A	129	A	112	A	78	A	51	A	3,391
4	ALA	880		29.151	N	N	NB ON FR WB 23RD AVE	5/13/2008	TUE	37	A	17	A	22	A	12	A	45	A	112	A	219	A	314	A	395	A	241	A	177	A	185	A	164	A	182	A	174	A	183	A	181	A	177	A	150	A	150	A	136	A	123	A	74	A	43	A	3,513
4	ALA	880		29.151	N	N	NB ON FR WB 23RD AVE	5/12/2008	MON	25	A	20	A	16	A	18	A	44	A	102	A	212	A	332	A	381	A	230	A	161	A	172	A	192	A	209	A	197	A	189	A	226	A	180	A	161	A	139	A	112	A	106	A	99	A	53	A	3,576
4	ALA	880		29.151	N	N	NB ON FR WB 23RD AVE	5/11/2008	SUN	62	A	56	A	42	A	21	A	27	A	31	A	50	A	85	A	106	A	151	A	154	A	171	A	198	A	201	A	222	A	167	A	184	A	141	A	123	A	154	A	155	A	117	A	106	A	50	A	2,774
4	ALA	880		29.151	N	N	NB ON FR WB 23RD AVE	5/10/2008	SAT	88	A	66	A	34	A	18	A	37	A	43	A	83	A	155	A	188	A	189	A	218	A	194	A	223	A	194	A	188	A	208	A	180	A	168	A	155	A	154	A	169	A	161	A	169	A	100	A	3,382
4	ALA	880		29.151	N	N	NB ON FR WB 23RD AVE	5/9/2008	FRI	27	A	27	A	21	A	13	A	42	A	103	A	209	A	348	A	370	A	208	A	201	A	193	A	204	A	250	A	234	A	245	A	227	A	220	A	186	A	182	A	158	A	147	A	146	A	167	A	4,128
4	ALA	880		29.151	N	N	NB ON FR WB 23RD AVE	5/8/2008	THU	28	A	22	A	14	A	17	A	37	A	108	A	226	A	309	A	428	A	242	A	222	A	199	A	187	A	183	A	195	A	219	A	234	A	203	A	198	A	167	A	121	A	137	A	113	A	50	A	3,859
4	ALA	880		29.151	N	N	NB ON FR WB 23RD AVE	2/10/2005	THU	35	A	31	A	24	A	28	A	40	A	100	A	189	A	372	A	386	A	221	A	295	C	207	C	225	C	233	C	228	C	252	C	235	C	291	C	237	C	206	C	127	C	159	C	113	C	60	C	4,294
4	ALA	880		29.151	N	N	NB ON FR WB 23RD AVE	2/9/2005	WED	56	A	36	A	30	A	24	A	38	A	124	A	179	A	345	A	388	A	199	A	172	A	173	A	195	A	184	A	205	A	217	A	228	A	201	A	183	A	119	A	119	A	99	A	73	A	53	A	3,640
4	ALA	880		29.151	N	N	NB ON FR WB 23RD AVE	2/8/2005	TUE	43	A	24	A	32	A	13	A	46	A	106	A	199	A	372	A	413	A	213	A	211	A	158	A	211	A	205	A	195	A	271	A	246	A	238	A	161	A	151	A	147	A	123	A	83	A	47	A	3,908
4	ALA	880		29.151	N	N	NB ON FR WB 23RD AVE	2/7/2005	MON	31	A	23	A	26	A	24	A	48	A	97	A	219	A	363	A	573	A	276	A	209	A	192	A	190	A	238	A	235	A	226	A	247	A	203	A	191	A	142	A	111	A	107	A	69	A	51	A	4,091
4	ALA	880		29.151	N	N	NB ON FR WB 23RD AVE	2/6/2005	SUN	67	A	59	A	55	A	34	A	27	A	39	A	49	A	68	A	118	A	171	A	167	A	159	A	203	A	200	A	212	A	176	A	160	A	132	A	145	A	146	A	130	A	140	A	83	A	52	A	2,792
4	ALA	880		29.151	N	N	NB ON FR WB 23RD AVE	2/5/2005	SAT	68	A	41	A	45	A	41	A	25	A	39	A	80	A	156	A	165	A	217	A	201	A	194	A	218	A	221	A	209	A	211	A	216	A	211	A	184	A	126	A	125	A	145	A	151	A	86	A	3,375
4	ALA	880		29.151	N	N	NB ON FR WB 23RD AVE	2/4/2005	FRI	46	A	35	A	17	A	32	A	68	A	165	A	327	A	477	A	470	A	234	A	230	A	207	A	212	A	225	A	234	A	274	A	260	A	244	A	251	A	190	A	143	A	143	A	131	A	73	A	4,688
4	ALA	880		29.151	N	N	NB ON FR WB 23RD AVE	2/3/2005	THU	44	A	31	A	22	A	22	A	43	A	118	A	264	A	617	A	637	A	318	A	295	A	207	A	225	A	233	A	228	A	252	A	235	A	291	A	237	A	206	A	127	A	159	A	113	A	60	A	4,984
4	ALA	880		29.151	N	N	NB ON FR WB 23RD AVE	2/2/2005	WED																					181	A	200	A	189	A	199	A	239	A	228	A	196	A	187	A	163	A	130	A	113	A	95	A	57	A	2,177
4	ALA	880		29.151	N	N	NB ON FR WB 23RD AVE	2/1/2002	FRI	38	A	15	A	26	A	23	A	52	A	140	A	201	A	369	A	382	A	243	A	199	A	226	A	212	A	246	C	240	C	245	C	241	C	230	C	210	C	141	C	128	C	149	C	127	C	99	C	4,182
4	ALA	880		29.151	N	N	NB ON FR WB 23RD AVE	1/31/2002	THU	32	A	18	A	23	A	21	A	45	A	123	A	221	A	378	A	405	A	220	A	173	A	191	A	213	A	177	A	235	A	219	A	233	A	241	A	161	A	125	A	118	A	109	A	89	A	65	A	3,835
4	ALA	880		29.151	N	N	NB ON FR WB 23RD AVE	1/30/2002	WED	14	A	21	A	18	A	25	A	44	A	118	A	222	A	355	A	406	A	209	A	216	A	188	A	208	A	241	A	207	A	245	A	245	A	242	A	173	A	165	A	141	A	108	A	77	A	72	A	3,960
4	ALA	880		29.151	N	N	NB ON FR WB 23RD AVE	1/29/2002	TUE	45	A	23	A	22	A	20	A	49	A	128	A	214	A	366	A	354	A	180	A	174	A	180	A	212	A	184	A	199	A	255	A	263	A	234	A	183	A	142	A	96	A	90	A	88	A	44	A	3,745
4	ALA	880		29.151	N	N	NB ON FR WB 23RD AVE	1/28/2002	MON	35	A	13	A	19	A	18	A	55	A	153	A	176	A	341	A	355	A	202	A	193	A	205	A	184	A	202	A	190	A	261	A	229	A	235	A	176	A	137	A	101	A	81	A	72	A	42	A	3,675
4	ALA	880		29.151	N	N	NB ON FR WB 23RD AVE	1/27/2002	SUN	64	A	50	A	31	A	28	A	21	A	29	A	51	A	69	A	94	A	105	A	162	A	182	A	200	A	214	A	218	A	188	A	176	A	188	A	169	A	130	A	125	A	115	A	80	A	65	A	2,754
4	ALA	880		29.151	N	N	NB ON FR WB 23RD AVE	1/26/2002	SAT	63	A	43	A	41	A	21	A	38	A	43	A	69	A	121	A	165	A	178	A	168	A	183	A	206	A	219	A	210	A	218	A	203	A	176	A	167	A	151	A	119	A	114	A	117	A	99	A	3,132
4	ALA	880		29.151	N	N	NB ON FR WB 23RD AVE	1/25/2002	FRI	48	A	15	A	24	A	22	A	46	A	126	A	203	A	347	A	412	A	203	A	185	A	244	A	276	A	246	A	240	A	245	A	241	A	230	A	210	A	141	A	128	A	149	A	127	A	99	A	4,207
4	ALA	880		29.151	N	N	NB ON FR WB 23RD AVE	1/24/2002	THU	35	A	21	A	22	A	22	A	41	A	126	A	225	A	390	A	453	A	225	A	184	A	179	A	228	A	187	A	213	A	239	A	227	A	255	A	190	A	127	A	97	A	115	A	85	A	70	A	3,956
4	ALA	880		29.151	N	N	NB ON FR WB 23RD AVE	1/23/2002	WED																							188	A	202	A	200	A	237	A	256	A	274	A	222	A	134	A	115	A	98	A	69	A	58	A	2,053
4	ALA	880		29.161	F	S	SB OFF TO KENNEDY	5/19/2008	MON	197	A	86	A	77	A	46	A	82	A	217	A	637	A	776	A	766	A	720	A	708	A	753	A	690	A	716	A	877	A	836	A	919	A	948	A	858	A	612	A	547	A	517	A	379	A	253	A	13,217
4	ALA	880		29.161	F	S	SB OFF TO KENNEDY	5/18/2008	SUN	291	A	258	A	225	A	99	A	69	A	97	A	157	A	185	A	256	A	443	A	538	A	621	A	724	A	720	A	716	A	816	A	713	A	643	A	645	A	540	A	510	A	474	A	358	A	290	A	10,388
4	ALA	880		29.161	F	S	SB OFF TO KENNEDY	5/17/2008	SAT	344	A	233	A	181	A	134	A	89	A	97	A	230	A	350	A	531	A	664	A	747	A	809	A	929	A	788	A	881	A	842	A	878	A	846	A	796	A	725	A	684	A	619	A	588	A	471	A	13,456
4	ALA	880		29.161	F	S	SB OFF TO KENNEDY	5/16/2008	FRI	229	A	105	A	101	A	59	A	99	A	239	A	575	A	742	A	769	A	805	A	772	A	735	A	558	A	810	A	750	A	637	A	792	A	764	A	844	A	693	A	587	A	680	A	573	A	446	A	13,364
4	ALA	880		29.161	F	S	SB OFF TO KENNEDY	5/15/2008	THU	182	A	102	A	80	A	71	A	88	A	237	A	510	A	692	A	761	A	628	A	729	A	750	A	740	A	713	A	725	A	740	A	765	A	822	A	904	A	742	A	600	A	543	A	478	A	308	A	12,910
4	ALA	880		29.161	F	S	SB OFF TO KENNEDY	5/14/2008	WED	153	A	95	A	61	A	49	A	89	A	201	A	528	A	669	A	759	A	677	A	694	A	623	A	700	A	641	A	631	A	748	A	719	A	899	A	830	A	635	A	529	A	484	A	390	A	269	A	12,073
4	ALA	880		29.161	F	S	SB OFF TO KENNEDY	5/13/2008	TUE	110	A	64	A	40	A	53	A	71	A	185	A	468	A	622	A	670	A	677	A	662	A	616	A	634	A	636	A	633	A	713	A	710	A	800	A	797	A	580	A	437	A	426	A	382	A	223	A	11,209
4	ALA	880		29.161	F	S	SB OFF TO KENNEDY	5/12/2008	MON	92	A	60	A	43	A	43	A	69	A	174	A	456	A	604	A	595	A	586	A	578	A	618	A	619	A	572	A	587	A	610	A	653	A	799	A	676	A	528	A	401	A	325	A	265	A	201	A	10,154
4	ALA	880		29.161	F	S	SB OFF TO KENNEDY	5/11/2008	SUN	255	A	169	A	154	A	69	A	52	A	64	A	83	A	141	A	220	A	339	A	363	A	513	A	575	A	544	A	552	A	533	A	529	A	499	A	539	A	447	A	408	A	397	A	285	A	201	A	7,931
4	ALA	880		29.161	F	S	SB OFF TO KENNEDY	5/10/2008	SAT	250	A	179	A	133	A	70	A	58	A	72	A	158	A	289	A	398	A	474	A	506	A	593	A	619	A	589	A	581	A	608	A	611	A	607	A	570	A	510	A	422	A	408	A	400	A	359	A	9,464
4	ALA	880		29.161	F	S	SB OFF TO KENNEDY	5/9/2008	FRI													436	A	591	A	633	A	553	A	573	A	559	A	620	A	701	A	692	A	646	A	647	A	603	A	643	A	651	A	506	A	522	A	556	A	321	A	10,453
4	ALA	880		29.161	F	S	SB OFF TO KENNEDY	3/16/2005	WED	115	A	73	A	58	A	59	A	83	A	175	A	504	A	682	A	626	A	586	A	570	A	646	A	597	A	639	A	631	A	653	A	653	A	716	A	659	A	536	A	458	A	395	A	306	A	177	A	10,597
4	ALA	880		29.161	F	S	SB OFF TO KENNEDY	3/15/2005	TUE	111	A	73	A	63	A	47	A	88	A	176	A	500	A	660	A	596	A	617	A	592	A	590	A	606	A	626	A	647	A	633	A	639	A	677	A	666	A	516	A	391	A	381	A	302	A	186	A	10,383
4	ALA	880		29.161	F	S	SB OFF TO KENNEDY	3/14/2005	MON	102	A	64	A	54	A	36	A	63	A	177	A	517	A	635	A	575	A	569	A	565	A	582	A	596	A	633	A	641	A	645	A	640	A	677	A	668	A	476	A	367	A	270	A	270	A	173	A	9,995
4	ALA	880		29.161	F	S	SB OFF TO KENNEDY	3/13/2005	SUN	271	A	364	A	199	A	83	A	64	A	49	A	111	A	132	A	220	A	349	A	434	A	487	A	512	A	545	A	563	A	619	A	557	A	527	A	520	A	457	A	363	A	329	A	249	A	176	A	8,180
4	ALA	880		29.161	F	S	SB OFF TO KENNEDY	3/12/2005	SAT	270	A	327	A	149	A	91	A	67	A	76	A	181	A	287	A	454	A	538	A	576	A	643	A	620	A	643	A	624	A	647	A	599	A	597	A	594	A	522	A	392	A	360	A	366	A	336	A	9,959
4	ALA	880		29.161	F	S	SB OFF TO KENNEDY	3/11/2005	FRI	140	A	143	A	84	A	43	A	81	A	185	A	492	A	652	A	609	A	614	A	614	A	643	A	651	A	506	A	641	A	549	A	660	A	642	A	633	A	574	A	493	A	471	A	381	A	312	A	10,813
4	ALA	880		29.161	F	S	SB OFF TO KENNEDY	3/10/2005	THU	134	A	88	A	81	A	63	A	96	A	182	A	499	A	640	A	633	A	640	A	660	A	615	A	621	A	646	A	636	A	611	A	565	A	513	A	662	A	578	A	397	A	381	A	330	A	191	A	10,462
4	ALA	880		29.161	F	S	SB OFF TO KENNEDY	1/14/2002	MON	279	A	148	A	85	A	93	A	100	A	170	A	318	A	515	A	572	A	511	A	450	A	449	A	541	A	537	A	649	A	633	A	753	A	764	A	616	A	488	A	353	A	757	A	638	A	430	A	10,849

4	ALA	880		29.161	F	S	SB OFF TO KENNEDY	1/13/2002	SUN	267	A	208	A	216	A	106	A	55	A	47	A	113	A	119	A	156	A	265	A	345	A	371	A	467	A	506	A	553	A	524	A	590	A	540	A	513	A	400	A	381	A	708	A	639	A	415	A	8,504
4	ALA	880		29.161	F	S	SB OFF TO KENNEDY	1/12/2002	SAT	251	A	216	A	140	A	90	A	61	A	72	A	189	A	221	A	317	A	488	A	559	A	523	A	726	A	786	A	801	A	731	A	572	A	556	A	548	A	457	A	397	A	430	A	368	A	345	A	9,844
4	ALA	880		29.161	F	S	SB OFF TO KENNEDY	1/11/2002	FRI	336	A	179	A	156	A	80	A	89	E	164	A	282	A	515	A	619	A	575	A	547	A	543	A	629	A	649	A	636	A	699	A	759	A	704	A	684	A	584	A	453	A	405	A	369	A	318	A	10,974
4	ALA	880		29.161	F	S	SB OFF TO KENNEDY	1/10/2002	THU	294	A	202	A	102	A	79	A	101	A	177	A	292	A	515	A	577	A	528	A	537	A	536	A	609	A	624	A	636	A	624	A	656	A	729	A	633	A	527	A	388	A	873	A	798	A	487	A	11,524
4	ALA	880		29.161	F	S	SB OFF TO KENNEDY	1/9/2002	WED	266	A	162	A	115	A	71	A	82	A	154	A	289	A	544	A	563	A	535	A	556	A	557	A	611	A	543	A	624	A	698	A	715	A	701	A	700	A	542	A	376	A	861	A	702	A	445	A	11,412
4	ALA	880		29.161	F	S	SB OFF TO KENNEDY	1/8/2002	TUE	274	A	164	A	126	A	75	A	85	A	152	A	318	A	581	A	560	A	469	A	504	A	516	A	563	A	574	A	659	A	660	A	672	A	602	A	671	A	484	A	392	A	842	A	688	A	446	A	11,077
4	ALA	880		29.811	F	S	SB OFF TO EMBARCADERO	5/20/2008	TUE	30	A	32	A	33	A	24	A	35	A	76	A	218	A	257	A	343	A	287	C	319	C	316	C	332	C	292	C	343	C	298	C	330	C	278	C	218	C	154	C	133	C	110	C	119	C	58	C	4,635
4	ALA	880		29.811	F	S	SB OFF TO EMBARCADERO	5/19/2008	MON	59	A	29	A	25	A	17	A	34	A	78	A	252	A	274	A	327	A	339	A	281	A	248	A	335	A	299	A	351	A	335	A	332	A	281	A	188	A	161	A	95	A	134	A	91	A	58	A	4,623
4	ALA	880		29.811	F	S	SB OFF TO EMBARCADERO	5/18/2008	SUN	84	A	69	A	64	A	49	A	29	A	35	A	66	A	99	A	134	A	185	A	218	A	281	A	366	A	277	A	244	A	207	A	182	A	187	A	164	A	147	A	131	A	125	A	119	A	61	A	3,523
4	ALA	880		29.811	F	S	SB OFF TO EMBARCADERO	5/17/2008	SAT	91	A	65	A	63	A	21	A	26	A	45	A	74	A	148	A	206	A	228	A	251	A	293	A	293	A	252	A	250	A	282	A	251	A	234	A	208	A	217	A	153	A	168	A	189	A	128	A	4,136
4	ALA	880		29.811	F	S	SB OFF TO EMBARCADERO	5/16/2008	FRI	78	A	35	A	48	A	32	A	30	A	63	A	205	A	284	A	304	A	374	A	305	A	378	A	558	A	308	A	304	A	344	A	361	A	418	A	275	A	224	A	197	A	148	A	144	A	134	A	5,551
4	ALA	880		29.811	F	S	SB OFF TO EMBARCADERO	5/15/2008	THU	62	A	35	A	35	A	20	A	40	A	60	A	203	A	276	A	314	A	339	A	304	A	315	A	312	A	314	A	346	A	305	A	315	A	294	A	309	A	209	A	173	A	129	A	142	A	73	A	4,924
4	ALA	880		29.811	F	S	SB OFF TO EMBARCADERO	5/14/2008	WED	51	A	29	A	32	A	19	A	22	A	61	A	233	A	247	A	355	A	316	A	299	A	320	A	358	A	254	A	317	A	341	A	272	A	246	A	210	A	175	A	137	A	137	A	137	A	88	A	4,656
4	ALA	880		29.811	F	S	SB OFF TO EMBARCADERO	5/13/2008	TUE	52	A	32	A	14	A	22	A	13	A	90	A	232	A	308	A	347	A	287	A	319	A	316	A	332	A	292	A	343	A	298	A	330	A	278	A	218	A	154	A	133	A	110	A	119	A	58	A	4,697
4	ALA	880		29.811	F	S	SB OFF TO EMBARCADERO	5/12/2008	MON	46	A	25	A	14	A	21	A	32	A	72	A	243	A	265	A	380	A	323	A	371	A	297	A	276	A	302	A	296	A	281	A	348	A	258	A	187	A	172	A	134	A	111	A	97	A	66	A	4,617
4	ALA	880		29.811	F	S	SB OFF TO EMBARCADERO	5/11/2008	SUN	93	A	85	A	71	A	34	A	24	A	23	A	71	A	99	A	105	A	207	A	245	A	267	A	272	A	245	A	260	A	212	A	202	A	187	A	186	A	143	A	130	A	124	A	101	A	53	A	3,439
4	ALA	880		29.811	F	S	SB OFF TO EMBARCADERO	5/10/2008	SAT	82	A	82	A	72	A	42	A	29	A	38	A	76	A	105	A	202	A	240	A	225	A	281	A	295	A	262	A	270	A	226	A	249	A	220	A	228	A	211	A	152	A	167	A	157	A	118	A	4,029
4	ALA	880		29.811	F	S	SB OFF TO EMBARCADERO	5/9/2008	FRI													219	A	229	A	313	A	238	A	331	A	409	A	515	A	350	A	418	A	430	A	337	A	368	A	411	A	311	A	163	A	196	A	194	A	135	A	5,567
4	ALA	880		29.811	F	S	SB OFF TO EMBARCADERO	3/15/2005	TUE	34	A	22	A	22	A	23	A	25	A	69	A	231	A	297	A	318	A	321	A	282	A	291	A	288	A	277	A	263	A	227	A	298	A	310	A	218	A	158	A	108	A	106	A	82	A	66	A	4,336
4	ALA	880		29.811	F	S	SB OFF TO EMBARCADERO	3/14/2005	MON	42	A	20	A	22	A	20	A	28	A	58	A	195	A	269	A	332	A	262	A	252	A	280	A	280	A	256	A	282	A	274	A	256	A	296	A	194	A	143	A	106	A	105	A	81	A	63	A	4,116
4	ALA	880		29.811	F	S	SB OFF TO EMBARCADERO	3/13/2005	SUN	93	A	89	A	50	A	45	A	37	A	33	A	63	A	154	A	134	A	168	A	218	A	276	A	202	A	210	A	196	A	215	A	178	A	148	A	162	A	141	A	120	A	107	A	81	A	57	A	3,177
4	ALA	880		29.811	F	S	SB OFF TO EMBARCADERO	3/12/2005	SAT	92	A	80	A	65	A	39	A	31	A	27	A	49	A	116	A	185	A	173	A	187	A	245	A	223	A	214	A	240	A	214	A	221	A	228	A	216	A	164	A	133	A	120	A	126	A	97	A	3,485
4	ALA	880		29.811	F	S	SB OFF TO EMBARCADERO	3/11/2005	FRI	52	A	40	A	33	A	29	A	24	A	86	A	231	A	264	A	310	A	275	A	271	A	254	A	282	A	369	A	283	A	304	A	266	A	230	A	225	A	209	A	164	A	141	A	138	A	117	A	4,597
4	ALA	880		29.811	F	S	SB OFF TO EMBARCADERO	3/10/2005	THU	40	A	41	A	20	A	18	A	22	A	80	A	211	A	250	A	337	A	248	A	291	A	288	A	255	A	277	A	266	A	290	A	231	A	232	A	239	A	162	A	135	A	100	A	113	A	75	A	4,221
4	ALA	880		29.811	F	S	SB OFF TO EMBARCADERO	3/9/2005	WED	46	A	34	A	33	A	15	A	20	A	73	A	206	A	273	A	316	A	291	A	295	A	249	A	411	A	377	A	499	A	298	A	273	A	288	A	168	A	140	A	141	A	113	A	94	A	67	A	4,720
4	ALA	880		29.811	F	S	SB OFF TO EMBARCADERO	1/16/2002	WED	46	A	23	A	17	A	25	A	21	A	69	A	232	A	272	A	368	A	265	C	230	C	257	C	292	C	288	C	264	C	282	C	266	C	296	C	284	C	136	C	129	C	101	C	97	C	60	C	4,320
4	ALA	880		29.811	F	S	SB OFF TO EMBARCADERO	1/15/2002	TUE	39	A	29	A	21	A	20	A	23	A	74	A	220	A	276	A	361	A	281	A	243	A	282	A	310	A	270	A	247	A	278	A	292	A	271	A	198	A	120	A	115	A	114	A	91	A	64	A	4,239
4	ALA	880		29.811	F	S	SB OFF TO EMBARCADERO	1/14/2002	MON	37	A	25	A	23	A	22	A	24	A	76	A	230	A	265	A	381	A	320	A	214	A	320	A	293	A	263	A	297	A	287	A	274	A	247	A	158	A	148	A	103	A	105	A	60	A	54	A	4,226
4	ALA	880		29.811	F	S	SB OFF TO EMBARCADERO	1/13/2002	SUN	209	A	206	A	152	A	32	A	26	A	26	A	32	A	71	A	99	A	128	A	148	A	174	A	222	A	222	A	193	A	196	A	184	A	158	A	132	A	125	A	85	A	90	A	102	A	73	A	3,085
4	ALA	880		29.811	F	S	SB OFF TO EMBARCADERO	1/12/2002	SAT	78	A	206	A	103	A	28	A	19	A	22	A	82	A	110	A	138	A	177	A	182	A	245	A	378	A	783	A	275	A	236	A	231	A	204	A	158	A	149	A	122	A	155	A	125	A	121	A	4,327
4	ALA	880		29.811	F	S	SB OFF TO EMBARCADERO	1/11/2002	FRI	55	A	37	A	24	A	25	A	22	A	71	A	245	A	257	A	358	A	289	A	245	A	324	A	357	A	277	A	320	A	266	A	297	A	265	A	278	A	273	A	154	A	157	A	115	A	111	A	4,822
4	ALA	880		29.811	F	S	SB OFF TO EMBARCADERO	1/10/2002	THU	46	A	35	A	31	A	15	A	25	A	66	A	217	A	240	A	323	A	313	A	260	A	302	A	295	A	266	A	270	A	293	A	302	A	305	A	193	A	138	A	124	A	121	A	104	A	79	A	4,363
4	ALA	880		29.811	F	S	SB OFF TO EMBARCADERO	1/9/2002	WED	61	A	26	A	17	A	21	A	36	A	65	A	235	A	251	A	348	A	265	A	230	A	257	A	292	A	288	A	264	A	282	A	266	A	296	A	284	A	136	A	129	A	101	A	97	A	60	A	4,307
4	ALA	880		29.811	F	S	SB OFF TO EMBARCADERO	1/8/2002	TUE	40	A	19	A	20	A	24	A	30	A	74	A	241	A	257	A	338	A	315	A	264	A	308	A	290	A	304	A	327	A	296	A	264	A	328	A	228	A	149	A	121	A	101	A	124	A	65	A	4,527
4	ALA	880		29.811	F	S	SB OFF TO EMBARCADERO	1/7/2002	MON																					236	A	268	A	277	A	274	A	249	A	319	A	209	A	176	A	130	A	90	A	103	A	76	A	47	A	2,454
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	5/20/2008	TUE	29	A	28	A	22	A	22	A	40	A	109	A	220	A	321	A	343	A	293	C	303	C	321	C	331	C	335	C	378	C	430	C	481	C	459	C	298	C	213	C	182	C	152	C	102	C	59	C	5,471
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	5/19/2008	MON	32	A	17	A	22	A	29	A	53	A	87	A	218	A	337	A	339	A	321	A	300	A	377	A	386	A	291	A	379	A	397	A	463	A	495	A	290	A	217	A	188	A	142	A	79	A	71	A	5,530
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	5/18/2008	SUN	51	A	55	A	49	A	32	A	22	A	32	A	67	A	94	A	165	A	255	A	306	A	317	A	323	A	319	A	318	A	290	A	299	A	285	A	205	A	141	A	163	A	116	A	86	A	50	A	4,040
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	5/17/2008	SAT	72	A	51	A	37	A	25	A	40	A	44	A	90	A	145	A	202	A	255	A	254	A	304	A	297	A	323	A	283	A	281	A	262	A	253	A	210	A	195	A	177	A	134	A	123	A	79	A	4,136
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	5/16/2008	FRI	32	A	39	A	24	A	38	A	39	A	113	A	241	A	330	A	355	A	335	A	299	A	352	A	314	A	385	A	350	A	512	A	444	A	366	A	340	A	211	A	188	A	146	A	124	A	95	A	5,672
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	5/15/2008	THU	41	A	30	A	34	A	30	A	58	A	105	A	243	A	342	A	325	A	337	A	280	A	337	A	346	A	320	A	346	A	416	A	447	A	573	A	312	A	198	A	204	A	170	A	85	A	76	A	5,655
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	5/14/2008	WED	35	A	28	A	22	A	32	A	49	A	100	A	253	A	346	A	310	A	282	A	275	A	292	A	324	A	326	A	337	A	406	A	433	A	504	A	260	A	217	A	183	A	166	A	100	A	62	A	5,342
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	5/13/2008	TUE	38	A	25	A	18	A	22	A	43	A	104	A	218	A	355	A	357	A	293	A	303	A	321	A	331	A	335	A	378	A	430	A	481	A	459	A	298	A	213	A	182	A	152	A	102	A	59	A	5,517
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	5/12/2008	MON	35	A	35	A	18	A	36	A	70	A	124	A	242	A	379	A	357	A	360	A	292	A	340	A	313	A	355	A	337	A	369	A	429	A	481	A	315	A	191	A	194	A	144	A	75	A	62	A	5,553
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	5/11/2008	SUN	58	A	61	A	43	A	22	A	30	A	19	A	49	A	79	A	152	A	200	A	274	A	314	A	295	A	362	A	317	A	321	A	277	A	258	A	174	A	141	A	140	A	137	A	105	A	61	A	3,889
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	5/10/2008	SAT	82	A	64	A	26	A	30	A	32	A	42	A	91	A	126	A	196	A	224	A	245	A	301	A	365	A	302	A	271	A	324	A	279	A	229	A	211	A	163	A	153	A	128	A	125	A	95	A	4,104
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	5/9/2008	FRI													270	A	368	A	323	A	329	A	286	A	376	A	352	A	331	A	362	A	407	A	455	A	512	A	286	A	204	A	164	A	142	A	144	A	94	A	5,405
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	3/9/2005	WED	31	A	17	A	24	A	22	A	65	A	149	A	216	A	299	A	304	A	296	A	272	A	322	A	399	A	288	A	328	A	369	A	417	A	359	A	306	A	166	A	162	A	129	A	64	A	66	A	5,070
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	3/8/2005	TUE	22	A	20	A	19	A	21	A	48	A	139	A	251	A	320	A	275	A	296	A	300	A	308	A	306	A	247	A	304	A	331	A	450	A	373	A	280	A	179	A	196	A	159	A	82	A	39	A	4,965
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	3/7/2005	MON	19	A	27	A	12	A	22	A	61	A	114	A	242	A	293	A	332	A	273	A	289	A	287	A	313	A	278	A	332	A	364	A	413	A	327	A	232	A	183	A	163	A	115	A	64	A	36	A	4,791
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	3/6/2005	SUN	51	A	76	A	46	A	26	A	25	A	46	A	63	A	75	A	134	A	270	A	300	A	316	A	299	A	355	A	285	A	338	A	244	A	247	A	154	A	139	A	113	A	99	A	61	A	44	A	3,806
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	3/5/2005	SAT	55	A	50	A	41	A	30	A	30	A	49	A	60	A	124	A	216	A	234	A	231	A	280	A	263	A	267	A	287	A	267	A	237	A	192	A	160	A	149	A	125	A	122	A	122	A	77	A	3,668
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	3/4/2005	FRI	28	A	22	A	22	A	30	A	64	A	115	A	209	A	298	A	276	A	252	A	272	A	305	A	300	A	300	A	274	A	292	A	372	A	343	A	241	A	164	A	149	A	134	A	109	A	63	A	4,634
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	3/3/2005	THU	27	A	36	A	20	A	30	A	61	A	152	A	205	A	317	A	302	A	301	A	264	A	295	A	288	A	271	A	304	A	340	A	425	A	401	A	216	A	184	A	250	A	128	A	70	A	45	A	4,932
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	3/2/2005	WED	18	A	16	A	20	A	22	A	58	A	118	A	199	A	298	A	299	A	269	A	300	A	278	A	289	A	303	A	278	A	348	A	416	A	319	A	260	A	186	A	191	A	99	A	68	A	63	A	4,715
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	3/1/2005	TUE	18	A	15	A	21	A	28	A	66	A	133	A	202	A	306	A	303	A	277	A	305	A	314	A	309	A	293	A	314	A	371	A	476	A	359	A	226	A	199	A	195	A	135	A	75	A	55	A	4,995
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	2/28/2005	MON	22	A	16	A	14	A	16	A	57	A	113	A	199	A	254	A	274	A	257	A	269	A	305	A	320	A	271	A	299	A	327	A	434	A	314	A	241	A	196	A	201	A	132	A	72	A	53	A	4,656
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	2/27/2005	SUN	44	A	40	A	32	A	32	A	21	A	27	A	63	A	137	A	144	A	240	A	236	A	285	A	294	A	276	A	239	A	233	A	173	A	174	A	127	A	92	A	88	A	95	A	56	A	46	A	3,194
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	2/26/2005	SAT	46	A	42	A	36	A	21	A	41	A	39	A	79	A	125	A	175	A	257	A	236	A	306	A	301	A	303	A	260	A	252	A	228	A	216	A	177	A	123	A	110	A	138	A	105	A	66	A	3,682
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	2/25/2005	FRI	24	A	28	A	24	A	30	A	57	A	140	A	206	A	282	A	323	A	285	A	294	A	288	A	317	A	316	A	307	A	369	A	473	A	357	A	254	A	242	A	157	A	148	A	112	A	69	A	5,102
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	2/24/2005	THU	29	A	30	A	12	A	21	A	59	A	140	A	250	A	310	A	297	A	256	A	262	A	279	A	290	A	299	A	317	A	314	A	403	A	335	A	213	A	163	A	186	A	126	A	73	A	44	A	4,708

4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	1/16/2002	WED	28	A	21	A	21	A	19	A	53	A	94	A	189	A	266	A	310	A	230	C	257	C	263	C	248	C	280	C	276	C	303	C	329	C	358	C	222	C	144	C	140	C	94	C	75	C	54	C	4,274
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	1/15/2002	TUE	27	A	26	A	25	A	18	A	43	A	81	A	197	A	288	A	283	A	239	A	268	A	237	A	308	A	304	A	274	A	347	A	365	A	392	A	270	A	183	A	153	A	113	A	99	A	52	A	4,592
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	1/14/2002	MON	25	A	10	A	16	A	16	A	49	A	94	A	176	A	256	A	247	A	243	A	253	A	298	A	328	A	336	A	278	A	338	A	351	A	359	A	280	A	181	A	160	A	109	A	70	A	40	A	4,513
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	1/13/2002	SUN	63	A	66	A	43	A	29	A	17	A	19	A	33	A	48	A	95	A	149	A	203	A	233	A	249	A	282	A	275	A	280	A	252	A	231	A	154	A	130	A	67	A	99	A	65	A	66	A	3,148
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	1/12/2002	SAT	53	A	40	A	33	A	20	A	25	A	39	A	65	A	83	A	123	A	190	A	245	A	233	A	241	A	86	A	351	A	289	A	287	A	188	A	177	A	106	A	105	A	117	A	90	A	94	A	3,280
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	1/11/2002	FRI	31	A	19	A	23	A	22	A	42	A	102	A	205	A	264	A	279	A	269	A	250	A	270	A	309	A	267	A	297	A	334	A	323	A	342	A	225	A	159	A	118	A	150	A	117	A	74	A	4,491
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	1/10/2002	THU	31	A	18	A	23	A	20	A	50	A	100	A	208	A	268	A	324	A	246	A	234	A	257	A	283	A	330	A	298	A	322	A	346	A	317	A	246	A	169	A	113	A	106	A	92	A	56	A	4,457
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	1/9/2002	WED	39	A	19	A	12	A	16	A	47	A	104	A	203	A	266	A	319	A	230	A	257	A	263	A	248	A	280	A	276	A	303	A	329	A	358	A	222	A	144	A	140	A	94	A	75	A	54	A	4,298
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	1/8/2002	TUE	29	A	10	A	23	A	15	A	52	A	93	A	159	A	233	A	264	A	230	A	232	A	273	A	255	A	263	A	265	A	298	A	357	A	286	A	252	A	173	A	129	A	98	A	83	A	47	A	4,119
4	ALA	880		30.171	N	S	SB ON FR EMBARCADERO	1/7/2002	MON																					229	A	251	A	254	A	282	A	323	A	331	A	387	A	213	A	123	A	108	A	85	A	60	A	42	A	2,688
4	ALA	880		30.361	F	N	NB OFF TO EMBARCADERO	5/26/2008	MON	73	A	44	A	28	A	28	A	27	A	27	A	48	A	61	A	91	A	143	A	188	A	207	A	244	A	239	A	256	A	245	A	255	A	222	A	209	A	182	A	159	A	155	A	118	A	78	A	3,327
4	ALA	880		30.361	F	N	NB OFF TO EMBARCADERO	5/25/2008	SUN	79	A	53	A	55	A	30	A	27	A	27	A	65	A	109	A	172	A	268	A	335	A	338	A	321	A	339	A	316	A	280	A	307	A	295	A	218	A	176	A	178	A	148	A	141	A	89	A	4,366
4	ALA	880		30.361	F	N	NB OFF TO EMBARCADERO	5/24/2008	SAT	77	A	62	A	39	A	27	A	22	A	38	A	74	A	133	A	205	A	268	A	284	A	303	A	269	A	320	A	327	A	280	A	279	A	295	A	247	A	191	A	228	A	210	A	165	A	116	A	4,459
4	ALA	880		30.361	F	N	NB OFF TO EMBARCADERO	5/23/2008	FRI	66	A	44	A	27	A	34	A	37	A	90	A	156	A	196	A	265	A	294	A	305	A	323	A	313	A	341	A	319	A	339	A	359	A	349	A	317	A	272	A	215	A	229	A	186	A	121	A	5,197
4	ALA	880		30.361	F	N	NB OFF TO EMBARCADERO	5/22/2008	THU	51	A	28	A	26	A	34	A	28	A	87	A	186	A	268	A	316	A	316	A	318	A	307	A	372	A	318	A	332	A	324	A	358	A	395	A	335	A	283	A	230	A	217	A	180	A	104	A	5,413
4	ALA	880		30.361	F	N	NB OFF TO EMBARCADERO	5/21/2008	WED	55	A	19	A	25	A	20	A	35	A	70	A	217	A	253	A	287	A	302	A	299	A	285	A	350	A	346	A	316	A	326	A	341	A	392	A	326	A	224	A	205	A	214	A	146	A	74	A	5,127
4	ALA	880		30.361	F	N	NB OFF TO EMBARCADERO	5/20/2008	TUE	43	A	36	A	19	A	28	A	41	A	78	A	190	A	260	A	294	A	256	A	320	A	309	A	363	A	359	A	315	A	343	A	360	A	371	A	313	A	258	A	199	A	182	A	150	A	91	A	5,178
4	ALA	880		30.361	F	N	NB OFF TO EMBARCADERO	5/19/2008	MON	56	A	23	A	16	A	29	A	34	A	70	A	198	A	285	A	326	A	306	A	324	A	361	A	363	A	330	A	307	A	343	A	360	A	361	A	302	A	252	A	185	A	167	A	132	A	88	A	5,218
4	ALA	880		30.361	F	N	NB OFF TO EMBARCADERO	5/18/2008	SUN	71	A	58	A	48	A	27	A	18	A	29	A	78	A	139	A	239	A	303	A	290	A	311	A	350	A	356	A	303	A	298	A	290	A	266	A	249	A	246	A	178	A	176	A	139	A	89	A	4,551
4	ALA	880		30.361	F	N	NB OFF TO EMBARCADERO	5/17/2008	SAT	79	A	57	A	46	A	42	A	29	A	48	A	91	A	157	A	237	A	323	A	332	A	356	A	367	A	343	A	313	A	336	A	313	A	289	A	281	A	240	A	194	A	208	A	176	A	129	A	4,986
4	ALA	880		30.361	F	N	NB OFF TO EMBARCADERO	2/10/2005	THU	45	A	32	A	21	A	32	A	26	A	73	A	169	A	247	A	291	A	299	A	307	C	359	C	371	C	307	C	342	C	305	C	311	C	393	C	275	C	321	C	186	C	179	C	142	C	67	C	5,100
4	ALA	880		30.361	F	N	NB OFF TO EMBARCADERO	2/9/2005	WED	47	A	24	A	25	A	29	A	26	A	76	A	138	A	267	A	304	A	320	A	335	A	312	A	207	A	311	A	287	A	310	A	313	A	345	A	290	A	201	A	170	A	301	A	139	A	88	A	4,865
4	ALA	880		30.361	F	N	NB OFF TO EMBARCADERO	2/8/2005	TUE	39	A	23	A	22	A	30	A	31	A	71	A	137	A	267	A	345	A	342	A	344	A	338	A	348	A	334	A	305	A	315	A	328	A	403	A	333	A	229	A	190	A	208	A	123	A	83	A	5,188
4	ALA	880		30.361	F	N	NB OFF TO EMBARCADERO	2/7/2005	MON	41	A	20	A	20	A	20	A	25	A	61	A	135	A	240	A	304	A	268	A	314	A	375	A	318	A	273	A	332	A	371	A	328	A	391	A	311	A	230	A	167	A	165	A	112	A	84	A	4,905
4	ALA	880		30.361	F	N	NB OFF TO EMBARCADERO	2/6/2005	SUN	62	A	43	A	49	A	31	A	24	A	29	A	47	A	84	A	190	A	273	A	363	A	359	A	378	A	326	A	347	A	266	A	239	A	257	A	153	A	179	A	195	A	166	A	118	A	69	A	4,247
4	ALA	880		30.361	F	N	NB OFF TO EMBARCADERO	2/5/2005	SAT	87	A	46	A	41	A	47	A	34	A	36	A	86	A	148	A	253	A	325	A	391	A	370	A	389	A	363	A	343	A	384	A	321	A	289	A	249	A	223	A	175	A	181	A	179	A	142	A	5,102
4	ALA	880		30.361	F	N	NB OFF TO EMBARCADERO	2/4/2005	FRI	60	A	27	A	33	A	43	A	37	A	68	A	155	A	204	A	278	A	334	A	332	A	338	A	331	A	350	A	300	A	337	A	356	A	353	A	294	A	259	A	211	A	202	A	166	A	115	A	5,183
4	ALA	880		30.361	F	N	NB OFF TO EMBARCADERO	2/3/2005	THU	55	A	34	A	35	A	28	A	31	A	66	A	157	A	249	A	294	A	306	A	307	A	359	A	371	A	307	A	342	A	305	A	311	A	393	A	275	A	321	A	186	A	179	A	142	A	67	A	5,120
4	ALA	880		30.361	F	N	NB OFF TO EMBARCADERO	2/2/2005	WED																							345	A	352	A	330	A	358	A	332	A	394	A	290	A	208	A	166	A	185	A	166	A	80	A	3,206
4	ALA	880		30.361	F	N	NB OFF TO EMBARCADERO	1/17/2002	THU	53	A	43	A	29	A	38	A	39	A	76	A	161	A	266	A	341	A	323	C	280	C	313	C	339	C	351	C	316	C	375	C	335	C	276	C	303	C	210	C	173	C	168	C	136	C	94	C	5,038
4	ALA	880		30.361	F	N	NB OFF TO EMBARCADERO	1/16/2002	WED	42	A	37	A	32	A	40	A	35	A	61	A	146	A	269	A	299	A	284	A	327	A	331	A	365	A	324	A	335	A	370	A	333	A	355	A	282	A	194	A	176	A	189	A	141	A	79	A	5,046
4	ALA	880		30.361	F	N	NB OFF TO EMBARCADERO	1/15/2002	TUE	53	A	28	A	25	A	33	A	33	A	82	A	150	A	277	A	233	A	331	A	283	A	332	A	334	A	325	A	318	A	358	A	346	A	370	A	314	A	210	A	197	A	181	A	117	A	63	A	4,993
4	ALA	880		30.361	F	N	NB OFF TO EMBARCADERO	1/14/2002	MON	35	A	31	A	18	A	27	A	29	A	74	A	260	A	289	A	349	A	284	A	271	A	303	A	320	A	311	A	304	A	303	A	351	A	362	A	294	A	221	A	164	A	149	A	123	A	65	A	4,937
4	ALA	880		30.361	F	N	NB OFF TO EMBARCADERO	1/13/2002	SUN	82	A	49	A	47	A	33	A	22	A	19	A	33	A	72	A	103	A	180	A	210	A	265	A	288	A	324	A	330	A	291	A	252	A	240	A	232	A	182	A	135	A	147	A	105	A	65	A	3,706
4	ALA	880		30.361	F	N	NB OFF TO EMBARCADERO	1/12/2002	SAT	96	A	53	A	42	A	39	A	23	A	46	A	72	A	145	A	202	A	236	A	269	A	317	A	289	A	287	A	291	A	274	A	260	A	247	A	215	A	197	A	183	A	182	A	191	A	125	A	4,281
4	ALA	880		30.361	F	N	NB OFF TO EMBARCADERO	1/11/2002	FRI	50	A	35	A	30	A	36	A	31	A	77	A	159	A	263	A	297	A	313	A	324	A	335	A	349	A	306	A	302	A	329	A	281	A	314	A	317	A	275	A	202	A	202	A	173	A	126	A	5,126
4	ALA	880		30.361	F	N	NB OFF TO EMBARCADERO	1/10/2002	THU	44	A	40	A	30	A	23	A	29	A	76	A	150	A	274	A	329	A	323	A	280	A	313	A	339	A	351	A	316	A	375	A	335	A	276	A	303	A	210	A	173	A	168	A	136	A	94	A	4,987
4	ALA	880		30.361	F	N	NB OFF TO EMBARCADERO	1/9/2002	WED																							257	A	328	A	270	A	333	A	303	A	272	A	276	A	255	A	169	A	171	A	126	A	79	A	2,839
4	ALA	880		30.941	F	N	NB OFF TO OAK ST	5/27/2008	TUE	79	A	42	A	37	A	46	A	103	A	208	A	561	A	1068	A	1319	A	989	A	687	A	620	A	465	A	556	C	537	C	657	C	623	C	684	C	490	C	379	C	273	C	321	C	206	C	97	C	11,047
4	ALA	880		30.941	F	N	NB OFF TO OAK ST	5/26/2008	MON	108	A	66	A	45	A	34	A	40	A	76	A	130	A	170	A	213	A	343	A	396	A	431	A	403	A	351	A	344	A	325	A	359	A	349	A	307	A	310	A	284	A	288	A	233	A	137	A	5,742
4	ALA	880		30.941	F	N	NB OFF TO OAK ST	5/25/2008	SUN	107	A	58	A	51	A	29	A	30	A	108	A	264	A	399	A	484	A	609	A	669	A	552	A	569	A	585	A	502	A	491	A	430	A	367	A	305	A	312	A	262	A	241	A	255	A	187	A	7,866
4	ALA	880		30.941	F	N	NB OFF TO OAK ST	5/24/2008	SAT	101	A	94	A	35	A	23	A	51	A	100	A	180	A	335	A	549	A	623	A	639	A	558	A	590	A	579	A	473	A	444	A	386	A	383	A	352	A	320	A	348	A	351	A	288	A	218	A	8,020
4	ALA	880		30.941	F	N	NB OFF TO OAK ST	5/23/2008	FRI	98	A	66	A	40	A	62	A	113	A	211	A	470	A	970	A	1318	A	1051	A	749	A	621	A	556	A	639	A	556	A	636	A	621	A	595	A	506	A	436	A	351	A	383	A	372	A	213	A	11,633
4	ALA	880		30.941	F	N	NB OFF TO OAK ST	5/22/2008	THU	88	A	43	A	28	A	60	A	108	A	195	A	568	A	1137	A	1393	A	959	A	688	A	587	A	585	A	622	A	574	A	633	A	705	A	682	A	490	A	406	A	368	A	344	A	305	A	133	A	11,701
4	ALA	880		30.941	F	N	NB OFF TO OAK ST	5/21/2008	WED	84	A	37	A	38	A	47	A	77	A	212	A	556	A	1153	A	1390	A	1047	A	665	A	618	A	559	A	621	A	590	A	598	A	605	A	701	A	497	A	442	A	371	A	350	A	220	A	152	A	11,630
4	ALA	880		30.941	F	N	NB OFF TO OAK ST	5/20/2008	TUE	62	A	34	A	36	A	39	A	88	A	177	A	446	A	886	A	1105	A	796	A	705	A	647	A	633	A	556	A	537	A	657	A	623	A	684	A	490	A	379	A	273	A	321	A	206	A	97	A	10,477
4	ALA	880		30.941	F	N	NB OFF TO OAK ST	5/19/2008	MON	72	A	24	A	44	A	41	A	68	A	205	A	457	A	939	A	1179	A	764	A	626	A	543	A	507	A	610	A	530	A	569	A	598	A	679	A	465	A	410	A	334	A	279	A	234	A	139	A	10,316
4	ALA	880		30.941	F	N	NB OFF TO OAK ST	5/18/2008	SUN	139	A	80	A	42	A	40	A	28	A	119	A	260	A	438	A	556	A	668	A	605	A	494	A	580	A	548	A	501	A	412	A	381	A	316	A	343	A	269	A	298	A	284	A	199	A	123	A	7,723
4	ALA	880		30.941	F	N	NB OFF TO OAK ST	5/17/2008	SAT	109	A	49	A	45	A	27	A	36	A	77	A	171	A	353	A	480	A	580	A	476	A	476	A	470	A	428	A	391	A	345	A	353	A	369	A	370	A	289	A	262	A	272	A	328	A	239	A	6,995
4	ALA	880		30.941	F	N	NB OFF TO OAK ST	5/16/2008	FRI																					601	A	157	A	509	A	526	A	566	A	485	A	530	A	447	A	376	A	304	A	271	A	250	A	171	A	5,193
4	ALA	880		30.941	F	N	NB OFF TO OAK ST	3/3/2005	THU	87	A	34	A	46	A	36	A	69	A	220	A	426	A	985	A	1092	A	729	C	588	C	499	C	595	C	536	C	497	C	316	C	587	C	648	C	477	C	339	C	287	C	232	C	155	C	101	C	9,581
4	ALA	880		30.941	F	N	NB OFF TO OAK ST	3/2/2005	WED	74	A	40	A	37	A	30	A	66	A	175	A	371	A	932	A	1009	A	695	A	537	A	491	A	504	A	583	A	433	A	559	A	540	A	576	A	421	A	331	A	315	A	247	A	186	A	131	A	9,283
4	ALA	880		30.941	F	N	NB OFF TO OAK ST	3/1/2005	TUE	50	A	44	A	45	A	35	A	59	A	164	A	418	A	864	A	1056	A	808	A	568	A	509	A	585	A	540	A	504	A	561	A	501	A	618	A	553	A	392	A	281	A	297	A	208	A	109	A	9,769
4	ALA	880		30.941	F	N	NB OFF TO OAK ST	2/28/2005	MON	71	A	20	A	27	A	27	A	64	A	183	A	351	A	842	A	1047	A	751	A	584	A	571	A	548	A	567	A	549	A	566	A	575	A	650	A	503	A	345	A	239	A	208	A	123	A	100	A	9,511
4	ALA	880		30.941	F	N	NB OFF TO OAK ST	2/27/2005	SUN	78	A	59	A	42	A	11	A	20	A	35	A	79	A	244	A	332	A	521	A	510	A	493	A	506	A	424	A	376	A	349	A	308	A	309	A	290	A	190	A	180	A	208	A	154	A	88	A	5,806
4	ALA	880		30.941	F	N	NB OFF TO OAK ST	2/26/2005	SAT	100	A	47	A	46	A	20	A	31	A	76	A	191	A	242	A	497	A	545	A	501	A	508	A	512	A	471	A	471	A	459	A	364	A	339	A	390	A	300	A	233	A	256	A	201	A	160	A	6,960
4	ALA	880		30.941	F	N	NB OFF TO OAK ST	2/25/2005	FRI	77	A	49	A	45	A	22	A	69	A	162	A	348	A	792	A	977	A	700	A	561	A	544	A	550	A	577	A	494	A	533	A	575	A	579	A	483	A	384	A	268	A	242	A	225	A	155	A	9,411
4	ALA	880		30.941	F	N	NB OFF TO OAK ST	2/24/2005	THU	56	A	52	A	41	A	29	A	62	A	166	A	379	A	825	A	1003	A	729	A	588	A	499	A	595	A	536	A	497	A	316	A	587	A	648	A	477	A	339	A	287	A	232	A	155	A	101	A	9,199
4	ALA	880		30.941	F	N	NB OFF TO OAK ST	2/23/2005	WED																			594	A	531	A	574	A	575	A	534	A	592	A	464	A	710	A	412	A	358	A	280	A	240	A	214	A	100	A	6,178
4	ALA	880		30.941	F	N	NB OFF TO OAK ST	1/17/2002	THU	69	A	37	A	46	A	45	A	97	A	200	A	399	A	868	A	1000	A	800	A	579	C	583	C	623	C	598	C	568	C	573	C	549	C	583	C	505	C	386	C	236	C	271	C	240	C	136	C	9,991
4	ALA	880		30.941	F	N	NB OFF TO OAK ST	1/16/2002	WED	55	A	41	A	44	A	41	A	86	A	176	A	378	A	852	A	1014	A	672	A	595	A	585	A	601	A	597	A	556	A	608	A	597	A	725	A	526	A	351	A	281	A	288	A	244	A	105	A	10,018

4	ALA	880		30.941	F	N	NB OFF TO OAK ST	1/15/2002	TUE	68	A	30	A	43	A	34	A	91	A	188	A	380	A	767	A	978	A	813	A	579	A	555	A	566	A	573	A	539	A	646	A	611	A	691	A	518	A	375	A	215	A	245	A	193	A	135	A	9,833
4	ALA	880		30.941	F	N	NB OFF TO OAK ST	1/14/2002	MON	54	A	31	A	39	A	33	A	85	A	202	A	309	A	954	A	1159	A	693	A	593	A	546	A	498	A	532	A	578	A	588	A	653	A	721	A	508	A	314	A	212	A	222	A	201	A	115	A	9,840
4	ALA	880		30.941	F	N	NB OFF TO OAK ST	1/13/2002	SUN	131	A	78	A	38	A	25	A	28	A	52	A	99	A	175	A	320	A	483	A	488	A	475	A	546	A	529	A	508	A	416	A	377	A	363	A	289	A	225	A	186	A	209	A	175	A	119	A	6,334
4	ALA	880		30.941	F	N	NB OFF TO OAK ST	1/12/2002	SAT	107	A	54	A	56	A	40	A	40	A	82	A	163	A	258	A	510	A	708	A	849	A	733	A	577	A	472	A	468	A	437	A	435	A	435	A	363	A	266	A	234	A	249	A	263	A	175	A	7,974
4	ALA	880		30.941	F	N	NB OFF TO OAK ST	1/11/2002	FRI	74	A	58	A	40	A	47	A	85	A	191	A	378	A	801	A	972	A	773	A	590	A	585	A	626	A	644	A	578	A	599	A	560	A	573	A	512	A	444	A	314	A	254	A	279	A	190	A	10,167
4	ALA	880		30.941	F	N	NB OFF TO OAK ST	1/10/2002	THU	69	A	51	A	47	A	32	A	85	A	206	A	385	A	732	A	1020	A	790	A	579	A	583	A	623	A	598	A	568	A	573	A	549	A	583	A	505	A	386	A	236	A	271	A	240	A	136	A	9,847
4	ALA	880		30.941	F	N	NB OFF TO OAK ST	1/9/2002	WED																									561	A	535	A	557	A	588	A	615	A	474	A	339	A	233	A	226	A	228	A	101	A	4,457
4	ALA	880		30.961	N	S	SB ON FR OAK ST	5/20/2008	TUE	113	A	79	A	58	A	56	A	85	A	248	A	549	A	811	A	858	A	781	C	799	C	840	C	814	C	869	C	889	C	1082	C	1059	C	1149	C	876	C	596	C	484	C	412	C	294	C	183	C	13,984
4	ALA	880		30.961	N	S	SB ON FR OAK ST	5/19/2008	MON	98	A	61	A	56	A	44	A	96	A	227	A	541	A	821	A	851	A	760	A	773	A	829	A	809	A	800	A	951	A	1019	A	1070	A	1118	A	888	A	611	A	446	A	399	A	264	A	214	A	13,746
4	ALA	880		30.961	N	S	SB ON FR OAK ST	5/18/2008	SUN	201	A	194	A	161	A	74	A	49	A	74	A	107	A	199	A	310	A	482	A	673	A	695	A	835	A	806	A	843	A	696	A	730	A	688	A	546	A	419	A	458	A	431	A	313	A	180	A	10,164
4	ALA	880		30.961	N	S	SB ON FR OAK ST	5/17/2008	SAT	295	A	128	A	147	A	60	A	56	A	106	A	190	A	323	A	523	A	634	A	781	A	821	A	930	A	913	A	902	A	928	A	859	A	787	A	630	A	523	A	419	A	495	A	440	A	255	A	12,145
4	ALA	880		30.961	N	S	SB ON FR OAK ST	5/16/2008	FRI	119	A	109	A	85	A	43	A	93	A	234	A	457	A	752	A	816	A	823	A	830	A	856	A	837	A	850	A	1042	A	997	A	928	A	1013	A	813	A	608	A	538	A	505	A	416	A	301	A	14,065
4	ALA	880		30.961	N	S	SB ON FR OAK ST	5/15/2008	THU	126	A	76	A	64	A	57	A	90	A	218	A	464	A	704	A	734	A	820	A	794	A	854	A	860	A	859	A	959	A	977	A	855	A	953	A	827	A	589	A	563	A	506	A	357	A	234	A	13,540
4	ALA	880		30.961	N	S	SB ON FR OAK ST	5/14/2008	WED	101	A	66	A	75	A	53	A	90	A	213	A	516	A	684	A	820	A	724	A	739	A	831	A	872	A	899	A	898	A	954	A	1011	A	1096	A	836	A	579	A	498	A	471	A	335	A	218	A	13,579
4	ALA	880		30.961	N	S	SB ON FR OAK ST	5/13/2008	TUE	105	A	74	A	69	A	38	A	92	A	217	A	516	A	725	A	802	A	781	A	799	A	840	A	814	A	869	A	889	A	1082	A	1059	A	1149	A	876	A	596	A	484	A	412	A	294	A	183	A	13,765
4	ALA	880		30.961	N	S	SB ON FR OAK ST	5/12/2008	MON	145	A	76	A	69	A	46	A	122	A	219	A	485	A	775	A	792	A	732	A	756	A	755	A	870	A	840	A	900	A	931	A	990	A	1167	A	852	A	549	A	449	A	362	A	289	A	164	A	13,335
4	ALA	880		30.961	N	S	SB ON FR OAK ST	5/11/2008	SUN	256	A	170	A	155	A	64	A	40	A	46	A	86	A	183	A	308	A	507	A	628	A	731	A	834	A	832	A	910	A	742	A	738	A	612	A	513	A	492	A	502	A	603	A	396	A	273	A	10,621
4	ALA	880		30.961	N	S	SB ON FR OAK ST	5/10/2008	SAT	217	A	171	A	131	A	63	A	63	A	87	A	181	A	314	A	473	A	661	A	816	A	815	A	890	A	1030	A	923	A	844	A	953	A	775	A	635	A	530	A	505	A	549	A	475	A	350	A	12,451
4	ALA	880		30.961	N	S	SB ON FR OAK ST	5/9/2008	FRI													458	A	770	A	783	A	836	A	856	A	896	A	959	A	936	A	1007	A	1009	A	1018	A	958	A	887	A	660	A	570	A	519	A	539	A	333	A	13,994
4	ALA	880		30.961	N	S	SB ON FR OAK ST	3/15/2005	TUE	112	A	86	A	48	A	33	A	84	A	195	A	553	A	736	A	735	A	773	A	896	A	893	A	958	A	1008	A	1015	A	1047	A	1078	A	972	A	843	A	651	A	530	A	402	A	263	A	184	A	14,095
4	ALA	880		30.961	N	S	SB ON FR OAK ST	3/14/2005	MON	93	A	71	A	46	A	42	A	84	A	198	A	512	A	644	A	711	A	794	A	850	A	851	A	874	A	898	A	960	A	1012	A	1013	A	1021	A	878	A	631	A	400	A	249	A	258	A	140	A	13,230
4	ALA	880		30.961	N	S	SB ON FR OAK ST	3/13/2005	SUN	153	A	218	A	129	A	61	A	52	A	60	A	102	A	178	A	253	A	512	A	671	A	718	A	813	A	873	A	873	A	814	A	773	A	664	A	532	A	424	A	399	A	345	A	266	A	137	A	10,020
4	ALA	880		30.961	N	S	SB ON FR OAK ST	3/12/2005	SAT	222	A	176	A	146	A	65	A	81	A	84	A	162	A	297	A	493	A	634	A	765	A	869	A	873	A	882	A	972	A	976	A	905	A	836	A	637	A	454	A	404	A	468	A	422	A	282	A	12,105
4	ALA	880		30.961	N	S	SB ON FR OAK ST	3/11/2005	FRI	130	A	115	A	66	A	60	A	98	A	247	A	520	A	809	A	822	A	985	A	962	A	1019	A	1127	A	1120	A	1134	A	791	A	951	A	1001	A	832	A	653	A	545	A	447	A	462	A	308	A	15,204
4	ALA	880		30.961	N	S	SB ON FR OAK ST	3/10/2005	THU	141	A	84	A	59	A	46	A	75	A	242	A	639	A	901	A	866	A	898	A	1070	A	1048	A	1056	A	1039	A	1089	A	1185	A	1054	A	1197	A	1024	A	748	A	542	A	522	A	315	A	206	A	16,046
4	ALA	880		30.961	N	S	SB ON FR OAK ST	3/9/2005	WED	124	A	100	A	59	A	49	A	88	A	240	A	622	A	784	A	913	A	936	A	984	A	1112	A	1270	A	1079	A	1087	A	1059	A	1044	A	1189	A	991	A	786	A	563	A	469	A	334	A	204	A	16,086
4	ALA	880		30.961	N	S	SB ON FR OAK ST	1/18/2002	FRI	98	A	82	A	47	A	38	A	76	A	188	A	531	A	805	A	877	A	863	C	844	C	963	C	917	C	984	C	1063	C	1087	C	1218	C	1321	C	1021	C	598	C	474	C	471	C	400	C	306	C	15,272
4	ALA	880		30.961	N	S	SB ON FR OAK ST	1/17/2002	THU	98	A	60	A	71	A	39	A	66	A	204	A	508	A	763	A	828	A	809	A	868	A	945	A	965	A	1071	A	1034	A	1059	A	1221	A	1329	A	938	A	706	A	568	A	398	A	241	A	225	A	15,014
4	ALA	880		30.961	N	S	SB ON FR OAK ST	1/16/2002	WED	85	A	72	A	51	A	31	A	69	A	201	A	548	A	775	A	795	A	827	A	810	A	902	A	1038	A	1035	A	1050	A	1157	A	1121	A	1258	A	1039	A	716	A	590	A	374	A	276	A	141	A	14,961
4	ALA	880		30.961	N	S	SB ON FR OAK ST	1/15/2002	TUE	91	A	47	A	36	A	30	A	51	A	215	A	520	A	796	A	752	A	806	A	868	A	834	A	961	A	938	A	1018	A	1057	A	1150	A	1373	A	969	A	680	A	479	A	363	A	269	A	169	A	14,472
4	ALA	880		30.961	N	S	SB ON FR OAK ST	1/14/2002	MON	71	A	47	A	16	A	31	A	63	A	223	A	512	A	791	A	804	A	742	A	825	A	955	A	948	A	966	A	1020	A	1050	A	1198	A	1347	A	982	A	699	A	476	A	367	A	241	A	128	A	14,502
4	ALA	880		30.961	N	S	SB ON FR OAK ST	1/13/2002	SUN	236	A	244	A	183	A	59	A	45	A	55	A	81	A	164	A	295	A	445	A	548	A	608	A	731	A	850	A	854	A	853	A	796	A	655	A	491	A	377	A	397	A	327	A	221	A	134	A	9,649
4	ALA	880		30.961	N	S	SB ON FR OAK ST	1/12/2002	SAT	241	A	241	A	150	A	56	A	54	A	67	A	164	A	282	A	455	A	551	A	770	A	888	A	876	A	530	A	1036	A	880	A	913	A	717	A	578	A	405	A	346	A	461	A	421	A	428	A	11,510
4	ALA	880		30.961	N	S	SB ON FR OAK ST	1/11/2002	FRI	100	A	78	A	60	A	36	A	53	A	210	A	566	A	731	A	773	A	863	A	844	A	963	A	917	A	984	A	1063	A	1087	A	1218	A	1321	A	1021	A	598	A	474	A	471	A	400	A	306	A	15,137
4	ALA	880		30.961	N	S	SB ON FR OAK ST	1/10/2002	THU	93	A	80	A	34	A	34	A	53	A	208	A	518	A	773	A	799	A	795	A	863	A	912	A	971	A	1002	A	969	A	1151	A	1193	A	1217	A	931	A	621	A	442	A	370	A	303	A	209	A	14,541
4	ALA	880		30.961	N	S	SB ON FR OAK ST	1/9/2002	WED																	1056	A	1335	A	1407	A	1025	A	899	A	1065	A	1045	A	1159	A	1282	A	980	A	621	A	428	A	350	A	243	A	151	A	13,046
4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	5/27/2008	TUE	102	A	47	A	57	A	59	A	125	A	314	A	731	A	1105	A	1217	A	1096	A	912	A	899	A	699	A	808	C	776	C	789	C	805	C	813	C	708	C	546	C	370	C	362	C	256	C	147	C	13,743
4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	5/26/2008	MON	140	A	92	A	53	A	41	A	50	A	89	A	157	A	273	A	279	A	363	A	543	A	565	A	609	A	569	A	521	A	483	A	431	A	473	A	453	A	388	A	354	A	349	A	247	A	183	A	7,705
4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	5/25/2008	SUN	197	A	118	A	87	A	69	A	46	A	68	A	155	A	291	A	613	A	728	A	625	A	625	A	589	A	666	A	616	A	604	A	602	A	598	A	551	A	424	A	357	A	465	A	437	A	261	A	9,792
4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	5/24/2008	SAT	207	A	97	A	88	A	62	A	98	A	146	A	245	A	472	A	565	A	773	A	804	A	781	A	764	A	721	A	677	A	621	A	627	A	603	A	625	A	491	A	472	A	570	A	581	A	437	A	11,527
4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	5/23/2008	FRI	129	A	65	A	66	A	54	A	152	A	295	A	698	A	1058	A	1180	A	1069	A	849	A	939	A	817	A	872	A	859	A	750	A	775	A	769	A	727	A	642	A	489	A	483	A	543	A	376	A	14,656
4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	5/22/2008	THU	108	A	67	A	75	A	53	A	165	A	347	A	740	A	1100	A	1198	A	1099	A	879	A	813	A	842	A	832	A	840	A	840	A	780	A	889	A	821	A	622	A	440	A	375	A	296	A	237	A	14,458
4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	5/21/2008	WED	90	A	62	A	54	A	69	A	135	A	334	A	697	A	1094	A	1170	A	1135	A	855	A	872	A	791	A	867	A	780	A	759	A	849	A	830	A	743	A	636	A	421	A	396	A	264	A	170	A	14,073
4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	5/20/2008	TUE	111	A	65	A	44	A	64	A	145	A	319	A	723	A	1145	A	1230	A	1090	A	864	A	823	A	854	A	808	A	776	A	789	A	805	A	813	A	708	A	546	A	370	A	362	A	256	A	147	A	13,857
4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	5/19/2008	MON	104	A	67	A	42	A	68	A	143	A	307	A	726	A	1093	A	1205	A	961	A	848	A	819	A	798	A	745	A	786	A	747	A	706	A	809	A	631	A	451	A	379	A	335	A	253	A	165	A	13,188
4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	5/18/2008	SUN	222	A	120	A	90	A	51	A	57	A	106	A	181	A	287	A	465	A	516	A	692	A	743	A	670	A	707	A	613	A	576	A	623	A	616	A	564	A	422	A	424	A	328	A	268	A	194	A	9,535
4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	5/17/2008	SAT	203	A	115	A	96	A	83	A	112	A	156	A	362	A	582	A	842	A	868	A	863	A	890	A	933	A	817	A	752	A	710	A	701	A	747	A	687	A	560	A	450	A	492	A	538	A	410	A	12,969
4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	5/16/2008	FRI																					883	A	235	A	748	A	742	A	756	A	770	A	842	A	811	A	752	A	601	A	512	A	433	A	369	A	8,454
4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	3/3/2005	THU	103	A	52	A	70	A	70	A	114	A	227	A	681	A	1110	A	1210	A	1156	C	971	C	927	C	939	C	857	C	808	C	492	C	759	C	862	C	722	C	566	C	378	C	336	C	253	C	171	C	13,834
4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	3/2/2005	WED	73	A	43	A	57	A	51	A	118	A	224	A	691	A	1131	A	1238	A	1070	A	824	A	877	A	912	A	910	A	655	A	838	A	790	A	795	A	688	A	530	A	397	A	327	A	239	A	186	A	13,664
4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	3/1/2005	TUE	104	A	59	A	61	A	76	A	100	A	239	A	671	A	1135	A	1233	A	1112	A	956	A	898	A	895	A	922	A	838	A	813	A	727	A	824	A	684	A	488	A	339	A	306	A	238	A	126	A	13,844
4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	2/28/2005	MON	106	A	65	A	57	A	41	A	87	A	237	A	626	A	1064	A	1148	A	1012	A	926	A	954	A	916	A	923	A	829	A	829	A	812	A	848	A	644	A	529	A	354	A	325	A	226	A	136	A	13,694
4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	2/27/2005	SUN	193	A	95	A	80	A	48	A	38	A	55	A	130	A	321	A	393	A	553	A	700	A	760	A	770	A	748	A	715	A	616	A	634	A	515	A	591	A	410	A	303	A	288	A	236	A	144	A	9,336
4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	2/26/2005	SAT	172	A	129	A	102	A	51	A	84	A	128	A	282	A	558	A	848	A	814	A	833	A	832	A	876	A	847	A	792	A	744	A	745	A	712	A	754	A	616	A	449	A	467	A	468	A	342	A	12,645
4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	2/25/2005	FRI	99	A	82	A	69	A	50	A	110	A	266	A	673	A	1116	A	1259	A	1088	A	912	A	940	A	972	A	862	A	897	A	883	A	770	A	840	A	827	A	663	A	547	A	490	A	416	A	275	A	15,106
4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	2/24/2005	THU	90	A	56	A	70	A	67	A	102	A	231	A	692	A	1150	A	1294	A	1156	A	971	A	927	A	939	A	857	A	808	A	492	A	759	A	862	A	722	A	566	A	378	A	336	A	253	A	171	A	13,949
4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	2/23/2005	WED																					896	A	907	A	975	A	813	A	792	A	581	A	870	A	689	A	591	A	374	A	349	A	327	A	151	A	8,315
4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	1/18/2002	FRI	103	A	61	A	48	A	57	A	116	A	246	A	643	A	1082	A	1319	A	1148	C	907	C	995	C	999	C	940	C	880	C	878	C	783	C	845	C	825	C	732	C	562	C	499	C	494	C	343	C	15,505
4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	1/17/2002	THU	77	A	71	A	55	A	49	A	118	A	236	A	643	A	1205	A	1290	A	1172	A	972	A	956	A	985	A	991	A	953	A	823	A	886	A	897	A	746	A	646	A	427	A	252	A	222	A	133	A	14,805
4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	1/16/2002	WED	69	A	60	A	52	A	60	A	107	A	251	A	695	A	1059	A	1218	A	1017	A	1033	A	892	A	889	A	935	A	856	A	852	A	811	A	856	A	748	A	563	A	381	A	247	A	257	A	127	A	14,035
4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	1/15/2002	TUE	66	A	56	A	57	A	51	A	78	A	219	A	701	A	996	A	1151	A	1223	A	955	A	884	A	917	A	936	A	868	A	858	A	869	A	891	A	704	A	532	A	389	A	254	A	194	A	112	A	13,961

4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	1/14/2002	MON	69	A	41	A	66	A	46	A	110	A	190	A	575	A	1122	A	1413	A	1044	A	926	A	869	A	864	A	846	A	903	A	848	A	807	A	806	A	623	A	510	A	368	A	214	A	164	A	89	A	13,513
4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	1/13/2002	SUN	243	A	140	A	97	A	55	A	47	A	82	A	176	A	266	A	373	A	464	A	629	A	637	A	709	A	730	A	771	A	667	A	626	A	672	A	625	A	457	A	296	A	185	A	158	A	119	A	9,224
4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	1/12/2002	SAT	189	A	146	A	93	A	66	A	68	A	107	A	263	A	406	A	676	A	443	A	1	A	528	A	780	A	742	A	799	A	711	A	674	A	732	A	765	A	576	A	484	A	564	A	495	A	438	A	10,746
4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	1/11/2002	FRI	102	A	72	A	58	A	64	A	93	A	263	A	683	A	1082	A	1247	A	1148	A	907	A	995	A	999	A	940	A	880	A	878	A	783	A	845	A	825	A	732	A	562	A	499	A	494	A	343	A	15,494
4	ALA	880		31.171	F	N	NB OFF TO BROADWAY	1/10/2002	THU	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	157	A	945	A	947	A	960	A	911	A	821	A	763	A	863	A	800	A	608	A	392	A	214	A	182	A	121	A	8,684
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	8/27/2011	SAT	50	N	45	N	32	N	38	N	32	N	22	N	36	N	24	N	22	N	20	N	29	N	18	N	26	N	28	N	33	N	28	N	21	N	25	N	26	N	16	N	22	N	28	N	20	N	15	N	656
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	8/26/2011	FRI	56	A	66	A	83	A	118	A	114	A	154	A	129	A	112	A	108	A	85	A	63	A	78	A	80	A	91	A	103	A	61	A	69	A	97	A	91	A	62	A	57	A	64	A	44	A	47	A	2,032
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	8/25/2011	THU	43	A	37	A	45	A	49	A	63	A	96	A	93	A	92	A	143	A	107	A	113	A	80	A	108	A	94	A	72	A	64	A	88	A	105	A	111	A	111	A	115	A	114	A	59	A	73	A	2,075
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	8/24/2011	WED	14	N	10	N	9	N	7	N	8	N	10	N	3	N	5	N	3	N	8	N	5	N	3	N	5	N	3	N	6	N	13	N	15	N	22	N	13	N	11	N	19	N	16	N	25	N	22	N	255
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	8/23/2011	TUE	47	N	39	N	36	N	35	N	31	N	33	N	38	N	26	N	27	N	26	N	21	N	24	N	18	N	17	N	30	N	19	N	33	N	22	N	25	N	21	N	16	N	11	N	21	N	9	N	625
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	8/22/2011	MON	56	A	61	A	81	A	119	A	106	A	143	A	140	A	122	A	96	A	82	A	98	A	65	A	73	A	115	A	118	A	109	A	113	A	96	A	61	A	47	A	42	A	39	A	53	A	37	A	2,072
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	8/21/2011	SUN	45	A	37	A	35	A	36	A	52	A	76	A	99	A	108	A	116	A	133	A	122	A	129	A	84	A	85	A	78	A	55	A	70	A	125	A	75	A	99	A	79	A	78	A	78	A	61	A	1,955
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	8/20/2011	SAT	17	N	9	N	19	N	5	N	7	N	10	N	7	N	3	N	8	N	10	N	1	N	4	N	11	N	10	N	7	N	10	N	14	N	13	N	12	N	13	N	25	N	22	N	35	N	26	N	298
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	8/19/2011	FRI	50	N	68	N	52	N	36	N	43	N	26	N	35	N	32	N	30	N	19	N	21	N	36	N	26	N	28	N	18	N	11	N	21	N	30	N	17	N	13	N	17	N	15	N	20	N	10	N	674
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	8/18/2011	THU	53	A	69	A	79	A	109	A	112	A	154	A	133	A	118	A	161	A	103	A	80	A	87	A	102	A	116	A	122	A	138	A	125	A	103	A	86	A	78	A	65	A	52	A	70	A	46	A	2,361
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	8/17/2011	WED																			132	A	132	A	132	A	107	A	98	A	55	A	68	A	111	A	129	A	95	A	133	A	95	A	50	A	66	A	73	A	1,476
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	9/26/2008	FRI	87	A	115	A	68	A	33	A	72	A	93	A	148	A	258	A	275	A	379	A	458	A	603	A	577	A	619	A	609	A	550	A	526	A	529	A	416	A	352	A	296	A	305	A	285	A	251	A	7,904
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	9/25/2008	THU	86	A	65	A	47	A	34	A	55	A	85	A	136	A	228	A	292	A	416	A	466	A	573	A	506	A	579	A	679	A	578	A	588	A	559	A	429	A	384	A	292	A	269	A	227	A	157	A	7,730
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	9/24/2008	WED	114	A	78	A	48	A	45	A	63	A	79	A	123	A	207	A	276	A	374	A	437	A	429	A	490	A	577	A	647	A	557	A	630	A	593	A	410	A	340	A	269	A	275	A	229	A	161	A	7,451
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	9/23/2008	TUE	66	A	47	A	66	A	38	A	57	A	93	A	146	A	201	A	316	A	555	A	677	A	660	A	650	A	604	A	642	A	627	A	597	A	597	A	418	A	360	A	280	A	230	A	261	A	218	A	8,406
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	9/22/2008	MON	66	A	38	A	30	A	31	A	57	A	66	A	117	A	186	A	292	A	343	A	443	A	539	A	561	A	532	A	632	A	532	A	647	A	582	A	396	A	287	A	244	A	216	A	185	A	95	A	7,117
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	9/21/2008	SUN	228	A	242	A	201	A	64	A	40	A	43	A	42	A	71	A	86	A	162	A	225	A	281	A	303	A	363	A	384	A	371	A	338	A	303	A	303	A	269	A	267	A	216	A	172	A	134	A	5,108
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	9/20/2008	SAT	209	A	184	A	144	A	52	A	42	A	64	A	64	A	117	A	188	A	214	A	272	A	356	A	410	A	387	A	408	A	390	A	372	A	366	A	343	A	295	A	236	A	277	A	251	A	238	A	5,879
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	3/16/2005	WED	89	A	61	A	32	A	24	A	57	A	70	A	144	A	213	A	256	A	409	A	438	A	562	A	605	A	569	A	616	A	630	A	609	A	594	A	449	A	374	A	354	A	310	A	277	A	248	A	7,990
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	3/15/2005	TUE	103	A	73	A	37	A	37	A	50	A	78	A	134	A	225	A	277	A	401	A	526	A	535	A	572	A	617	A	664	A	667	A	630	A	544	A	435	A	337	A	294	A	246	A	353	A	169	A	8,004
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	3/14/2005	MON	83	A	51	A	41	A	18	A	40	A	78	A	136	A	216	A	309	A	389	A	487	A	549	A	551	A	548	A	560	A	577	A	632	A	635	A	477	A	373	A	254	A	124	A	267	A	218	A	7,613
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	3/13/2005	SUN	253	A	269	A	252	A	59	A	40	A	33	A	42	A	82	A	78	A	139	A	225	A	249	A	346	A	347	A	457	A	429	A	375	A	332	A	391	A	328	A	251	A	212	A	188	A	126	A	5,503
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	3/12/2005	SAT	251	A	232	A	230	A	70	A	46	A	56	A	79	A	128	A	200	A	235	A	308	A	385	A	459	A	475	A	483	A	597	A	656	A	410	A	403	A	330	A	326	A	317	A	310	A	285	A	7,271
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	3/11/2005	FRI	139	A	87	A	68	A	36	A	54	A	84	A	148	A	232	A	341	A	415	A	539	A	590	A	580	A	552	A	589	A	527	A	562	A	554	A	486	A	429	A	332	A	412	A	383	A	274	A	8,413
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	3/10/2005	THU	91	A	47	A	52	A	27	A	53	A	81	A	120	A	212	A	293	A	391	A	488	A	574	A	541	A	664	A	624	A	619	A	634	A	546	A	450	A	391	A	315	A	273	A	258	A	131	A	7,875
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	1/13/2002	SUN	438	A	620	A	477	A	75	A	46	A	55	A	48	A	99	A	83	A	122	A	216	A	224	A	260	A	385	A	432	A	441	A	450	A	458	A	349	A	302	A	254	A	397	A	286	A	175	A	6,692
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	1/12/2002	SAT	293	A	522	A	204	A	54	A	39	A	42	A	83	A	127	A	186	A	221	A	319	A	388	A	426	A	275	A	599	A	591	A	485	A	453	A	353	A	273	A	261	A	356	A	392	A	327	A	7,269
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	1/11/2002	FRI	188	A	115	A	83	A	66	A	46	A	76	A	118	A	274	A	335	A	454	A	542	A	588	A	593	A	616	A	682	A	610	A	664	A	607	A	463	A	367	A	323	A	345	A	403	A	277	A	8,835
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	1/10/2002	THU	146	A	128	A	90	A	49	A	53	A	79	A	129	A	228	A	255	A	438	A	533	A	558	A	590	A	595	A	672	A	681	A	698	A	616	A	425	A	345	A	307	A	560	A	344	A	226	A	8,745
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	1/9/2002	WED	146	A	85	A	44	A	47	A	62	A	70	A	152	A	219	A	268	A	430	E	520	E	550	E	590	E	597	A	646	A	643	A	609	A	615	A	438	A	318	A	290	A	469	A	309	A	204	A	8,321
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	1/8/2002	TUE	130	A	90	A	51	A	41	A	39	A	60	A	117	A	205	A	314	A	431	A	510	A	562	A	588	A	625	A	622	A	604	A	630	A	600	A	414	A	366	A	268	A	479	A	306	A	195	A	8,247
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	1/7/2002	MON	181	A	143	A	123	A	59	A	45	A	51	A	99	A	212	A	324	A	450	A	447	A	562	A	599	A	617	A	673	A	610	A	630	A	658	A	418	A	307	A	249	A	425	A	252	A	212	A	8,346
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	1/6/2002	SUN	247	A	223	A	166	A	55	A	35	A	34	A	80	A	102	A	80	A	122	A	220	A	268	A	314	A	353	A	399	A	430	A	380	A	379	A	377	A	292	A	245	A	449	A	345	A	225	A	5,820
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	1/5/2002	SAT	262	A	228	A	149	A	51	A	38	A	46	A	68	A	111	A	165	A	219	A	256	A	315	A	408	A	438	A	523	A	525	A	464	A	382	A	400	A	321	A	350	A	371	A	343	A	278	A	6,711
4	ALA	880		31.308	N	S	SB ON FR BROADAWY	1/4/2002	FRI																													696	A	635	A	619	A	444	A	403	A	312	A	353	A	354	A	286	A	4,102
4	ALA	880		31.393	F	S	SEG SB OFF TO JACKSON	8/29/2011	MON	55	A	28	A	13	A	12	A	23	A	43	A	45	A	42	A	42	A	145	A	183	C	224	C	214	C	256	C	355	C	382	C	391	C	354	C	178	C	128	C	117	C	108	C	238	C	179	C	3,755
4	ALA	880		31.393	F	S	SEG SB OFF TO JACKSON	8/28/2011	SUN	112	A	91	A	83	A	45	A	15	A	22	A	27	A	41	A	55	A	75	A	117	A	122	A	150	A	205	A	218	A	199	A	212	A	195	A	171	A	142	A	121	A	147	A	68	A	84	A	2,717
4	ALA	880		31.393	F	S	SEG SB OFF TO JACKSON	8/27/2011	SAT	103	A	134	A	91	A	37	A	28	A	26	A	53	A	72	A	87	A	99	A	133	A	162	A	182	A	199	A	235	A	243	A	232	A	234	A	188	A	214	A	144	A	134	A	128	A	116	A	3,274
4	ALA	880		31.393	F	S	SEG SB OFF TO JACKSON	8/26/2011	FRI	48	A	53	A	27	A	16	A	33	A	46	A	46	A	38	A	66	A	182	A	216	A	258	A	298	A	300	A	399	A	403	A	410	A	372	A	196	A	231	A	150	A	136	A	151	A	137	A	4,212
4	ALA	880		31.393	F	S	SEG SB OFF TO JACKSON	8/25/2011	THU	54	A	76	A	48	A	14	A	32	A	57	A	49	A	68	A	92	A	171	A	229	A	277	A	268	A	300	A	376	A	453	A	503	A	422	A	229	A	180	A	143	A	130	A	111	A	75	A	4,357
4	ALA	880		31.393	F	S	SEG SB OFF TO JACKSON	8/24/2011	WED	57	A	29	A	24	A	15	A	24	A	35	A	58	A	51	A	116	A	175	A	207	A	251	A	249	A	345	A	394	A	466	A	607	A	451	A	192	A	145	A	130	A	123	A	119	A	87	A	4,350
4	ALA	880		31.393	F	S	SEG SB OFF TO JACKSON	8/23/2011	TUE	112	A	75	A	47	A	32	A	32	A	43	A	33	A	49	A	144	A	200	A	236	A	300	A	256	A	339	A	421	A	669	A	545	A	477	A	257	A	168	A	133	A	145	A	105	A	81	A	4,899
4	ALA	880		31.393	F	S	SEG SB OFF TO JACKSON	8/22/2011	MON	54	A	30	A	13	A	10	A	21	A	47	A	39	A	44	A	51	A	170	A	183	A	224	A	214	A	256	A	355	A	382	A	391	A	354	A	178	A	128	A	117	A	108	A	238	A	179	A	3,786
4	ALA	880		31.393	F	S	SEG SB OFF TO JACKSON	8/21/2011	SUN	135	A	180	A	125	A	48	A	32	A	17	A	28	A	40	A	43	A	71	A	103	A	128	A	150	A	160	A	211	A	214	A	217	A	212	A	270	A	180	A	130	A	133	A	101	A	72	A	3,000
4	ALA	880		31.393	F	S	SEG SB OFF TO JACKSON	8/20/2011	SAT	87	A	96	A	70	A	39	A	25	A	32	A	37	A	54	A	84	A	114	A	108	A	155	A	188	A	183	A	235	A	230	A	231	A	224	A	226	A	155	A	119	A	153	A	144	A	127	A	3,116
4	ALA	880		31.393	F	S	SEG SB OFF TO JACKSON	8/19/2011	FRI	51	A	43	A	23	A	17	A	29	A	46	A	70	A	53	A	63	A	167	A	246	A	272	A	292	A	293	A	364	A	456	A	472	A	329	A	187	A	164	A	140	A	151	A	131	A	111	A	4,170
4	ALA	880		31.393	F	S	SEG SB OFF TO JACKSON	8/18/2011	THU	66	A	81	A	47	A	26	A	37	A	50	A	62	A	79	A	126	A	180	A	222	A	251	A	288	A	302	A	453	A	574	A	599	A	547	A	240	A	171	A	156	A	132	A	112	A	61	A	4,862
4	ALA	880		31.393	F	S	SEG SB OFF TO JACKSON	8/17/2011	WED																							292	A	263	A	349	A	571	A	622	A	606	A	621	A	293	A	161	A	133	A	140	A	113	A	120	A	4,284
4	ALA	880		31.393	F	S	SEG SB OFF TO JACKSON	3/16/2005	WED	71	A	51	A	47	A	71	A	67	A	156	A	412	A	845	A	1211	A	834	A	634	A	549	A	549	A	499	A	569	A	625	A	587	A	718	A	538	A	325	A	311	A	309	A	207	A	124	A	10,309
4	ALA	880		31.393	F	S	SEG SB OFF TO JACKSON	3/15/2005	TUE	54	A	53	A	45	A	62	A	74	A	187	A	421	A	835	A	1219	A	889	A	608	A	504	A	541	A	506	A	509	A	645	A	627	A	795	A	595	A	395	A	278	A	283	A	230	A	129	A	10,484
4	ALA	880		31.393	F	S	SEG SB OFF TO JACKSON	3/14/2005	MON	75	A	57	A	42	A	59	A	60	A	173	A	361	A	798	A	1122	A	837	A	626	A	520	A	551	A	522	A	518	A	566	A	617	A	751	A	541	A	313	A	258	A	524	A	184	A	101	A	10,176
4	ALA	880		31.393	F	S	SEG SB OFF TO JACKSON	3/13/2005	SUN	121	A	100	A	96	A	44	A	31	A	52	A	249	A	332	A	385	A	489	A	442	A	470	A	432	A	514	A	449	A	383	A	373	A	362	A	340	A	263	A	234	A	231	A	211	A	123	A	6,726
4	ALA	880		31.393	F	S	SEG SB OFF TO JACKSON	3/12/2005	SAT	120	A	115	A	74	A	60	A	43	A	73	A	125	A	222	A	426	A	463	A	476	A	459	A	477	A	448	A	452	A	441	A	431	A	434	A	454	A	369	A	253	A	261	A	323	A	248	A	7,247
4	ALA	880		31.393	F	S	SEG SB OFF TO JACKSON	3/11/2005	FRI	92	A	65	A	51	A	78	A	93	A	171	A	400	A	731	A	1151	A	817	A	609	A	575	A	651	A	916	A	636	A	917	A	696	A	690	A	611	A	423	A	303	A	328	A	305	A	217	A	11,526
4	ALA	880		31.393	F	S	SEG SB OFF TO JACKSON	3/10/2005	THU	97	A	63	A	57	A	59	A	85	A	166	A	377	A	768	A	1145	A	942	A	610	A	501	A	577	A	546	A	564	A	620	A	718	A	1217	A	751	A	348	A	306	A	329	A	258	A	141	A	11,245
4	ALA	880		31.393	F	S	SEG SB OFF TO JACKSON	8/29/2002	THU	67	A	37	A	50	A	62	A	66	A	160	A	381	A	914	A	1202	A	758	A	565	A	503	A	536	A	540	A	462	A	1061	A	1136	A	1311	A	592	A	341	A	271	A	221	A	165	A	87	A	11,488

4	ALA	880	31.393	F	S	SEG SB OFF TO JACKSON	8/28/2002	WED	53 A	34 A	46 A	56 A	79 A	177 A	413 A	910 A	1258 A	782 A	666 A	661 A	539 A	523 A	532 A	915 A	789 A	917 A	503 A	343 A	279 A	197 A	170 A	112 A	10,954
4	ALA	880	31.393	F	S	SEG SB OFF TO JACKSON	8/27/2002	TUE	69 A	39 A	49 A	65 A	68 A	178 A	398 A	915 A	1198 A	774 A	586 A	815 A	900 A	517 A	486 A	569 A	566 A	1097 A	499 A	344 A	248 A	202 A	161 A	75 A	10,818
4	ALA	880	31.393	F	S	SEG SB OFF TO JACKSON	8/26/2002	MON	58 A	46 A	39 A	47 A	66 A	162 A	368 A	956 A	1170 A	733 A	568 A	707 A	569 A	501 A	503 A	503 A	571 A	693 A	447 A	315 A	233 A	174 A	129 A	75 A	9,633
4	ALA	880	31.393	F	S	SEG SB OFF TO JACKSON	8/25/2002	SUN	111 A	75 A	64 A	46 A	37 A	49 A	73 A	127 A	242 A	326 A	377 A	444 A	435 A	462 A	410 A	405 A	333 A	304 A	281 A	251 A	204 A	182 A	176 A	103 A	5,517
4	ALA	880	31.393	F	S	SEG SB OFF TO JACKSON	8/24/2002	SAT	106 A	73 A	72 A	55 A	24 A	78 A	116 A	208 A	472 A	385 A	449 A	486 A	497 A	485 A	372 A	403 A	425 A	352 A	363 A	317 A	284 A	258 A	260 A	180 A	6,720
4	ALA	880	31.393	F	S	SEG SB OFF TO JACKSON	8/23/2002	FRI	56 A	62 A	47 A	73 A	71 A	161 A	387 A	839 A	1111 A	695 A	517 A	506 A	699 A	525 A	1191 A	1084 A	831 A	1029 A	520 A	398 A	282 A	295 A	275 A	194 A	11,848
4	ALA	880	31.393	F	S	SEG SB OFF TO JACKSON	1/14/2002	MON	43 A	40 A	25 A	60 A	69 A	175 A	361 A	866 A	1241 A	828 A	542 A	418 E	560 A	597 A	485 A	553 A	540 A	707 A	444 A	285 A	201 A	176 A	151 A	71 A	9,438
4	ALA	880	31.393	F	S	SEG SB OFF TO JACKSON	1/13/2002	SUN	139 A	104 A	70 A	59 A	28 A	39 A	86 A	124 A	206 A	343 A	343 A	411 A	425 A	470 A	426 A	402 A	345 A	377 A	295 A	230 A	184 A	168 A	138 A	71 A	5,483
4	ALA	880	31.393	F	S	SEG SB OFF TO JACKSON	1/12/2002	SAT	129 A	74 A	68 A	47 A	38 A	74 A	200 A	228 A	383 A	400 A	453 A	492 A	505 A	1837 A	949 A	449 A	426 A	368 A	375 A	291 A	242 A	243 A	283 A	216 A	8,770
4	ALA	880	31.393	F	S	SEG SB OFF TO JACKSON	1/11/2002	FRI	56 A	44 A	38 A	60 A	80 A	148 A	356 A	761 A	1079 A	766 A	498 A	500 A	637 A	474 A	495 A	559 A	580 A	760 A	539 A	371 A	260 A	274 A	252 A	169 A	9,756
4	ALA	880	31.393	F	S	SEG SB OFF TO JACKSON	1/10/2002	THU	67 A	39 A	32 A	62 A	86 A	154 A	364 A	740 A	1339 A	853 A	524 A	468 A	491 A	512 A	502 A	505 A	534 A	740 A	513 A	290 A	226 A	215 A	167 A	72 A	9,495
4	ALA	880	31.393	F	S	SEG SB OFF TO JACKSON	1/9/2002	WED	54 A	51 A	44 A	54 A	74 A	195 A	363 A	797 A	1600 A	787 A	544 A	466 A	479 A	471 A	465 A	515 A	473 A	635 A	421 A	282 A	226 A	165 A	155 A	96 A	9,412
4	ALA	880	31.393	F	S	SEG SB OFF TO JACKSON	1/8/2002	TUE	47 A	37 A	38 A	68 A	80 A	175 A	408 A	806 A	1162 A	760 A	458 A	424 A	416 A	467 A	456 A	520 A	514 A	858 A	601 A	286 A	218 A	178 A	143 A	85 A	9,205
4	ALA	880	31.393	F	S	SEG SB OFF TO JACKSON	1/7/2002	MON	68 A	44 A	46 A	50 A	72 A	172 A	338 A	722 A	1081 A	681 A	489 A	385 A	446 A	436 A	470 A	523 A	488 A	486 A	367 A	268 A	198 A	165 A	149 A	67 A	8,211
4	ALA	880	31.393	F	S	SEG SB OFF TO JACKSON	1/6/2002	SUN	104 A	77 A	46 A	35 A	24 A	52 A	81 A	98 A	187 A	337 A	324 A	411 A	377 A	409 A	364 A	369 A	329 A	359 A	277 A	236 A	209 A	165 A	159 A	96 A	5,125
4	ALA	880	31.393	F	S	SEG SB OFF TO JACKSON	1/5/2002	SAT	128 A	72 A	75 A	45 A	31 A	74 A	139 A	167 A	282 A	346 A	356 A	419 A	441 A	427 A	457 A	453 A	369 A	371 A	314 A	244 A	243 A	220 A	225 A	198 A	6,096
4	ALA	880	31.393	F	S	SEG SB OFF TO JACKSON	1/4/2002	FRI															473 A	473 A	501 A	523 A	413 A	335 A	256 A	255 A	277 A	206 A	3,712
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	8/17/2011	WED	142 A	98 C	50 C	53 C	73 C	130 C	239 C	314 C	442 C	402 C	462 C	496 C	490 C	506 C	583 C	836 C	1006 C	914 C	582 C	318 C	253 C	290 C	267 C	188 C	9,134
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	8/16/2011	TUE	128 A	88 A	63 A	74 A	83 A	124 A	226 A	286 A	376 A	428 A	463 A	512 A	535 A	548 A	583 A	855 A	961 A	969 A	590 A	395 A	275 A	299 A	260 A	153 A	9,274
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	8/15/2011	MON	134 A	69 A	59 A	35 A	81 A	110 A	223 A	333 A	420 A	388 A	443 A	470 A	501 A	502 A	569 A	709 A	836 A	736 A	457 A	328 A	252 A	217 A	188 A	114 A	8,174
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	8/14/2011	SUN	206 A	207 A	228 A	152 A	89 A	60 A	51 A	95 A	104 A	142 A	251 A	249 A	333 A	381 A	427 A	437 A	396 A	370 A	342 A	322 A	248 A	270 A	219 A	211 A	5,790
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	8/13/2011	SAT	225 A	239 A	168 A	94 A	77 A	86 A	117 A	158 A	197 A	284 A	270 A	302 A	366 A	397 A	378 A	396 A	357 A	316 A	319 A	330 A	271 A	299 A	331 A	218 A	6,195
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	8/12/2011	FRI	101 A	128 A	74 A	45 A	88 A	110 A	235 A	321 A	536 A	459 A	528 A	555 A	544 A	601 A	707 A	958 A	1034 A	854 A	585 A	359 A	334 A	293 A	335 A	268 A	10,052
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	8/11/2011	THU	132 A	155 A	108 A	43 A	95 A	129 A	261 A	334 A	446 A	421 A	496 A	537 A	528 A	590 A	654 A	951 A	972 A	892 A	628 A	339 A	285 A	293 A	233 A	147 A	9,669
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	8/10/2011	WED	149 A	98 A	50 A	53 A	73 A	130 A	239 A	314 A	442 A	402 A	462 A	496 A	490 A	506 A	583 A	836 A	1006 A	914 A	582 A	318 A	253 A	290 A	267 A	188 A	9,141
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	8/9/2011	TUE																935 A	953 A	1022 A	549 A	378 A	300 A	320 A	286 A	189 A	4,932
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	9/26/2008	FRI	99 A	122 A	72 A	35 A	77 A	105 A	169 A	314 A	320 A	511 A	582 A	709 A	672 A	700 A	736 A	687 A	684 A	630 A	449 A	377 A	316 A	349 A	331 A	283 A	9,329
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	9/25/2008	THU	97 A	69 A	56 A	34 A	62 A	101 A	166 A	269 A	342 A	506 A	563 A	658 A	604 A	659 A	764 A	665 A	693 A	692 A	501 A	427 A	324 A	299 A	253 A	177 A	8,981
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	9/24/2008	WED	139 A	89 A	59 A	62 A	79 A	91 A	155 A	255 A	340 A	425 A	504 A	640 A	598 A	674 A	715 A	623 A	713 A	675 A	463 A	387 A	296 A	315 A	261 A	176 A	8,734
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	9/23/2008	TUE	77 A	49 A	72 A	40 A	61 A	105 A	180 A	244 A	374 A	613 A	719 A	755 A	733 A	693 A	719 A	688 A	668 A	657 A	484 A	417 A	308 A	269 A	303 A	266 A	9,494
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	9/22/2008	MON	82 A	40 A	42 A	36 A	64 A	73 A	148 A	227 A	358 A	395 A	516 A	592 A	620 A	613 A	703 A	646 A	727 A	709 A	484 A	312 A	264 A	250 A	220 A	118 A	8,239
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	9/21/2008	SUN	244 A	255 A	224 A	69 A	48 A	52 A	63 A	86 A	111 A	198 A	262 A	315 A	346 A	401 A	439 A	397 A	371 A	338 A	333 A	308 A	303 A	253 A	200 A	156 A	5,772
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	9/20/2008	SAT	247 A	200 A	162 A	58 A	42 A	75 A	75 A	128 A	229 A	241 A	307 A	379 A	438 A	433 A	458 A	428 A	405 A	398 A	369 A	367 A	269 A	311 A	269 A	258 A	6,546
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	3/16/2005	WED	98 A	65 A	37 A	27 A	64 A	76 A	155 A	226 A	277 A	433 A	455 A	588 A	631 A	601 A	653 A	650 A	632 A	623 A	477 A	384 A	366 A	320 A	292 A	254 A	8,384
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	3/15/2005	TUE	108 A	77 A	40 A	40 A	54 A	87 A	145 A	236 A	298 A	431 A	550 A	558 A	596 A	656 A	702 A	702 A	655 A	577 A	450 A	347 A	305 A	256 A	373 A	173 A	8,416
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	3/14/2005	MON	87 A	56 A	44 A	23 A	42 A	82 A	151 A	227 A	328 A	417 A	502 A	581 A	570 A	579 A	586 A	603 A	660 A	647 A	499 A	382 A	263 A	243 A	275 A	226 A	8,073
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	3/13/2005	SUN	265 A	282 A	258 A	61 A	44 A	40 A	44 A	91 A	85 A	150 A	242 A	261 A	362 A	357 A	475 A	442 A	391 A	342 A	402 A	334 A	259 A	223 A	190 A	130 A	5,730
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	3/12/2005	SAT	259 A	240 A	237 A	71 A	48 A	60 A	84 A	147 A	211 A	248 A	334 A	403 A	469 A	495 A	501 A	618 A	677 A	423 A	417 A	342 A	334 A	329 A	319 A	296 A	7,562
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	3/11/2005	FRI	146 A	94 A	72 A	40 A	56 A	86 A	164 A	251 A	359 A	428 A	571 A	631 A	644 A	655 A	636 A	589 A	600 A	568 A	505 A	442 A	345 A	425 A	399 A	283 A	8,989
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	3/10/2005	THU	96 A	50 A	55 A	30 A	56 A	85 A	130 A	224 A	325 A	408 A	523 A	597 A	574 A	699 A	652 A	649 A	665 A	603 A	471 A	408 A	322 A	282 A	273 A	136 A	8,313
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	1/15/2002	TUE	87 A	48 A	55 A	29 A	49 A	53 A	126 A	243 A	306 A	462 A	520 A	620 A	648 A	653 C	648 C	625 C	662 C	646 C	447 C	386 C	278 C	497 C	325 C	208 C	8,621
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	1/14/2002	MON	113 A	79 A	57 A	47 A	48 A	40 A	128 A	252 A	299 A	414 A	502 A	570 A	532 A	606 A	662 A	658 A	635 A	618 A	439 A	326 A	252 A	341 A	278 A	192 A	8,088
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	1/13/2002	SUN	555 A	623 A	481 A	82 A	58 A	60 A	52 A	103 A	92 A	134 A	224 A	240 A	273 A	399 A	439 A	456 A	458 A	471 A	363 A	308 A	264 A	406 A	296 A	181 A	7,018
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	1/12/2002	SAT	319 A	626 A	226 A	58 A	44 A	45 A	88 A	140 A	202 A	234 A	344 A	401 A	449 A	390 A	685 A	615 A	499 A	477 A	369 A	290 A	269 A	364 A	409 A	656 A	8,199
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	1/11/2002	FRI	194 A	120 A	86 A	67 A	48 A	85 A	133 A	284 A	369 A	485 A	570 A	623 A	647 A	669 A	725 A	646 A	680 A	653 A	474 A	393 A	334 A	354 A	423 A	296 A	9,358
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	1/10/2002	THU	154 A	140 A	97 A	59 A	60 A	86 A	136 A	245 A	301 A	468 A	554 A	594 A	622 A	635 A	713 A	709 A	723 A	651 A	464 A	350 A	317 A	570 A	360 A	232 A	9,240
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	1/9/2002	WED	151 A	91 A	49 A	51 A	64 A	74 A	165 A	230 A	333 A	431 A	547 A	600 A	582 A	625 A	665 A	662 A	617 A	651 A	461 A	332 A	298 A	476 A	325 A	210 A	8,690
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	1/8/2002	TUE	140 A	94 A	53 A	47 A	44 A	62 A	124 A	227 A	345 A	468 A	536 A	589 A	610 A	653 A	648 A	625 A	662 A	646 A	447 A	386 A	278 A	497 A	325 A	208 A	8,714
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	1/7/2002	MON	186 A	151 A	130 A	61 A	49 A	57 A	110 A	235 A	351 A	479 A	477 A	586 A	636 A	661 A	697 A	629 A	641 A	663 A	424 A	318 A	261 A	448 A	268 A	222 A	8,740
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	1/6/2002	SUN	314 A	265 A	185 A	57 A	39 A	38 A	85 A	105 A	87 A	131 A	231 A	284 A	327 A	372 A	413 A	443 A	395 A	395 A	389 A	304 A	251 A	463 A	353 A	239 A	6,165
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	1/5/2002	SAT	325 A	332 A	174 A	55 A	46 A	48 A	72 A	123 A	175 A	236 A	271 A	332 A	430 A	459 A	537 A	545 A	476 A	399 A	411 A	327 A	354 A	387 A	357 A	289 A	7,160
4	ALA	880	31.394	N	S	SEG SB ON FROM BROADWAY	1/4/2002	FRI																704 A	625 A	615 A	459 A	422 A	317 A	365 A	363 A	300 A	4,170
4	ALA	880	31.421	N	N	NB ON FR JACKSON ST.	5/27/2008	TUE	146 A	98 A	57 A	65 A	161 A	458 A	1016 A	1753 A	1847 A	1538 A	1365 A	1362 C	1363 C	1386 C	1449 C	1766 C	1835 C	1818 C	1475 C	1079 C	853 C	668 C	527 C	291 C	24,376
4	ALA	880	31.421	N	N	NB ON FR JACKSON ST.	5/26/2008	MON	188 A	153 A	100 A	72 A	101 A	138 A	275 A	363 A	533 A	715 A	950 A	1008 A	1129 A	1098 A	1081 A	995 A	902 A	768 A	787 A	634 A	625 A	531 A	379 A	277 A	13,802
4	ALA	880	31.421	N	N	NB ON FR JACKSON ST.	5/25/2008	SUN	270 A	191 A	192 A	107 A	90 A	151 A	270 A	411 A	600 A	901 A	1265 A	1210 A	1280 A	1274 A	1286 A	1206 A	1113 A	923 A	835 A	708 A	658 A	612 A	506 A	392 A	16,451
4	ALA	880	31.421	N	N	NB ON FR JACKSON ST.	5/24/2008	SAT	276 A	158 A	136 A	86 A	88 A	174 A	340 A	605 A	870 A	1205 A	1398 A	1359 A	1333 A	1272 A	1386 A	1201 A	1105 A	1018 A	1005 A	764 A	704 A	725 A	614 A	472 A	18,294
4	ALA	880	31.421	N	N	NB ON FR JACKSON ST.	5/23/2008	FRI	183 A	104 A	84 A	70 A	151 A	436 A	948 A	1731 A	1913 A	1546 A	1497 A	1541 A	1600 A	1524 A	1624 A	1787 A	1743 A	1552 A	1289 A	954 A	798 A	773 A	620 A	431 A	24,899
4	ALA	880	31.421	N	N	NB ON FR JACKSON ST.	5/22/2008	THU	194 A	96 A	89 A	83 A	166 A	487 A	1074 A	1727 A	1911 A	1632 A	1482 A	1483 A	1535 A	1413 A	1545 A	1747 A	1785 A	1720 A	1429 A	1119 A	950 A	782 A	559 A	328 A	25,336
4	ALA	880	31.421	N	N	NB ON FR JACKSON ST.	5/21/2008	WED	160 A	73 A	66 A	77 A	144 A	493 A	1107 A	1817 A	1989 A	1613 A	1450 A	1429 A	1370 A	1407 A	1530 A	1773 A	1747 A	1825 A	1547 A	1170 A	917 A	832 A	549 A	311 A	25,396
4	ALA	880	31.421	N	N	NB ON FR JACKSON ST.	5/20/2008	TUE	125 A	88 A	56 A	72 A	144 A	515 A	1040 A	1794 A	1997 A	1546 A	1377 A	1362 A	1363 A	1386 A	1449 A	1766 A	1835 A	1818 A	1475 A	1079 A	853 A	668 A	527 A	291 A	24,626
4	ALA	880	31.421	N	N	NB ON FR JACKSON ST.	5/19/2008	MON	130 A	87 A	58 A	71 A	148 A	520 A	1030 A	1684 A	1839 A	1587 A	1287 A	1316 A	1311 A	1311 A	1409 A	1726 A	1699 A	1770 A	1345 A	1075 A	780 A	651 A	402 A	292 A	23,528

4	ALA	880		31.421	N	N	NB ON FR JACKSON ST.	5/18/2008	SUN	280	A	205	A	178	A	90	A	84	A	135	A	312	A	427	A	727	A	949	A	1362	A	1317	A	1395	A	1433	A	1234	A	1290	A	1289	A	1168	A	848	A	768	A	698	A	581	A	457	A	266	A	17,493
4	ALA	880		31.421	N	N	NB ON FR JACKSON ST.	5/17/2008	SAT	294	A	140	A	140	A	89	A	101	A	200	A	391	A	703	A	1114	A	1364	A	1621	A	1571	A	1566	A	1449	A	1456	A	1473	A	1431	A	1389	A	1154	A	985	A	812	A	751	A	693	A	466	A	21,353
4	ALA	880		31.421	N	N	NB ON FR JACKSON ST.	5/16/2008	FRI																									1675	A	1547	A	1543	A	1735	A	1714	A	1720	A	1375	A	1063	A	903	A	851	A	665	A	501	A	15,292
4	ALA	880		31.421	N	N	NB ON FR JACKSON ST.	3/3/2005	THU	183	A	107	A	75	A	76	A	188	A	488	A	1095	A	1971	A	2000	A	1651	C	1461	C	1457	C	1488	C	1522	C	1631	C	2019	C	1928	C	1945	C	1601	C	1023	C	963	C	778	C	523	C	306	C	26,479
4	ALA	880		31.421	N	N	NB ON FR JACKSON ST.	3/2/2005	WED	137	A	102	A	77	A	80	A	157	A	498	A	1074	A	1639	A	1868	A	1630	A	1416	A	1353	A	1464	A	1469	A	1606	A	1814	A	1864	A	1782	A	1615	A	1045	A	709	A	646	A	447	A	288	A	24,780
4	ALA	880		31.421	N	N	NB ON FR JACKSON ST.	3/1/2005	TUE	136	A	105	A	70	A	88	A	174	A	464	A	1101	A	1979	A	1973	A	1582	A	1442	A	1493	A	1506	A	1503	A	1708	A	1974	A	1956	A	1910	A	1455	A	984	A	901	A	726	A	447	A	237	A	25,914
4	ALA	880		31.421	N	N	NB ON FR JACKSON ST.	2/28/2005	MON	129	A	86	A	59	A	72	A	169	A	451	A	1059	A	1733	A	1773	A	1525	A	1429	A	1411	A	1476	A	1496	A	1656	A	1855	A	1872	A	1885	A	1528	A	1042	A	892	A	675	A	459	A	285	A	25,017
4	ALA	880		31.421	N	N	NB ON FR JACKSON ST.	2/27/2005	SUN	363	A	293	A	196	A	114	A	98	A	148	A	250	A	405	A	644	A	951	A	1229	A	1359	A	1372	A	1339	A	1286	A	1219	A	1153	A	975	A	692	A	583	A	530	A	512	A	389	A	241	A	16,341
4	ALA	880		31.421	N	N	NB ON FR JACKSON ST.	2/26/2005	SAT	316	A	216	A	151	A	83	A	127	A	234	A	420	A	695	A	1106	A	1322	A	1450	A	1441	A	1525	A	1468	A	1361	A	1456	A	1346	A	1318	A	1181	A	869	A	703	A	775	A	617	A	467	A	20,647
4	ALA	880		31.421	N	N	NB ON FR JACKSON ST.	2/25/2005	FRI	175	A	119	A	96	A	81	A	179	A	483	A	1081	A	1797	A	1986	A	1588	A	1539	A	1609	A	1560	A	1551	A	1677	A	1894	A	1889	A	1889	A	1605	A	1065	A	837	A	760	A	608	A	411	A	26,479
4	ALA	880		31.421	N	N	NB ON FR JACKSON ST.	2/24/2005	THU	180	A	117	A	83	A	94	A	160	A	488	A	1028	A	1898	A	1957	A	1651	A	1461	A	1457	A	1488	A	1522	A	1631	A	2019	A	1928	A	1945	A	1601	A	1023	A	963	A	778	A	523	A	306	A	26,301
4	ALA	880		31.421	N	N	NB ON FR JACKSON ST.	2/23/2005	WED																							1429	A	1561	A	1448	A	1696	A	1857	A	1901	A	1889	A	1582	A	1041	A	901	A	727	A	351	A	335	A	16,718
4	ALA	880		31.421	N	N	NB ON FR JACKSON ST.	1/18/2002	FRI	100	A	62	A	64	A	37	A	90	A	363	A	869	A	1555	A	1810	A	1434	C	1411	C	1356	C	1415	C	1440	C	1503	C	1730	C	1786	C	1990	C	1520	C	1118	C	782	C	647	C	536	C	466	C	24,084
4	ALA	880		31.421	N	N	NB ON FR JACKSON ST.	1/17/2002	THU	77	A	68	A	51	A	52	A	76	A	365	A	993	A	1675	A	1865	A	1487	A	1401	A	1350	A	1461	A	1414	A	1531	A	1731	A	1756	A	2027	A	1520	A	1136	A	972	A	443	A	217	A	182	A	23,850
4	ALA	880		31.421	N	N	NB ON FR JACKSON ST.	1/16/2002	WED	73	A	62	A	43	A	30	A	104	A	356	A	954	A	1718	A	1848	A	1449	A	1277	A	1387	A	1376	A	1427	A	1480	A	1682	A	1615	A	2080	A	1624	A	1169	A	957	A	404	A	251	A	178	A	23,544
4	ALA	880		31.421	N	N	NB ON FR JACKSON ST.	1/15/2002	TUE	85	A	48	A	43	A	30	A	90	A	371	A	957	A	1666	A	1869	A	1415	A	1202	A	1341	A	1339	A	1349	A	1407	A	1888	A	1881	A	2047	A	1643	A	1096	A	910	A	358	A	231	A	142	A	23,408
4	ALA	880		31.421	N	N	NB ON FR JACKSON ST.	1/14/2002	MON	75	A	49	A	42	A	39	A	84	A	373	A	916	A	1612	A	1786	A	1313	A	1237	A	1255	A	1390	A	1382	A	1494	A	1706	A	1734	A	1974	A	1513	A	1132	A	813	A	361	A	220	A	130	A	22,630
4	ALA	880		31.421	N	N	NB ON FR JACKSON ST.	1/13/2002	SUN	266	A	234	A	201	A	86	A	52	A	112	A	212	A	296	A	540	A	813	A	1029	A	1075	A	1195	A	1269	A	1311	A	1294	A	1230	A	1078	A	771	A	613	A	553	A	269	A	171	A	132	A	14,802
4	ALA	880		31.421	N	N	NB ON FR JACKSON ST.	1/12/2002	SAT	279	A	242	A	161	A	77	A	112	A	139	A	337	A	519	A	850	A	1201	A	1332	A	1366	A	1371	A	1580	A	1391	A	1370	A	1376	A	1180	A	868	A	731	A	712	A	759	A	629	A	483	A	19,065
4	ALA	880		31.421	N	N	NB ON FR JACKSON ST.	1/11/2002	FRI	96	A	70	A	51	A	28	A	103	A	384	A	870	A	1557	A	1766	A	1434	A	1411	A	1356	A	1415	A	1440	A	1503	A	1730	A	1786	A	1990	A	1520	A	1118	A	782	A	647	A	536	A	466	A	24,059
4	ALA	880		31.421	N	N	NB ON FR JACKSON ST.	1/10/2002	THU																							1288	A	1372	A	1426	A	1559	A	1698	A	1867	A	2099	A	1628	A	1031	A	669	A	324	A	243	A	157	A	15,361
4	ALA	880		31.431	F	N	SEG NB OFF TO BROADWAY	5/23/2008	FRI	143	A	78	A	78	A	59	A	164	A	305	A	753	A	1161	A	1269	A	1172	A	967	A	1045	A	943	A	995	A	978	A	872	A	889	A	909	A	836	A	704	A	568	A	535	A	595	A	410	A	16,428
4	ALA	880		31.431	F	N	SEG NB OFF TO BROADWAY	5/22/2008	THU	124	A	70	A	81	A	56	A	175	A	363	A	792	A	1181	A	1284	A	1192	A	986	A	920	A	949	A	965	A	937	A	928	A	897	A	1021	A	911	A	698	A	506	A	433	A	335	A	274	A	16,078
4	ALA	880		31.431	F	N	SEG NB OFF TO BROADWAY	5/21/2008	WED	104	A	77	A	62	A	73	A	142	A	356	A	749	A	1195	A	1259	A	1256	A	949	A	986	A	891	A	987	A	900	A	853	A	974	A	939	A	830	A	700	A	476	A	455	A	295	A	191	A	15,699
4	ALA	880		31.431	F	N	SEG NB OFF TO BROADWAY	5/20/2008	TUE	127	A	74	A	46	A	66	A	154	A	336	A	784	A	1254	A	1329	A	1192	A	959	A	935	A	954	A	923	A	864	A	893	A	933	A	944	A	795	A	604	A	427	A	400	A	293	A	164	A	15,450
4	ALA	880		31.431	F	N	SEG NB OFF TO BROADWAY	5/19/2008	MON	115	A	73	A	49	A	75	A	148	A	322	A	804	A	1209	A	1334	A	1085	A	960	A	922	A	940	A	913	A	903	A	861	A	847	A	940	A	732	A	513	A	423	A	389	A	287	A	196	A	15,040
4	ALA	880		31.431	F	N	SEG NB OFF TO BROADWAY	5/18/2008	SUN	247	A	143	A	106	A	63	A	61	A	109	A	190	A	311	A	518	A	590	A	771	A	818	A	775	A	807	A	692	A	654	A	700	A	702	A	648	A	478	A	473	A	377	A	305	A	219	A	10,757
4	ALA	880		31.431	F	N	SEG NB OFF TO BROADWAY	5/17/2008	SAT	235	A	133	A	111	A	92	A	117	A	161	A	383	A	622	A	912	A	1046	A	1137	A	987	A	1052	A	921	A	838	A	800	A	790	A	830	A	781	A	627	A	500	A	556	A	602	A	451	A	14,684
4	ALA	880		31.431	F	N	SEG NB OFF TO BROADWAY	3/2/2005	WED	79	A	49	A	66	A	59	A	131	A	261	A	774	A	1240	A	1351	A	1170	A																															5,180
4	ALA	880		31.431	F	N	SEG NB OFF TO BROADWAY	3/1/2005	TUE	120	A	67	A	73	A	78	A	116	A	259	A	730	A	1290	A	1359	A	1210	A	1047	A	1003	A	1033	A	1021	A	952	A	940	A	843	A	966	A	793	A	547	A	386	A	341	A	276	A	139	A	15,589
4	ALA	880		31.431	F	N	SEG NB OFF TO BROADWAY	2/28/2005	MON	114	A	75	A	70	A	43	A	102	A	264	A	694	A	1200	A	1269	A	1117	A	1026	A	1070	A	1063	A	1047	A	931	A	953	A	948	A	975	A	762	A	593	A	406	A	387	A	252	A	163	A	15,524
4	ALA	880		31.431	F	N	SEG NB OFF TO BROADWAY	2/27/2005	SUN	205	A	102	A	94	A	61	A	47	A	68	A	150	A	347	A	435	A	605	A	792	A	840	A	862	A	850	A	787	A	684	A	707	A	595	A	647	A	466	A	342	A	324	A	271	A	176	A	10,457
4	ALA	880		31.431	F	N	SEG NB OFF TO BROADWAY	2/26/2005	SAT	209	A	146	A	121	A	57	A	101	A	140	A	319	A	609	A	902	A	894	A	924	A	920	A	978	A	948	A	867	A	841	A	840	A	818	A	835	A	679	A	490	A	530	A	507	A	390	A	14,065
4	ALA	880		31.431	F	N	SEG NB OFF TO BROADWAY	2/25/2005	FRI	111	A	96	A	80	A	62	A	120	A	302	A	734	A	1252	A	1393	A	1214	A	1007	A	1068	A	1108	A	983	A	983	A	1008	A	918	A	999	A	939	A	734	A	595	A	549	A	463	A	311	A	17,029
4	ALA	880		31.431	F	N	SEG NB OFF TO BROADWAY	2/24/2005	THU	105	A	65	A	87	A	75	A	111	A	269	A	759	A	1291	A	1440	A	1288	A	1064	A	1053	A	1060	A	968	A	934	A	611	A	893	A	998	A	823	A	643	A	430	A	391	A	285	A	189	A	15,832
4	ALA	880		31.431	F	N	SEG NB OFF TO BROADWAY	2/23/2005	WED	79	E	49	E	66	E	59	E	131	E	261	E	774	E	1240	E	1351	E	1170	E	1050	E	989	A	1053	A	1076	A	927	A	909	A	696	A	1009	A	800	A	633	A	439	A	395	A	383	A	174	A	15,713
4	ALA	880		31.431	F	N	SEG NB OFF TO BROADWAY	1/18/2002	FRI	106	A	65	A	57	A	58	A	121	A	256	A	676	A	1195	A	1450	A	1231	C	985	C	1090	C	1137	C	1046	C	994	C	986	C	892	C	985	C	942	C	784	C	616	C	554	C	530	C	375	C	17,131
4	ALA	880		31.431	F	N	SEG NB OFF TO BROADWAY	1/17/2002	THU	80	A	73	A	56	A	49	A	121	A	248	A	682	A	1305	A	1438	A	1301	A	1065	A	1072	A	1096	A	1131	A	1044	A	952	A	1013	A	1034	A	856	A	720	A	486	A	266	A	234	A	136	A	16,458
4	ALA	880		31.431	F	N	SEG NB OFF TO BROADWAY	1/16/2002	WED	74	A	61	A	53	A	62	A	109	A	263	A	738	A	1170	A	1362	A	1138	A	1144	A	991	A	1018	A	1039	A	972	A	983	A	943	A	994	A	862	A	631	A	426	A	259	A	266	A	131	A	15,689
4	ALA	880		31.431	F	N	SEG NB OFF TO BROADWAY	1/15/2002	TUE	70	A	57	A	58	A	51	A	79	A	234	A	745	A	1105	A	1293	A	1351	A	1049	A	990	A	1038	A	1042	A	967	A	972	A	1004	A	1035	A	806	A	597	A	430	A	265	A	199	A	121	A	15,558
4	ALA	880		31.431	F	N	SEG NB OFF TO BROADWAY	1/14/2002	MON	71	A	45	A	67	A	47	A	113	A	203	A	615	A	1238	A	1553	A	1149	A	1031	A	967	A	975	A	957	A	1012	A	953	A	942	A	944	A	720	A	574	A	413	A	230	A	172	A	92	A	15,083
4	ALA	880		31.431	F	N	SEG NB OFF TO BROADWAY	1/13/2002	SUN	282	A	153	A	109	A	65	A	55	A	87	A	190	A	275	A	396	A	510	A	679	A	711	A	775	A	806	A	847	A	738	A	692	A	736	A	680	A	505	A	335	A	192	A	163	A	126	A	10,107
4	ALA	880		31.431	F	N	SEG NB OFF TO BROADWAY	1/12/2002	SAT	223	A	168	A	98	A	73	A	74	A	117	A	279	A	439	A	713	A	529	A	146	A	632	A	869	A	810	A	907	A	787	A	766	A	805	A	822	A	626	A	541	A	598	A	526	A	485	A	12,033
4	ALA	880		31.431	F	N	SEG NB OFF TO BROADWAY	1/11/2002	FRI	109	A	78	A	60	A	67	A	98	A	276	A	724	A	1197	A	1369	A	1231	A	985	A	1090	A	1137	A	1046	A	994	A	986	A	892	A	985	A	942	A	784	A	616	A	554	A	530	A	375	A	17,125
4	ALA	880		31.431	F	N	SEG NB OFF TO BROADWAY	1/10/2002	THU	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	1	A	166	A	1045	A	1066	A	1061	A	1003	A	939	A	884	A	996	A	901	A	662	A	448	A	230	A	191	A	126	A	9,719
4	ALA	880		31.679	A	S	DUMMY SB ON FR WB 980	3/17/2005	THU	590	A	373	A	297	A	413	A	1278	A	2622	A	4778	A	5324	A	4886	A	4321	A	3754	A	3724	A	3774	A	3466	A	3740	A	3697	A	3814	A	3259	A	3486	A	3239	A	2362	A	2222	A	1772	A	1062	A	68,253
4	ALA	880		31.679	A	S	DUMMY SB ON FR WB 980	3/16/2005	WED	478	A	349	A	314	A	414	A	1214	A	2567	A	4738	A	5318	A	4889	A	4367	A	3547	A	3439	A	3495	A	3435	A	3723	A	3560	A	3799	A	3895	A	3448	A	2732	A	2337	A	2194	A	1662	A	1055	A	66,969
4	ALA	880		31.679	A	S	DUMMY SB ON FR WB 980	3/15/2005	TUE	507	A	365	A	320	A	353	A	1124	A	2591	A	4741	A	5398	A	4840	A	4369	A	3611	A	3448	A	3420	A	3371	A	3313	A	3518	A	3560	A	3743	A	3366	A	2726	A	2068	A	1926	A	1583	A	1025	A	65,286
4	ALA	880		31.679	A	S	DUMMY SB ON FR WB 980	3/14/2005	MON	525	A	250	A	242	A	355	A	1149	A	2556	A	4405	A	5140	A	4666	A	4232	A	3554	A	3457	A	3278	A	3280	A	3421	A	3391	A	3555	A	3790	A	3870	A	2888	A	1999	A	1314	A	1359	A	936	A	63,612
4	ALA	880		31.679	A	S	DUMMY SB ON FR WB 980	3/13/2005	SUN	913	A	572	A	559	A	352	A	487	A	673	A	986	A	1373	A	1638	A	2245	A	2844	A	3246	A	3415	A	3192	A	3167	A	3188	A	3225	A	2609	A	2635	A	2384	A	1989	A	1869	A	1305	A	928	A	45,794
4	ALA	880		31.679	A	S	DUMMY SB ON FR WB 980	3/12/2005	SAT	978	A	592	A	547	A	394	A	656	A	896	A	1395	A	1936	A	2627	A	3051	A	3634	A	3674	A	3603	A	3448	A	3723	A	3416	A	3281	A	3223	A	3286	A	2548	A	1942	A	1866	A	1819	A	1417	A	53,952
4	ALA	880		31.679	A	S	DUMMY SB ON FR WB 980	3/11/2005	FRI	590	A	376	A	369	A	437	A	1094	A	2387	A	4337	A	5139	A	4606	A	4423	A	3969	A	3774	A	3608	A	2984	A	3558	A	3215	A	3608	A	3751	A	3927	A	3214	A	2351	A	2165	A	1952	A	1387	A	67,221
4	ALA	880		31.679	N	S	DUMMY SB ON FR WB 980	9/30/2008	TUE	259	A	183	A	186	A	264	A	771	A	1859	A	2634	A	1604	A	1299	A	1004	A	1028	A	1884	C	1809	C	1799	C	1952	C	2023	C	2008	C	1996	C	1690	C	1373	C	1159	C	1058	C	704	C	433	C	30,979
4	ALA	880		31.679	N	S	DUMMY SB ON FR WB 980	9/29/2008	MON	259	A	163	A	148	A	239	A	775	A	1889	A	2971	A	3367	A	3100	A	2451	A	2049	A	1973	A	1919	A	1880	A	1966	A	2055	A	2116	A	2153	A	1793	A	1445	A	1009	A	1033	A	647	A	431	A	37,831
4	ALA	880		31.679	N	S	DUMMY SB ON FR WB 980	9/28/2008	SUN	437	A	319	A	275	A	198	A	255	A	321	A	530	A	834	A	1152	A	1553	A	1780	A	2035	A	1955	A	1760	A	1693	A	1647	A	1477	A	1554	A	1496	A	1339	A	1192	A	1058	A	765	A	493	A	26,118
4	ALA	880		31.679	N	S	DUMMY SB ON FR WB 980	9/27/2008	SAT	425	A	326	A	258	A	164	A	311	A	474	A	729	A	1136	A	1453	A	1567	A	1758	A	1413	A	2082	A	1944	A	1904	A	2066	A	2012	A	1910	A	1957	A	1712	A	1278	A	1122	A	968	A	712	A	29,681
4	ALA	880		31.679	N	S	DUMMY SB ON FR WB 980	9/26/2008	FRI	334	A	249	A	222	A	269	A	591	A	1272	A	1997	A	2659	A	2564	A	2056	A	1944	A	2002	A	2002	A	1933	A	2044	A	1997	A	1778	A	1868	A	1937	A	1713	A	1351	A	1129	A	978	A	725	A	35,614
4	ALA	880		31.679	N	S	DUMMY SB ON FR WB 980	9/25/2008	THU	326	A	199	A	175	A	246	A	584	A	1278	A	2172	A	2695	A	2475	A	2249	A	1887	A	1938	A	1877	A	1854	A	1965	A	2003	A	2052	A	2053	A	1764	A	1568	A	1253	A	1134	A	893	A	524	A	35,164
4	ALA	880		31.679	N	S	DUMMY SB ON FR WB 980	9/24/2008	WED	248	A	177	A	160	A	213	A	580	A	1287	A	2234	A	2689	A	2593	A	2309	A	1868	A	1435	A	1662	A	1772	A	1978	A	1905	A	2016	A	2067	A	1777	A	1446	A	1085	A	1032	A	786	A	532	A	33,851
4	ALA	880		31.679	N	S	DUMMY SB ON FR WB 980	9/23/2008	TUE	233	A	165	A	171	A	227	A	625	A	1274	A	2074	A	2731	A	2441	A	2344	A	2222	A	1884	A	1809	A	1799	A	1952	A	2023	A	2008	A	1996	A	1690	A	1373	A	1159	A	1058	A	704	A	433	A	34,395
4	ALA	880		31.679	N	S	DUMMY SB ON FR WB 980	9/22/2008	MON	244	A	170	A	142	A	199	A	658	A	1315	A	2164	A	2664	A	2414	A	2300	A	1889	A	1806	A	1823	A	1740	A	1878	A	1739	A	1985	A	1773	A	1551	A	1238	A	1010	A	903	A	653	A	413	A	32,671

4	ALA	880		31.679	N	S	DUMMY SB ON FR WB 980	9/21/2008	SUN	452 A	301 A	263 A	177 A	234 A	303 A	445 A	693 A	931 A	1221 A	1598 A	1926 A	1995 A	1819 A	1854 A	1717 A	1685 A	1562 A	1428 A	1341 A	1200 A	988 A	749 A	528 A	25,410
4	ALA	880		31.679	N	S	DUMMY SB ON FR WB 980	9/20/2008	SAT	509 A	281 A	268 A	215 A	305 A	453 A	658 A	1122 A	1372 A	1682 A	1839 A	2083 A	2275 A	2076 A	1929 A	1966 A	1791 A	1641 A	1528 A	1350 A	1064 A	1073 A	960 A	805 A	29,245
4	ALA	880		31.679	N	S	DUMMY SB ON FR WB 980	9/19/2008	FRI												1691 A	1786 A	1991 A	2086 A	2090 A	2179 A	2090 A	2198 A	1816 A	1272 A	1118 A	1060 A	818 A	22,195
4	ALA	880		31.68	F	N	DUM NB OFF TO EB RTE 980	6/6/2008	FRI	520 A	274 A	217 A	229 A	311 A	720 A	1626 A	2739 A	2659 A	2540 C	2388 C	2684 C	2707 C	2887 C	3211 C	3175 C	3217 C	3399 C	3017 C	2560 C	2024 C	1701 C	1527 C	1119 C	47,451
4	ALA	880		31.68	F	N	DUM NB OFF TO EB RTE 980	6/5/2008	THU	449 A	269 A	209 A	219 A	336 A	799 A	1666 A	2718 A	2833 A	2514 A	2370 A	2472 A	2616 A	2669 A	2944 A	3502 A	3506 A	3577 A	2863 A	2487 A	1935 A	1697 A	1308 A	950 A	46,908
4	ALA	880		31.68	F	N	DUM NB OFF TO EB RTE 980	6/4/2008	WED	483 A	256 A	215 A	191 A	313 A	776 A	1681 A	2446 A	2545 A	2574 A	2337 A	2363 A	2478 A	2586 A	2941 A	3490 A	3546 A	3371 A	2644 A	2379 A	2026 A	1708 A	1223 A	786 A	45,358
4	ALA	880		31.68	F	N	DUM NB OFF TO EB RTE 980	6/3/2008	TUE	395 A	232 A	178 A	199 A	310 A	775 A	1698 A	2689 A	2938 A	2430 A	2292 A	2244 A	2405 A	2553 A	2890 A	2912 A	3551 A	3449 A	2912 A	2245 A	1721 A	1584 A	1377 A	979 A	44,958
4	ALA	880		31.68	F	N	DUM NB OFF TO EB RTE 980	6/2/2008	MON	433 A	206 A	158 A	153 A	252 A	755 A	1662 A	2754 A	2891 A	2582 A	2297 A	2347 A	2523 A	2506 A	2204 A	3148 A	3452 A	3299 A	2619 A	2303 A	1707 A	1509 A	1570 A	693 A	44,023
4	ALA	880		31.68	F	N	DUM NB OFF TO EB RTE 980	6/1/2008	SUN	599 A	430 A	293 A	229 A	176 A	278 A	540 A	745 A	1180 A	1618 A	2044 A	2287 A	2440 A	2497 A	2575 A	2633 A	2468 A	2269 A	1976 A	1811 A	1632 A	1470 A	1319 A	791 A	34,300
4	ALA	880		31.68	F	N	DUM NB OFF TO EB RTE 980	5/31/2008	SAT	645 A	374 A	319 A	223 A	289 A	397 A	711 A	1137 A	1639 A	2110 A	2356 A	2554 A	2707 A	2642 A	2628 A	2643 A	2643 A	2466 A	2368 A	1888 A	1439 A	1509 A	1285 A	1071 A	38,043
4	ALA	880		31.68	F	N	DUM NB OFF TO EB RTE 980	5/30/2008	FRI	441 A	246 A	192 A	216 A	295 A	753 A	1689 A	2657 A	2793 A	2540 A	2388 A	2684 A	2707 A	2887 A	3211 A	3175 A	3217 A	3399 A	3017 A	2560 A	2024 A	1701 A	1527 A	1119 A	47,438
4	ALA	880		31.68	F	N	DUM NB OFF TO EB RTE 980	5/29/2008	THU	455 A	229 A	204 A	207 A	293 A	766 A	1749 A	2789 A	3000 A	2498 A	2436 A	2438 A	2538 A	2743 A	3044 A	3550 A	3621 A	3553 A	2936 A	2452 A	1892 A	1592 A	1378 A	882 A	47,245
4	ALA	880		31.68	F	N	DUM NB OFF TO EB RTE 980	5/28/2008	WED													2401 A	2779 A	3048 A	3377 A	3519 A	3442 A	2707 A	2446 A	1961 A	2020 A	1521 A	756 A	29,977
4	ALA	880		31.68	F	N	DUM NB OFF TO EB RTE 980	2/8/2002	FRI	528 A	332 A	266 A	252 A	396 A	850 A	1868 A	3258 A	3685 A	3403 A	2769 A	3637 A	3813 A	4177 A	4584 A	3238 A	1995 A	1992 A	1671 A	1315 A	968 A	935 A	911 A	590 A	47,433
4	ALA	880		31.68	F	N	DUM NB OFF TO EB RTE 980	2/7/2002	THU	514 A	334 A	242 A	249 A	349 A	962 A	2011 A	3499 A	3986 A	3212 A	2981 A	3218 A	3561 A	3669 A	4214 A	4714 A	5334 A	5275 A	4357 A	3155 A	2705 A	2028 A	1793 A	1180 A	63,542
4	ALA	880		31.68	F	N	DUM NB OFF TO EB RTE 980	2/6/2002	WED	451 A	271 A	252 A	235 A	374 A	853 A	1988 A	3559 A	4018 A	3191 A	2938 A	3141 A	3380 A	3886 A	3701 A	4685 A	5760 A	5427 A	4440 A	3585 A	2452 A	2188 A	1691 A	1044 A	63,510
4	ALA	880		31.68	F	N	DUM NB OFF TO EB RTE 980	2/5/2002	TUE	470 A	224 A	230 A	212 A	367 A	925 A	1927 A	3340 A	3905 A	3062 A	3018 A	3025 A	3437 A	3578 A	4206 A	5196 A	5534 A	5297 A	4584 A	3406 A	2409 A	2872 A	1706 A	975 A	63,905
4	ALA	880		31.68	F	N	DUM NB OFF TO EB RTE 980	2/4/2002	MON	415 A	233 A	196 A	180 A	301 A	887 A	1842 A	3218 A	3835 A	3099 A	2817 A	2840 A	3376 A	3550 A	4160 A	4972 A	5346 A	5292 A	4387 A	3154 A	2226 A	1891 A	1465 A	820 A	60,502
4	ALA	880		31.68	F	N	DUM NB OFF TO EB RTE 980	2/3/2002	SUN	833 A	594 A	447 A	251 A	258 A	371 A	412 A	730 A	1186 A	1776 A	2542 A	2838 A	3089 A	3506 A	3825 A	3322 A	2734 A	2825 A	2242 A	2695 A	2537 A	2524 A	1523 A	1053 A	44,113
4	ALA	880		31.68	F	N	DUM NB OFF TO EB RTE 980	2/2/2002	SAT	799 A	555 A	416 A	329 A	299 A	488 A	723 A	1273 A	1995 A	2525 A	2841 A	2539 A	3659 A	3530 A	3733 A	3526 A	3526 A	3522 A	3255 A	2383 A	1822 A	1858 A	1854 A	1319 A	48,769
4	ALA	880	R	32.004	F	N	NB OFF TO MARKET STREET	5/27/2008	TUE	63 A	33 A	22 A	58 A	184 A	223 A	462 A	670 A	592 A	588 A	514 A	530 C	529 C	481 C	529 C	454 C	420 C	356 C	263 C	226 C	173 C	185 C	137 C	90 C	7,782
4	ALA	880	R	32.004	F	N	NB OFF TO MARKET STREET	5/26/2008	MON	64 A	38 A	33 A	28 A	31 A	59 A	79 A	104 A	103 A	146 A	160 A	129 A	180 A	191 A	191 A	196 A	203 A	179 A	193 A	159 A	166 A	163 A	136 A	69 A	3,000
4	ALA	880	R	32.004	F	N	NB OFF TO MARKET STREET	5/25/2008	SUN	61 A	34 A	51 A	21 A	21 A	32 A	57 A	62 A	91 A	177 A	189 A	181 A	198 A	239 A	218 A	211 A	182 A	199 A	165 A	159 A	154 A	159 A	120 A	82 A	3,063
4	ALA	880	R	32.004	F	N	NB OFF TO MARKET STREET	5/24/2008	SAT	76 A	59 A	46 A	33 A	68 A	70 A	101 A	129 A	157 A	225 A	212 A	246 A	254 A	232 A	241 A	251 A	210 A	195 A	238 A	171 A	160 A	126 A	166 A	86 A	3,752
4	ALA	880	R	32.004	F	N	NB OFF TO MARKET STREET	5/23/2008	FRI	86 A	46 A	90 A	69 A	136 A	256 A	458 A	624 A	601 A	528 A	560 A	504 A	564 A	608 A	475 A	468 A	390 A	317 A	303 A	245 A	191 A	193 A	183 A	93 A	7,988
4	ALA	880	R	32.004	F	N	NB OFF TO MARKET STREET	5/22/2008	THU	87 A	48 A	83 A	68 A	131 A	247 A	493 A	653 A	615 A	549 A	565 A	470 A	555 A	527 A	497 A	503 A	422 A	354 A	323 A	252 A	250 A	226 A	174 A	123 A	8,215
4	ALA	880	R	32.004	F	N	NB OFF TO MARKET STREET	5/21/2008	WED	68 A	36 A	54 A	83 A	144 A	228 A	539 A	664 A	631 A	582 A	544 A	533 A	542 A	569 A	503 A	547 A	424 A	338 A	270 A	248 A	170 A	209 A	116 A	80 A	8,122
4	ALA	880	R	32.004	F	N	NB OFF TO MARKET STREET	5/20/2008	TUE	74 A	42 A	46 A	81 A	145 A	222 A	525 A	665 A	642 A	600 A	538 A	530 A	529 A	481 A	529 A	454 A	420 A	356 A	263 A	226 A	173 A	185 A	137 A	90 A	7,953
4	ALA	880	R	32.004	F	N	NB OFF TO MARKET STREET	5/19/2008	MON	57 A	27 A	47 A	50 A	152 A	253 A	476 A	633 A	571 A	516 A	467 A	497 A	553 A	481 A	453 A	515 A	422 A	347 A	261 A	205 A	177 A	168 A	137 A	83 A	7,548
4	ALA	880	R	32.004	F	N	NB OFF TO MARKET STREET	5/18/2008	SUN	66 A	51 A	61 A	33 A	31 A	45 A	82 A	101 A	109 A	151 A	212 A	196 A	235 A	202 A	233 A	210 A	209 A	180 A	170 A	180 A	189 A	130 A	130 A	106 A	3,312
4	ALA	880	R	32.004	F	N	NB OFF TO MARKET STREET	5/17/2008	SAT	67 A	52 A	49 A	27 A	60 A	88 A	114 A	163 A	206 A	243 A	246 A	275 A	290 A	270 A	249 A	238 A	244 A	195 A	214 A	192 A	167 A	172 A	148 A	88 A	4,057
4	ALA	880	R	32.004	F	N	NB OFF TO MARKET STREET	5/16/2008	FRI													266 A	596 A	479 A	488 A	356 A	346 A	286 A	238 A	215 A	197 A	158 A	131 A	3,756
4	ALA	880	R	32.004	F	N	NB OFF TO MARKET STREET	3/5/2005	SAT	57 A	42 A	30 A	38 A	44 A	63 A	92 A	140 A	175 A	96 A	2 A	0 A	2 A	0 A	0 A	0 A	3 A	0 A	0 A	0 A	0 A	0 A	0 A	0 A	784
4	ALA	880	R	32.004	F	N	NB OFF TO MARKET STREET	3/4/2005	FRI	51 A	40 A	32 A	48 A	146 A	207 A	402 A	441 A	448 A	431 A	364 A	364 A	309 A	430 A	377 A	395 A	362 A	287 A	280 A	225 A	161 A	185 A	143 A	103 A	6,231
4	ALA	880	R	32.004	F	N	NB OFF TO MARKET STREET	3/3/2005	THU	54 A	34 A	30 A	39 A	133 A	224 A	431 A	536 A	500 A	385 A	377 A	409 A	434 A	441 A	405 A	407 A	333 A	312 A	265 A	207 A	143 A	173 A	121 A	77 A	6,470
4	ALA	880	R	32.004	F	N	NB OFF TO MARKET STREET	3/2/2005	WED	53 A	45 A	51 A	42 A	138 A	213 A	423 A	533 A	485 A	433 A	386 A	387 A	470 A	428 A	352 A	466 A	331 A	275 A	261 A	216 A	150 A	151 A	117 A	74 A	6,480
4	ALA	880	R	32.004	F	N	NB OFF TO MARKET STREET	3/1/2005	TUE	54 A	35 A	42 A	41 A	144 A	220 A	389 A	555 A	539 A	405 A	421 A	435 A	442 A	444 A	416 A	409 A	289 A	299 A	268 A	209 A	162 A	150 A	113 A	75 A	6,556
4	ALA	880	R	32.004	F	N	NB OFF TO MARKET STREET	2/28/2005	MON	32 A	21 A	34 A	33 A	142 A	231 A	441 A	506 A	519 A	448 A	425 A	420 A	423 A	454 A	428 A	432 A	351 A	294 A	263 A	178 A	157 A	162 A	129 A	79 A	6,602
4	ALA	880	R	32.004	F	N	NB OFF TO MARKET STREET	2/27/2005	SUN	48 A	39 A	53 A	16 A	29 A	25 A	64 A	66 A	81 A	136 A	183 A	209 A	183 A	228 A	231 A	221 A	195 A	195 A	138 A	117 A	120 A	123 A	99 A	54 A	2,853
4	ALA	880	R	32.004	F	N	NB OFF TO MARKET STREET	2/26/2005	SAT	54 A	48 A	49 A	32 A	48 A	60 A	95 A	113 A	186 A	183 A	234 A	231 A	233 A	257 A	261 A	249 A	247 A	224 A	186 A	192 A	126 A	147 A	147 A	94 A	3,696
4	ALA	880	R	32.004	F	N	NB OFF TO MARKET STREET	2/25/2005	FRI	68 A	37 A	58 A	47 A	179 A	206 A	411 A	506 A	539 A	457 A	432 A	381 A	457 A	426 A	428 A	418 A	365 A	318 A	256 A	210 A	161 A	152 A	120 A	88 A	6,720
4	ALA	880	R	32.004	F	N	NB OFF TO MARKET STREET	2/24/2005	THU												373 A	433 A	407 A	421 A	280 A	376 A	317 A	271 A	192 A	162 A	187 A	119 A	84 A	3,622
4	ALA	880		32.004	F	N	NB OFF TO MARKET STREET	1/17/2002	THU	42 A	44 A	59 A	76 A	148 A	224 A	448 A	635 A	598 A	555 A	421 C	492 C	456 C	509 C	476 C	417 C	376 C	307 C	260 C	211 C	156 C	152 C	121 C	75 C	7,258
4	ALA	880		32.004	F	N	NB OFF TO MARKET STREET	1/16/2002	WED	53 A	37 A	50 A	53 A	147 A	229 A	486 A	603 A	557 A	462 A	533 A	496 A	520 A	486 A	473 A	442 A	345 A	289 A	287 A	243 A	147 A	150 A	153 A	88 A	7,329
4	ALA	880		32.004	F	N	NB OFF TO MARKET STREET	1/15/2002	TUE	39 A	26 A	45 A	62 A	149 A	282 A	491 A	581 A	594 A	590 A	554 A	558 A	602 A	547 A	560 A	503 A	385 A	359 A	252 A	215 A	170 A	183 A	129 A	100 A	7,976
4	ALA	880		32.004	F	N	NB OFF TO MARKET STREET	1/14/2002	MON	47 A	50 A	56 A	52 A	154 A	216 A	431 A	640 A	573 A	555 A	497 A	522 A	474 A	549 A	460 A	398 A	375 A	299 A	245 A	178 A	165 A	128 A	146 A	74 A	7,284
4	ALA	880		32.004	F	N	NB OFF TO MARKET STREET	1/13/2002	SUN	56 A	63 A	52 A	40 A	30 A	25 A	46 A	62 A	75 A	177 A	164 A	201 A	191 A	215 A	189 A	201 A	208 A	216 A	170 A	144 A	118 A	121 A	92 A	78 A	2,934
4	ALA	880		32.004	F	N	NB OFF TO MARKET STREET	1/12/2002	SAT	63 A	56 A	49 A	47 A	66 A	55 A	97 A	99 A	141 A	213 A	295 A	242 A	209 A	199 A	222 A	205 A	200 A	213 A	178 A	137 A	137 A	134 A	115 A	104 A	3,476
4	ALA	880		32.004	F	N	NB OFF TO MARKET STREET	1/11/2002	FRI	39 A	35 A	50 A	63 A	160 A	228 A	435 A	593 A	556 A	556 A	517 A	539 A	476 A	499 A	431 A	352 A	318 A	303 A	239 A	232 A	147 A	153 A	179 A	99 A	7,199
4	ALA	880		32.004	F	N	NB OFF TO MARKET STREET	1/10/2002	THU	55 A	43 A	61 A	73 A	142 A	224 A	482 A	576 A	557 A	524 A	421 A	492 A	456 A	509 A	476 A	417 A	376 A	307 A	260 A	211 A	156 A	152 A	121 A	75 A	7,166
4	ALA	880		32.004	F	N	NB OFF TO MARKET STREET	1/9/2002	WED														503 A	458 A	420 A	379 A	330 A	261 A	216 A	154 A	153 A	135 A	74 A	3,083
4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	8/31/2011	WED	60 A	27 A	34 A	33 A	39 A	82 A	140 A	259 A	393 A	327 A	314 A	417 A	273 A	459 A	490 A	345 A	479 A	302 A	228 A	174 A	114 A	104 A	77 A	65 A	5,235
4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	8/30/2011	TUE	52 A	24 A	37 A	34 A	54 A	64 A	139 A	199 A	471 A	399 A	284 A	455 A	241 A	393 A	458 A	425 A	379 A	291 A	186 A	143 A	129 A	85 A	70 A	87 A	5,099
4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	8/29/2011	MON	23 A	10 A	13 A	17 A	43 A	73 A	136 A	235 A	437 A	388 A	338 A	407 A	262 A	347 A	488 A	371 A	457 A	297 A	182 A	130 A	100 A	91 A	63 A	63 A	4,971
4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	8/28/2011	SUN	52 A	31 A	28 A	26 A	20 A	7 A	20 A	45 A	39 A	67 A	76 A	93 A	102 A	134 A	129 A	127 A	135 A	103 A	129 A	86 A	85 A	66 A	43 A	53 A	1,696
4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	8/27/2011	SAT	72 A	117 A	24 A	29 A	23 A	26 A	49 A	47 A	86 A	74 A	96 A	95 A	104 A	109 A	150 A	162 A	149 A	149 A	131 A	94 A	93 A	81 A	79 A	64 A	2,103
4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	8/26/2011	FRI	37 A	44 A	25 A	43 A	50 A	55 A	107 A	164 A	388 A	353 A	297 A	329 A	248 A	326 A	454 A	334 A	416 A	250 A	185 A	165 A	132 A	81 A	91 A	76 A	4,650
4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	8/25/2011	THU	52 A	40 A	19 A	36 A	48 A	54 A	106 A	204 A	349 A	417 A	294 A	357 A	265 A	335 A	429 A	322 A	411 A	277 A	209 A	123 A	124 A	106 A	118 A	67 A	4,762
4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	5/16/2008	FRI	189 A	96 A	92 A	63 A	80 A	134 A	339 A	510 A	651 A	572 C	465 C	490 C	531 C	564 C	590 C	626 C	609 C	803 C	696 C	529 C	408 C	417 C	344 C	340 C	10,138
4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	5/15/2008	THU	132 A	87 A	47 A	52 A	74 A	138 A	360 A	530 A	690 A	599 A	473 A	492 A	532 A	504 A	534 A	548 A	635 A	739 A	760 A	535 A	451 A	379 A	340 A	245 A	9,876
4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	5/14/2008	WED	137 A	89 A	64 A	58 A	59 A	152 A	348 A	601 A	731 A	592 A	495 A	494 A	494 A	524 A	552 A	555 A	570 A	761 A	795 A	557 A	427 A	390 A	338 A	226 A	10,009

4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	5/13/2008	TUE	138	A	87	A	66	A	53	A	60	A	149	A	399	A	613	A	733	A	574	A	438	A	440	A	532	A	537	A	577	A	590	A	678	A	745	A	761	A	516	A	355	A	376	A	299	A	197	A	9,913
4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	5/12/2008	MON	121	A	50	A	63	A	62	A	69	A	142	A	354	A	559	A	783	A	504	A	483	A	439	A	520	A	523	A	543	A	538	A	657	A	769	A	720	A	479	A	365	A	407	A	285	A	218	A	9,653
4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	5/11/2008	SUN	319	A	184	A	157	A	91	A	42	A	49	A	81	A	139	A	213	A	223	A	352	A	455	A	448	A	497	A	446	A	482	A	487	A	542	A	558	A	506	A	463	A	387	A	363	A	189	A	7,673
4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	5/10/2008	SAT	219	A	145	A	125	A	67	A	56	A	63	A	132	A	201	A	327	A	359	A	366	A	445	A	486	A	475	A	491	A	566	A	577	A	535	A	571	A	465	A	394	A	366	A	459	A	377	A	8,267
4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	5/9/2008	FRI	161	A	65	A	64	A	61	A	68	A	98	A	299	A	495	A	629	A	572	A	465	A	490	A	531	A	564	A	590	A	626	A	609	A	803	A	696	A	529	A	408	A	417	A	344	A	340	A	9,924
4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	5/8/2008	THU																					462	A	501	A	492	A	532	A	567	A	566	A	652	A	781	A	703	A	551	A	422	A	345	A	330	A	228	A	7,132
4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	8/25/2005	THU	40	A	18	A	32	A	43	A	50	A	99	A	114	A	259	A	361	A	343	A	368	A	318	A	236	A	396	A	424	A	392	A	514	A	276	A	207	A	158	A	163	A	124	A	91	A	95	A	5,121
4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	8/24/2005	WED	27	A	22	A	33	A	29	A	43	A	92	A	119	A	257	A	348	A	304	A	317	A	356	A	218	A	395	A	359	A	371	A	505	A	332	A	215	A	126	A	120	A	127	A	103	A	76	A	4,894
4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	8/23/2005	TUE	49	A	31	A	30	A	28	A	55	A	83	A	144	A	263	E	350	E	130	E	309	A	327	A	225	A	322	A	349	A	381	A	452	A	289	A	185	A	150	A	113	A	94	A	93	A	81	A	4,533
4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	8/22/2005	MON	23	A	12	A	14	A	15	A	58	A	79	A	124	A	300	A	352	A	343	A	290	A	252	A	215	A	439	A	421	A	394	A	421	A	263	A	200	A	147	A	146	A	118	A	77	A	62	A	4,765
4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	8/21/2005	SUN	40	A	31	A	28	A	19	A	10	A	15	A	29	A	46	A	56	A	73	A	98	A	134	A	92	A	108	A	124	A	116	A	105	A	96	A	89	A	97	A	79	A	70	A	48	A	49	A	1,652
4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	8/20/2005	SAT	36	A	31	A	27	A	15	A	44	A	42	A	47	A	64	A	84	A	84	A	114	A	145	A	140	A	120	A	133	A	159	A	125	A	114	A	126	A	88	A	99	A	72	A	76	A	80	A	2,065
4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	8/19/2005	FRI	37	A	27	A	14	A	30	A	40	A	103	A	141	A	253	A	358	A	308	A	318	A	312	A	295	A	383	A	324	A	399	A	346	A	183	A	189	A	154	A	148	A	115	A	102	A	82	A	4,661
4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	3/16/2005	WED	51	A	32	A	19	A	20	A	53	A	54	A	148	A	239	A	326	A	294	A	266	A	325	A	280	A	398	A	444	A	414	A	392	A	293	A	208	A	190	A	137	A	114	A	109	A	76	A	4,882
4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	3/15/2005	TUE	62	A	30	A	38	A	38	A	56	A	106	A	151	A	234	A	383	A	260	A	300	A	326	A	284	A	388	A	371	A	405	A	440	A	312	A	216	A	179	A	123	A	114	A	103	A	99	A	5,018
4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	3/14/2005	MON	30	A	9	A	17	A	8	A	48	A	95	A	128	A	237	A	320	A	299	A	316	A	384	A	272	A	327	A	398	A	369	A	407	A	354	A	260	A	170	A	156	A	92	A	91	A	63	A	4,850
4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	3/13/2005	SUN	75	A	135	A	30	A	23	A	21	A	19	A	26	A	32	A	49	A	57	A	70	A	112	A	119	A	121	A	129	A	127	A	103	A	97	A	129	A	119	A	63	A	46	A	50	A	35	A	1,787
4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	3/12/2005	SAT	66	A	118	A	64	A	30	A	25	A	23	A	39	A	85	A	83	A	102	A	119	A	147	A	146	A	131	A	120	A	133	A	165	A	126	A	125	A	99	A	85	A	70	A	61	A	61	A	2,223
4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	3/11/2005	FRI	69	A	77	A	18	A	32	A	52	A	111	A	126	A	213	A	280	A	343	A	235	A	368	A	274	A	329	A	344	A	313	A	386	A	300	A	223	A	197	A	129	A	107	A	122	A	75	A	4,723
4	ALA	880	R	32.042	N	S	SB ON FR ADELINE ST	3/10/2005	THU	56	A	18	A	24	A	26	A	48	A	85	A	126	A	223	A	306	A	311	A	262	A	356	A	236	A	305	A	418	A	386	A	362	A	320	A	237	A	183	A	144	A	129	A	119	A	77	A	4,757
4	ALA	880		32.042	N	S	SB ON FR ADELINE ST	8/29/2002	THU	47	A	31	A	22	A	30	A	53	A	88	A	178	A	234	A	266	A	365	A	278	C	321	C	273	C	305	C	340	C	345	C	342	C	319	C	193	C	156	C	123	C	105	C	111	C	71	C	4,596
4	ALA	880		32.042	N	S	SB ON FR ADELINE ST	8/28/2002	WED	54	A	42	A	28	A	39	A	55	A	101	A	146	A	220	A	289	A	296	A	306	A	329	A	315	A	328	A	376	A	313	A	356	A	391	A	301	A	186	A	123	A	143	A	83	A	81	A	4,901
4	ALA	880		32.042	N	S	SB ON FR ADELINE ST	8/27/2002	TUE	62	A	21	A	8	A	42	A	87	A	88	A	140	A	216	A	277	A	316	A	298	A	380	A	260	A	371	A	380	A	419	A	334	A	370	A	214	A	214	A	120	A	122	A	98	A	70	A	4,907
4	ALA	880		32.042	N	S	SB ON FR ADELINE ST	8/26/2002	MON	35	A	13	A	15	A	36	A	70	A	87	A	150	A	206	A	292	A	323	A	325	A	347	A	337	A	321	A	368	A	366	A	390	A	398	A	251	A	159	A	122	A	112	A	88	A	59	A	4,870
4	ALA	880		32.042	N	S	SB ON FR ADELINE ST	8/25/2002	SUN	44	A	27	A	24	A	21	A	23	A	23	A	26	A	26	A	51	A	57	A	73	A	88	A	84	A	109	A	115	A	107	A	124	A	96	A	100	A	77	A	76	A	81	A	57	A	29	A	1,538
4	ALA	880		32.042	N	S	SB ON FR ADELINE ST	8/24/2002	SAT	70	A	38	A	25	A	28	A	37	A	30	A	45	A	57	A	80	A	73	A	93	A	117	A	135	A	121	A	149	A	136	A	132	A	150	A	125	A	100	A	82	A	69	A	54	A	52	A	1,998
4	ALA	880		32.042	N	S	SB ON FR ADELINE ST	8/23/2002	FRI	42	A	19	A	28	A	34	A	79	A	104	A	143	A	194	A	280	A	286	A	282	A	276	A	313	A	302	A	312	A	292	A	338	A	276	A	234	A	185	A	134	A	95	A	103	A	95	A	4,446
4	ALA	880		32.042	N	S	SB ON FR ADELINE ST	8/22/2002	THU	62	A	31	A	20	A	25	A	52	A	79	A	153	A	181	A	252	A	280	A	278	A	321	A	273	A	305	A	340	A	345	A	342	A	319	A	193	A	156	A	123	A	105	A	111	A	71	A	4,417
4	ALA	880		32.042	N	S	SB ON FR ADELINE ST	8/21/2002	WED																									289	A	312	A	340	A	345	A	377	A	392	A	230	A	155	A	137	A	133	A	107	A	76	A	2,893
4	ALA	880		32.042	N	S	SB ON FR ADELINE ST	1/15/2002	TUE	76	A	41	A	84	A	69	A	74	A	66	A	148	A	234	A	330	A	367	A	280	A	356	A	332	A	333	C	395	C	350	C	381	C	355	C	173	C	147	C	97	C	90	C	79	C	62	C	4,919
4	ALA	880		32.042	N	S	SB ON FR ADELINE ST	1/14/2002	MON	48	A	23	A	26	A	48	A	62	A	69	A	136	A	205	A	285	A	326	A	288	A	346	A	231	A	284	A	372	A	433	A	389	A	365	A	220	A	142	A	77	A	61	A	77	A	66	A	4,579
4	ALA	880		32.042	N	S	SB ON FR ADELINE ST	1/13/2002	SUN	37	A	30	A	24	A	12	A	14	A	11	A	21	A	46	A	44	A	69	A	82	A	74	A	101	A	114	A	112	A	131	A	91	A	92	A	88	A	63	A	63	A	53	A	45	A	37	A	1,454
4	ALA	880		32.042	N	S	SB ON FR ADELINE ST	1/12/2002	SAT	53	A	58	A	72	A	37	A	39	A	27	A	52	A	49	A	80	A	88	A	96	A	126	A	129	A	118	A	148	A	124	A	154	A	101	A	108	A	92	A	90	A	96	A	59	A	40	A	2,036
4	ALA	880		32.042	N	S	SB ON FR ADELINE ST	1/11/2002	FRI	44	A	35	A	68	A	25	A	40	A	90	A	135	A	211	A	274	A	279	A	293	A	328	A	234	A	349	A	375	A	345	A	343	A	289	A	192	A	129	A	126	A	97	A	78	A	60	A	4,439
4	ALA	880		32.042	N	S	SB ON FR ADELINE ST	1/10/2002	THU	68	A	51	A	47	A	63	A	56	A	88	A	140	A	173	A	338	A	344	A	280	A	308	A	284	A	303	A	365	A	345	A	398	A	285	A	199	A	129	A	97	A	109	A	90	A	77	A	4,637
4	ALA	880		32.042	N	S	SB ON FR ADELINE ST	1/9/2002	WED	43	A	31	A	70	A	70	A	38	A	72	A	164	A	194	A	262	A	337	A	300	A	336	A	235	A	313	A	332	A	363	A	364	A	304	A	195	A	149	A	94	A	118	A	87	A	70	A	4,541
4	ALA	880		32.042	N	S	SB ON FR ADELINE ST	1/8/2002	TUE	51	A	16	A	17	A	61	A	37	A	78	A	114	A	206	A	255	A	279	A	242	A	329	A	254	A	333	A	395	A	350	A	381	A	355	A	173	A	147	A	97	A	90	A	79	A	62	A	4,401
4	ALA	880		32.042	N	S	SB ON FR ADELINE ST	1/7/2002	MON	22	A	22	A	16	A	14	A	63	A	73	A	121	A	199	A	258	A	295	A	264	A	312	A	220	A	231	A	372	A	357	A	421	A	366	A	212	A	135	A	86	A	68	A	67	A	55	A	4,249
4	ALA	880		32.042	N	S	SB ON FR ADELINE ST	1/6/2002	SUN	25	A	26	A	26	A	13	A	14	A	14	A	23	A	40	A	47	A	62	A	84	A	74	A	104	A	94	A	100	A	111	A	99	A	95	A	91	A	57	A	53	A	58	A	51	A	37	A	1,398
4	ALA	880		32.042	N	S	SB ON FR ADELINE ST	1/5/2002	SAT	48	A	33	A	25	A	38	A	29	A	38	A	48	A	58	A	61	A	86	A	106	A	104	A	139	A	120	A	137	A	159	A	138	A	104	A	100	A	92	A	67	A	78	A	47	A	51	A	1,906
4	ALA	880		32.042	N	S	SB ON FR ADELINE ST	1/4/2002	FRI																											352	A	354	A	354	A	341	A	189	A	147	A	91	A	96	A	62	A	65	A	2,051
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	9/2/2011	FRI	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	416	C	417	C	300	C	366	C	254	C	393	C	451	C	338	C	424	C	245	C	165	C	159	C	55	C	0	C	1	C	0	C	3,984
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	9/1/2011	THU	71	A	27	A	19	A	39	A	31	A	89	A	137	A	213	A	416	A	417	A	300	A	366	A	254	A	393	A	451	A	338	A	424	A	245	A	165	A	159	A	55	A	0	A	1	A	0	A	4,610
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	8/31/2011	WED	170	A	101	A	81	A	74	A	91	A	210	A	470	A	747	A	981	A	850	A	723	A	867	A	733	A	927	A	980	A	833	A	1164	A	1121	A	880	A	724	A	548	A	439	A	344	A	248	A	14,306
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	8/30/2011	TUE	160	A	73	A	82	A	69	A	102	A	176	A	436	A	681	A	1030	A	861	A	720	A	849	A	659	A	835	A	985	A	1030	A	1084	A	1064	A	838	A	624	A	516	A	413	A	336	A	244	A	13,867
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	8/29/2011	MON	96	A	69	A	51	A	54	A	102	A	183	A	463	A	672	A	981	A	844	A	763	A	824	A	679	A	807	A	940	A	911	A	1114	A	1082	A	816	A	582	A	452	A	408	A	322	A	233	A	13,448
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	8/28/2011	SUN	228	A	160	A	163	A	107	A	73	A	71	A	110	A	187	A	229	A	354	A	376	A	532	A	542	A	597	A	623	A	626	A	625	A	582	A	615	A	507	A	440	A	365	A	294	A	225	A	8,631
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	8/27/2011	SAT	266	A	236	A	137	A	81	A	76	A	83	A	161	A	234	A	358	A	392	A	460	A	533	A	520	A	535	A	611	A	600	A	650	A	643	A	673	A	609	A	487	A	456	A	423	A	336	A	9,560
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	8/26/2011	FRI	161	A	137	A	92	A	96	A	102	A	179	A	427	A	620	A	944	A	883	A	722	A	810	A	749	A	842	A	1045	A	854	A	1040	A	902	A	851	A	737	A	601	A	425	A	452	A	328	A	13,999
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	8/25/2011	THU	150	A	96	A	62	A	66	A	95	A	175	A	415	A	634	A	922	A	945	A	729	A	789	A	735	A	838	A	947	A	923	A	1124	A	1094	A	899	A	653	A	505	A	496	A	431	A	258	A	13,981
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	5/16/2008	FRI	57	A	27	A	20	A	8	A	32	A	79	A	130	A	216	A	410	A	440	C	366	C	465	C	336	C	369	C	483	C	410	C	466	C	421	C	230	C	176	C	133	C	117	C	80	C	121	C	5,592
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	5/15/2008	THU	66	A	23	A	28	A	31	A	38	A	63	A	116	A	205	A	470	A	384	A	307	A	417	A	306	A	334	A	475	A	397	A	466	A	319	A	211	A	144	A	106	A	118	A	96	A	65	A	5,185
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	5/14/2008	WED	54	A	19	A	16	A	25	A	33	A	67	A	133	A	219	A	413	A	381	A	297	A	451	A	340	A	348	A	489	A	439	A	510	A	390	A	218	A	148	A	142	A	87	A	119	A	84	A	5,422
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	5/13/2008	TUE	71	A	16	A	19	A	11	A	48	A	61	A	102	A	194	A	393	A	424	A	252	A	420	A	307	A	338	A	468	A	440	A	441	A	373	A	207	A	163	A	121	A	100	A	98	A	82	A	5,149
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	5/12/2008	MON	43	A	6	A	16	A	14	A	39	A	55	A	110	A	215	A	380	A	369	A	276	A	455	A	339	A	349	A	436	A	404	A	532	A	402	A	190	A	160	A	109	A	87	A	69	A	80	A	5,135
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	5/11/2008	SUN	55	A	24	A	32	A	12	A	15	A	14	A	26	A	24	A	44	A	63	A	75	A	97	A	115	A	130	A	114	A	124	A	91	A	89	A	94	A	86	A	93	A	79	A	53	A	44	A	1,593
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	5/10/2008	SAT	70	A	33	A	18	A	20	A	38	A	42	A	50	A	88	A	80	A	126	A	131	A	148	A	142	A	150	A	155	A	143	A	129	A	122	A	138	A	136	A	100	A	91	A	90	A	85	A	2,325
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	5/9/2008	FRI	70	A	39	A	32	A	31	A	44	A	89	A	101	A	201	A	416	A	440	A	366	A	465	A	336	A	369	A	483	A	410	A	466	A	421	A	230	A	176	A	133	A	117	A	80	A	121	A	5,636
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	5/8/2008	THU																					264	A	382	A	262	A	293	A	403	A	381	A	420	A	407	A	240	A	208	A	122	A	132	A	113	A	78	A	3,705
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	8/25/2005	THU	159	A	72	A	81	A	85	A	106	A	260	A	502	A	839	A	996	A	915	A	876	A	1048	A	1004	A	911	A	991	A	1008	A	1161	A	1102	A	794	A	609	A	512	A	450	A	324	A	300	A	15,105
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	8/24/2005	WED	135	A	83	A	96	A	73	A	106	A	246	A	489	A	770	A	1009	A	781	A	814	A	849	A	742	A	851	A	868	A	1318	A	1419	A	1099	A	894	A	628	A	450	A	479	A	343	A	245	A	14,787

4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	8/23/2005	TUE	149	A	88	A	96	A	73	A	97	A	237	A	539	A	563	A	606	A	796	A	785	A	847	A	746	A	844	A	905	A	947	A	1076	A	1102	A	826	A	595	A	439	A	445	A	339	A	237	A	13,377
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	8/22/2005	MON	127	A	76	A	63	A	47	A	123	A	206	A	465	A	785	A	975	A	813	A	770	A	690	A	656	A	975	A	921	A	938	A	1062	A	986	A	796	A	530	A	440	A	424	A	308	A	204	A	13,380
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	8/21/2005	SUN	257	A	182	A	170	A	105	A	67	A	72	A	115	A	165	A	228	A	349	A	434	A	578	A	523	A	590	A	597	A	588	A	552	A	519	A	577	A	516	A	423	A	374	A	278	A	203	A	8,462
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	8/20/2005	SAT	245	A	150	A	118	A	71	A	90	A	119	A	152	A	221	A	356	A	364	A	477	A	544	A	542	A	560	A	574	A	555	A	547	A	626	A	580	A	554	A	455	A	408	A	442	A	407	A	9,157
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	8/19/2005	FRI	175	A	96	A	82	A	103	A	110	A	258	A	492	A	731	A	968	A	835	A	792	A	881	A	870	A	883	A	916	A	1280	A	1150	A	964	A	713	A	657	A	564	A	480	A	427	A	381	A	14,808
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	3/16/2005	WED	151	A	100	A	70	A	65	A	97	A	188	A	491	A	752	A	936	A	905	A	807	A	829	A	800	A	890	A	1014	A	967	A	1066	A	1029	A	856	A	679	A	491	A	440	A	376	A	232	A	14,231
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	3/15/2005	TUE	162	A	100	A	90	A	67	A	104	A	245	A	536	A	765	A	1064	A	793	A	856	A	783	A	802	A	974	A	898	A	1007	A	993	A	1025	A	880	A	627	A	410	A	420	A	319	A	271	A	14,191
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	3/14/2005	MON	129	A	60	A	56	A	49	A	102	A	219	A	459	A	718	A	958	A	873	A	793	A	860	A	747	A	848	A	956	A	918	A	1060	A	1063	A	845	A	596	A	437	A	367	A	300	A	211	A	13,624
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	3/13/2005	SUN	292	A	285	A	166	A	100	A	75	A	59	A	100	A	219	A	284	A	381	A	401	A	492	A	516	A	559	A	612	A	614	A	612	A	566	A	569	A	518	A	372	A	356	A	244	A	201	A	8,593
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	3/12/2005	SAT	273	A	264	A	186	A	92	A	60	A	86	A	160	A	329	A	389	A	444	A	526	A	588	A	592	A	604	A	595	A	656	A	664	A	666	A	604	A	550	A	436	A	398	A	423	A	317	A	9,902
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	3/11/2005	FRI	191	A	164	A	80	A	78	A	103	A	245	A	483	A	744	A	899	A	882	A	742	A	882	A	840	A	942	A	875	A	903	A	1007	A	1009	A	869	A	681	A	570	A	462	A	413	A	323	A	14,387
4	ALA	880	R	32.283	N	S	SEG SB ON FR ADELINE ST	3/10/2005	THU	151	A	84	A	80	A	58	A	89	A	217	A	485	A	766	A	983	A	856	A	752	A	848	A	796	A	860	A	984	A	902	A	963	A	1187	A	937	A	691	A	463	A	450	A	388	A	236	A	14,226
4	ALA	880		32.283	N	S	SEG SB ON FR ADELINE ST	8/29/2002	THU	29	A	26	A	25	A	17	A	34	A	95	A	372	A	533	A	672	A	593	A	469	C	514	C	507	C	490	C	530	C	602	C	624	C	814	C	787	C	548	C	421	C	136	C	80	C	63	C	8,981
4	ALA	880		32.283	N	S	SEG SB ON FR ADELINE ST	8/28/2002	WED	37	A	28	A	28	A	27	A	38	A	111	A	351	A	526	A	720	A	601	A	462	A	525	A	466	A	552	A	531	A	569	A	642	A	683	A	529	A	475	A	405	A	151	A	90	A	69	A	8,616
4	ALA	880		32.283	N	S	SEG SB ON FR ADELINE ST	8/27/2002	TUE	35	A	16	A	23	A	25	A	23	A	110	A	374	A	536	A	707	A	640	A	487	A	523	A	695	A	488	A	540	A	543	A	696	A	703	A	575	A	430	A	359	A	116	A	61	A	43	A	8,748
4	ALA	880		32.283	N	S	SEG SB ON FR ADELINE ST	8/26/2002	MON	45	A	36	A	24	A	17	A	39	A	123	A	336	A	518	A	714	A	646	A	485	A	511	A	506	A	520	A	531	A	514	A	622	A	704	A	575	A	477	A	376	A	104	A	71	A	47	A	8,541
4	ALA	880		32.283	N	S	SEG SB ON FR ADELINE ST	8/25/2002	SUN	231	A	149	A	142	A	72	A	56	A	45	A	60	A	143	A	174	A	267	A	294	A	368	A	417	A	505	A	456	A	523	A	461	A	414	A	500	A	419	A	325	A	143	A	78	A	53	A	6,295
4	ALA	880		32.283	N	S	SEG SB ON FR ADELINE ST	8/24/2002	SAT	179	A	152	A	144	A	79	A	36	A	62	A	113	A	168	A	262	A	300	A	348	A	404	A	511	A	481	A	445	A	519	A	458	A	500	A	473	A	478	A	372	A	341	A	333	A	290	A	7,448
4	ALA	880		32.283	N	S	SEG SB ON FR ADELINE ST	8/23/2002	FRI	36	A	33	A	29	A	18	A	33	A	101	A	348	A	569	A	668	A	557	A	474	A	530	A	581	A	535	A	687	A	713	A	665	A	680	A	617	A	566	A	440	A	365	A	330	A	332	A	9,907
4	ALA	880		32.283	N	S	SEG SB ON FR ADELINE ST	8/22/2002	THU	45	A	33	A	20	A	18	A	36	A	92	A	345	A	552	A	695	A	593	A	469	A	514	A	507	A	490	A	530	A	602	A	624	A	814	A	787	A	548	A	421	A	136	A	80	A	63	A	9,014
4	ALA	880		32.283	N	S	SEG SB ON FR ADELINE ST	8/21/2002	WED																									493	A	478	A	575	A	607	A	623	A	712	A	616	A	493	A	365	A	112	A	91	A	57	A	5,222
4	ALA	880	R	32.793	N	N	NB ON FR UNION STREET	5/27/2008	TUE	25	A	32	A	26	A	38	A	62	A	92	A	189	A	329	A	436	A	410	A	328	A	365	A	290	C	336	C	473	C	346	C	321	C	352	C	230	C	178	C	159	C	104	C	81	C	80	C	5,282
4	ALA	880	R	32.793	N	N	NB ON FR UNION STREET	5/26/2008	MON	28	A	28	A	29	A	19	A	26	A	27	A	30	A	61	A	59	A	80	A	67	A	95	A	101	A	103	A	133	A	116	A	94	A	87	A	101	A	88	A	77	A	87	A	65	A	61	A	1,662
4	ALA	880	R	32.793	N	N	NB ON FR UNION STREET	5/25/2008	SUN	79	A	46	A	61	A	28	A	10	A	31	A	25	A	47	A	65	A	62	A	91	A	133	A	144	A	164	A	174	A	138	A	145	A	145	A	113	A	90	A	76	A	71	A	75	A	52	A	2,065
4	ALA	880	R	32.793	N	N	NB ON FR UNION STREET	5/24/2008	SAT	62	A	50	A	48	A	32	A	23	A	51	A	58	A	74	A	105	A	118	A	143	A	170	A	168	A	191	A	168	A	157	A	150	A	129	A	137	A	120	A	89	A	84	A	103	A	84	A	2,514
4	ALA	880	R	32.793	N	N	NB ON FR UNION STREET	5/23/2008	FRI	53	A	36	A	47	A	67	A	72	A	118	A	188	A	291	A	392	A	357	A	310	A	396	A	350	A	411	A	413	A	320	A	329	A	249	A	193	A	172	A	132	A	140	A	127	A	87	A	5,250
4	ALA	880	R	32.793	N	N	NB ON FR UNION STREET	5/22/2008	THU	31	A	37	A	42	A	47	A	55	A	108	A	183	A	320	A	367	A	463	A	360	A	423	A	323	A	417	A	387	A	354	A	349	A	320	A	197	A	190	A	150	A	99	A	117	A	106	A	5,445
4	ALA	880	R	32.793	N	N	NB ON FR UNION STREET	5/21/2008	WED	59	A	18	A	25	A	51	A	66	A	103	A	200	A	307	A	498	A	426	A	270	A	391	A	322	A	355	A	387	A	356	A	397	A	351	A	228	A	159	A	149	A	110	A	109	A	68	A	5,405
4	ALA	880	R	32.793	N	N	NB ON FR UNION STREET	5/20/2008	TUE	28	A	21	A	34	A	52	A	71	A	97	A	170	A	305	A	339	A	376	A	320	A	377	A	290	A	336	A	473	A	346	A	321	A	352	A	230	A	178	A	159	A	104	A	81	A	80	A	5,140
4	ALA	880	R	32.793	N	N	NB ON FR UNION STREET	5/19/2008	MON	50	A	17	A	22	A	48	A	72	A	79	A	167	A	328	A	423	A	369	A	347	A	367	A	302	A	396	A	352	A	318	A	360	A	365	A	201	A	144	A	127	A	93	A	65	A	68	A	5,080
4	ALA	880	R	32.793	N	N	NB ON FR UNION STREET	5/18/2008	SUN	58	A	44	A	48	A	25	A	15	A	25	A	25	A	55	A	59	A	79	A	122	A	152	A	137	A	163	A	139	A	130	A	143	A	120	A	118	A	93	A	102	A	76	A	63	A	51	A	2,042
4	ALA	880	R	32.793	N	N	NB ON FR UNION STREET	5/17/2008	SAT	83	A	41	A	39	A	37	A	27	A	55	A	86	A	112	A	123	A	126	A	185	A	272	A	251	A	175	A	205	A	211	A	203	A	179	A	185	A	150	A	137	A	123	A	107	A	71	A	3,183
4	ALA	880	R	32.793	N	N	NB ON FR UNION STREET	5/16/2008	FRI																									380	A	357	A	315	A	337	A	277	A	186	A	134	A	125	A	117	A	124	A	102	A	2,454
4	ALA	880	R	32.793	N	N	NB ON FR UNION STREET	3/7/2005	MON	49	A	13	A	35	A	17	A	31	A	93	A	182	A	495	A	513	A	313	A	292	A	399	C	311	C	377	C	361	C	330	C	368	C	351	C	253	C	174	C	123	C	137	C	99	C	63	C	5,379
4	ALA	880	R	32.793	N	N	NB ON FR UNION STREET	3/6/2005	SUN	75	A	54	A	50	A	30	A	14	A	12	A	27	A	48	A	63	A	79	A	129	A	155	A	182	A	211	A	183	A	204	A	174	A	176	A	129	A	145	A	104	A	76	A	75	A	56	A	2,451
4	ALA	880	R	32.793	N	N	NB ON FR UNION STREET	3/5/2005	SAT	76	A	58	A	41	A	29	A	30	A	30	A	41	A	76	A	102	A	131	A	163	A	222	A	212	A	205	A	232	A	242	A	211	A	209	A	195	A	142	A	115	A	131	A	130	A	111	A	3,134
4	ALA	880	R	32.793	N	N	NB ON FR UNION STREET	3/4/2005	FRI	36	A	40	A	26	A	38	A	42	A	80	A	162	A	280	A	308	A	314	A	326	A	363	A	371	A	423	A	370	A	370	A	360	A	349	A	245	A	144	A	131	A	124	A	124	A	104	A	5,130
4	ALA	880	R	32.793	N	N	NB ON FR UNION STREET	3/3/2005	THU	60	A	37	A	26	A	28	A	39	A	116	A	163	A	375	A	458	A	429	A	360	A	393	A	317	A	384	A	442	A	355	A	412	A	376	A	213	A	140	A	129	A	161	A	84	A	113	A	5,610
4	ALA	880	R	32.793	N	N	NB ON FR UNION STREET	3/2/2005	WED	49	A	23	A	17	A	31	A	49	A	80	A	166	A	287	A	339	A	315	A	311	A	324	A	271	A	360	A	336	A	366	A	335	A	335	A	230	A	183	A	142	A	140	A	113	A	75	A	4,877
4	ALA	880	R	32.793	N	N	NB ON FR UNION STREET	3/1/2005	TUE	40	A	28	A	12	A	28	A	46	A	103	A	185	A	356	A	401	A	399	A	302	A	356	A	316	A	297	A	361	A	367	A	405	A	374	A	253	A	194	A	130	A	145	A	114	A	62	A	5,274
4	ALA	880	R	32.793	N	N	NB ON FR UNION STREET	2/28/2005	MON	37	A	11	A	29	A	16	A	28	A	116	A	189	A	307	A	365	A	373	A	349	A	399	A	311	A	377	A	361	A	330	A	368	A	351	A	253	A	174	A	123	A	137	A	99	A	63	A	5,166
4	ALA	880	R	32.793	N	N	NB ON FR UNION STREET	2/27/2005	SUN	85	A	64	A	54	A	31	A	19	A	21	A	43	A	47	A	66	A	65	A	99	A	146	A	153	A	183	A	184	A	165	A	172	A	148	A	126	A	88	A	81	A	89	A	63	A	72	A	2,264
4	ALA	880	R	32.793	N	N	NB ON FR UNION STREET	2/26/2005	SAT	89	A	51	A	68	A	29	A	38	A	49	A	51	A	79	A	115	A	147	A	154	A	189	A	188	A	179	A	232	A	218	A	234	A	226	A	191	A	132	A	108	A	156	A	146	A	103	A	3,172
4	ALA	880	R	32.793	N	N	NB ON FR UNION STREET	2/25/2005	FRI	42	A	34	A	29	A	40	A	38	A	91	A	170	A	254	A	328	A	340	A	368	A	342	A	333	A	363	A	384	A	305	A	418	A	370	A	220	A	190	A	127	A	153	A	124	A	114	A	5,177
4	ALA	880	R	32.793	N	N	NB ON FR UNION STREET	2/24/2005	THU																							317	A	340	A	388	A	409	A	362	A	443	A	356	A	257	A	185	A	166	A	167	A	98	A	120	A	3,608
4	ALA	880		32.793	N	N	NB ON FR UNION STREET	1/17/2002	THU	50	A	37	A	24	A	28	A	53	A	76	A	195	A	334	A	332	A	378	A	332	C	333	C	305	C	359	C	441	C	365	C	374	C	376	C	238	C	184	C	100	C	120	C	98	C	69	C	5,201
4	ALA	880		32.793	N	N	NB ON FR UNION STREET	1/16/2002	WED	51	A	35	A	21	A	36	A	49	A	84	A	191	A	356	A	402	A	303	A	289	A	366	A	319	A	415	A	431	A	344	A	361	A	375	A	249	A	194	A	137	A	122	A	98	A	72	A	5,300
4	ALA	880		32.793	N	N	NB ON FR UNION STREET	1/15/2002	TUE	57	A	20	A	21	A	32	A	49	A	101	A	185	A	419	A	515	A	340	A	290	A	422	A	288	A	388	A	415	A	340	A	395	A	368	A	253	A	153	A	116	A	117	A	102	A	61	A	5,447
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4	ALA	880		32.793	N	N	NB ON FR UNION STREET	1/10/2002	THU	34	A	31	A	23	A	26	A	66	A	75	A	182	A	346	A	336	A	335	A	332	A	333	A	305	A	359	A	441	A	365	A	374	A	376	A	238	A	184	A	100	A	120	A	98	A	69	A	5,148
4	ALA	880		32.793	N	N	NB ON FR UNION STREET	1/9/2002	WED																									389	A	400	A	378	A	423	A	382	A	225	A	187	A	133	A	115	A	89	A	70	A	2,791
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4	ALA	880	R	32.794	F	S	SB OFF TO UNION ST	5/15/2008	THU	129	A	79	A	69	A	50	A	105	A	202	A	520	A	716	A	857	A	742	A	651	A	698	A	640	A	686	A	639	A	674	A	759	A	886	A	845	A	553	A	435	A	395	A	362	A	240	A	11,932
4	ALA	880	R	32.794	F	S	SB OFF TO UNION ST	5/14/2008	WED	120	A	78	A	70	A	69	A	94	A	211	A	543	A	792	A	911	A	724	A	683	A	649	A	686	A	677	A	664	A	702	A	704	A	905	A	836	A	551	A	428	A	381	A	318	A	209	A	12,005
4	ALA	880	R	32.794	F	S	SB OFF TO UNION ST	5/13/2008	TUE	119	A	73	A	58	A	62	A	92	A	225	A	524	A	760	A	894	A	764	A	597	A	630	A	706	A	729	A	654	A	745	A	767	A	856	A	783	A	501	A	344	A	364	A	297	A	179	A	11,723
4	ALA	880	R	32.794	F	S	SB OFF TO UNION ST	5/12/2008	MON	123	A	39	A	70	A	64	A	99	A	221	A	507	A	804	A	937	A	618	A	629	A	584	A	636	A	664	A	685	A	654	A	782	A	877	A	711	A	450	A	365	A	367	A	263	A	175	A	11,324
4	ALA	880	R	32.794	F	S	SB OFF TO UNION ST	5/11/2008	SUN	276	A	185	A	169	A	82	A	54	A	74	A	108	A	162	A	255	A	294	A	447	A	557	A	536	A	565	A	527	A	550	A	565	A	593	A	620	A	509	A	441	A	381	A	308	A	175	A	8,433
4	ALA	880	R	32.794	F	S	SB OFF TO UNION ST	5/10/2008	SAT	208	A	178	A	136	A	76	A	62	A	97	A	206	A	277	A	426	A	458	A	448	A	545	A	606	A	562	A	581	A	653	A	633	A	647	A	638	A	522	A	420	A	393	A	436	A	395	A	9,603

4	ALA	880	R	32.794	F	S	SB OFF TO UNION ST	5/9/2008	FRI	158	A	76	A	81	A	87	A	99	A	207	A	505	A	769	A	851	A	774	A	609	A	630	A	695	A	719	A	753	A	702	A	783	A	967	A	756	A	564	A	448	A	463	A	392	A	355	A	12,443
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4	ALA	880	R	32.794	F	S	SB OFF TO UNION ST	3/7/2005	MON	119	A	67	A	56	A	54	A	103	A	226	A	553	A	708	A	849	A	761	A	707	A	736	C	761	C	659	C	718	C	720	C	767	C	918	C	720	C	482	C	361	C	324	C	206	C	164	C	11,739
4	ALA	880	R	32.794	F	S	SB OFF TO UNION ST	3/6/2005	SUN	254	A	184	A	187	A	137	A	157	A	226	A	323	A	436	A	577	A	738	A	747	A	679	A	594	A	680	A	553	A	553	A	570	A	609	A	560	A	512	A	371	A	355	A	274	A	178	A	10,454
4	ALA	880	R	32.794	F	S	SB OFF TO UNION ST	3/5/2005	SAT	229	A	149	A	157	A	63	A	76	A	98	A	185	A	335	A	401	A	439	A	521	A	544	A	489	A	570	A	570	A	635	A	581	A	625	A	551	A	575	A	434	A	451	A	414	A	344	A	9,436
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4	ALA	880		32.794	F	S	SB OFF TO UNION ST	1/13/2002	SUN	287	A	194	A	189	A	77	A	67	A	61	A	120	A	182	A	212	A	297	A	353	A	408	A	472	A	547	A	601	A	534	A	536	A	591	A	608	A	493	A	327	A	142	A	146	A	91	A	7,535
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4	ALA	880		32.794	F	S	SB OFF TO UNION ST	1/10/2002	THU	57	A	58	A	63	A	52	A	83	A	221	A	488	A	735	A	905	A	894	A	694	A	730	A	688	A	763	A	742	A	741	A	705	A	820	A	746	A	560	A	392	A	216	A	168	A	123	A	11,644
4	ALA	880		32.794	F	S	SB OFF TO UNION ST	1/9/2002	WED	79	A	40	A	54	A	51	A	79	A	254	A	541	A	802	A	937	A	845	A	641	A	638	A	672	A	696	A	730	A	740	A	708	A	834	A	749	A	536	A	393	A	227	A	164	A	115	A	11,525
4	ALA	880		32.794	F	S	SB OFF TO UNION ST	1/8/2002	TUE	62	A	43	A	46	A	53	A	76	A	247	A	525	A	808	A	983	A	816	A	676	A	692	A	670	A	765	A	718	A	721	A	764	A	782	A	649	A	504	A	367	A	219	A	125	A	91	A	11,402
4	ALA	880		32.794	F	S	SB OFF TO UNION ST	1/7/2002	MON	117	A	72	A	57	A	61	A	94	A	222	A	508	A	692	A	910	A	795	A	656	A	648	A	655	A	619	A	716	A	733	A	794	A	714	A	619	A	481	A	375	A	197	A	129	A	86	A	10,950
4	ALA	880		32.794	F	S	SB OFF TO UNION ST	1/6/2002	SUN	224	A	189	A	155	A	99	A	89	A	127	A	190	A	189	A	301	A	396	A	438	A	450	A	530	A	551	A	545	A	526	A	491	A	554	A	504	A	350	A	340	A	233	A	197	A	139	A	7,807
4	ALA	880		32.794	F	S	SB OFF TO UNION ST	1/5/2002	SAT	217	A	155	A	161	A	91	A	78	A	92	A	157	A	226	A	324	A	336	A	444	A	486	A	582	A	524	A	560	A	534	A	558	A	596	A	561	A	455	A	368	A	352	A	338	A	280	A	8,475
4	ALA	880		32.794	F	S	SB OFF TO UNION ST	1/4/2002	FRI																													729	A	756	A	722	A	756	A	668	A	532	A	420	A	390	A	337	A	305	A	5,615

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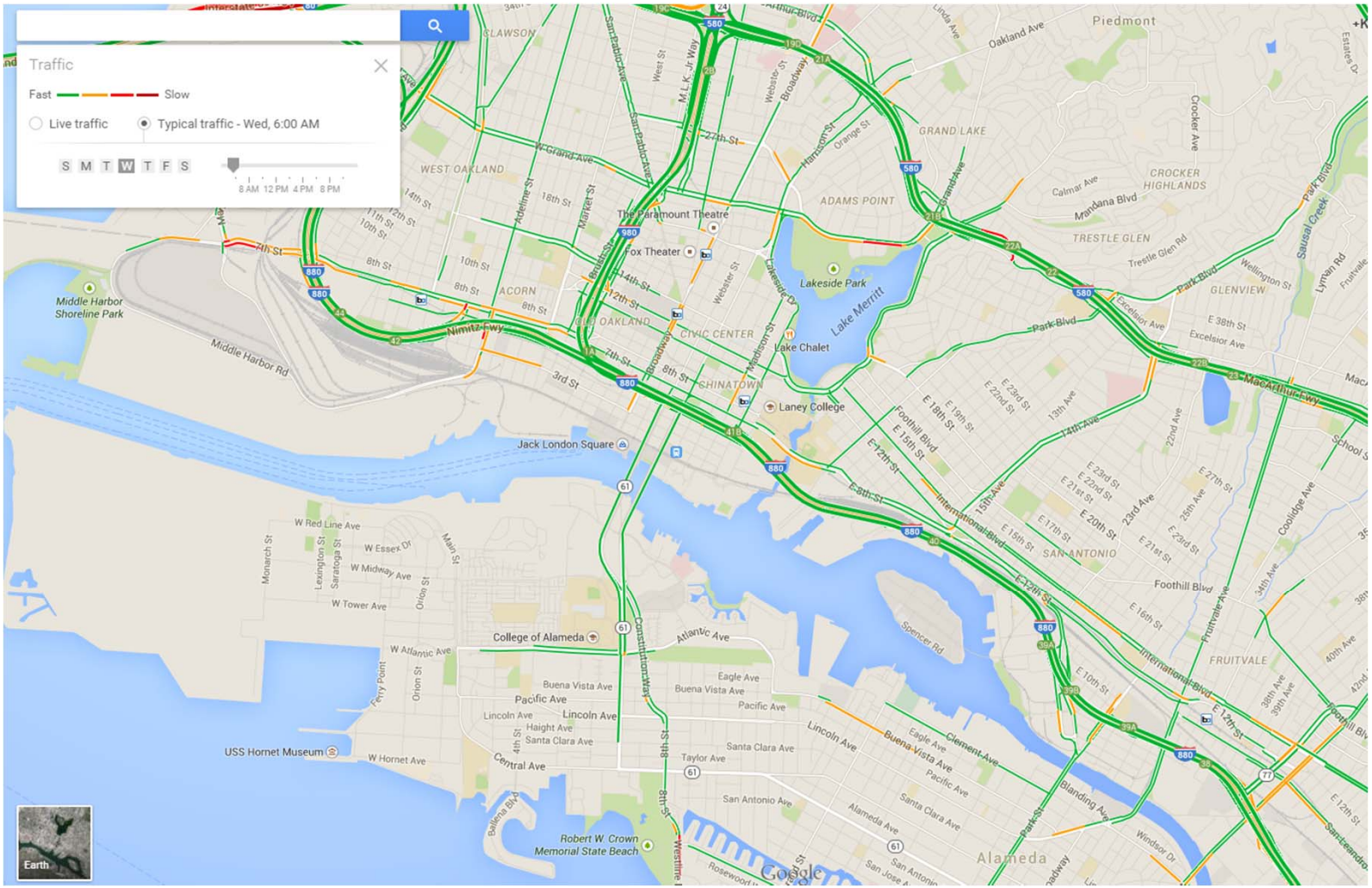
Appendix C

Google Maps © Historical Speeds Maps

A.M. PEAK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Fast
Slow
Live traffic
Typical traffic - Wed, 6:00 AM
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8 AM 12 PM 4 PM 8 PM
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Oakland Ave
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CROCKER HIGHLANDS
TRESTLE GLEN
GLENVIEW
ADAMS POINT
Lakeside Park
Lake Merritt
Lake Chalet
Laney College
The Paramount Theatre
Fox Theater
WEST OAKLAND
ACORN
OLD OAKLAND
CIVIC CENTER
CHINATOWN
Middle Harbor Shoreline Park
Middle Harbor Rd
Nimitz Fwy
Jack London Square
College of Alameda
USS Hornet Museum
Robert W. Crown Memorial State Beach
SAN ANTONIO
FRUITVALE
Alameda
Park Blvd
Foothill Blvd
International Blvd
Atlantic Ave
Pacific Ave
Lincoln Ave
Central Ave
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Eagle Ave
Clement Ave
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Taylor Ave
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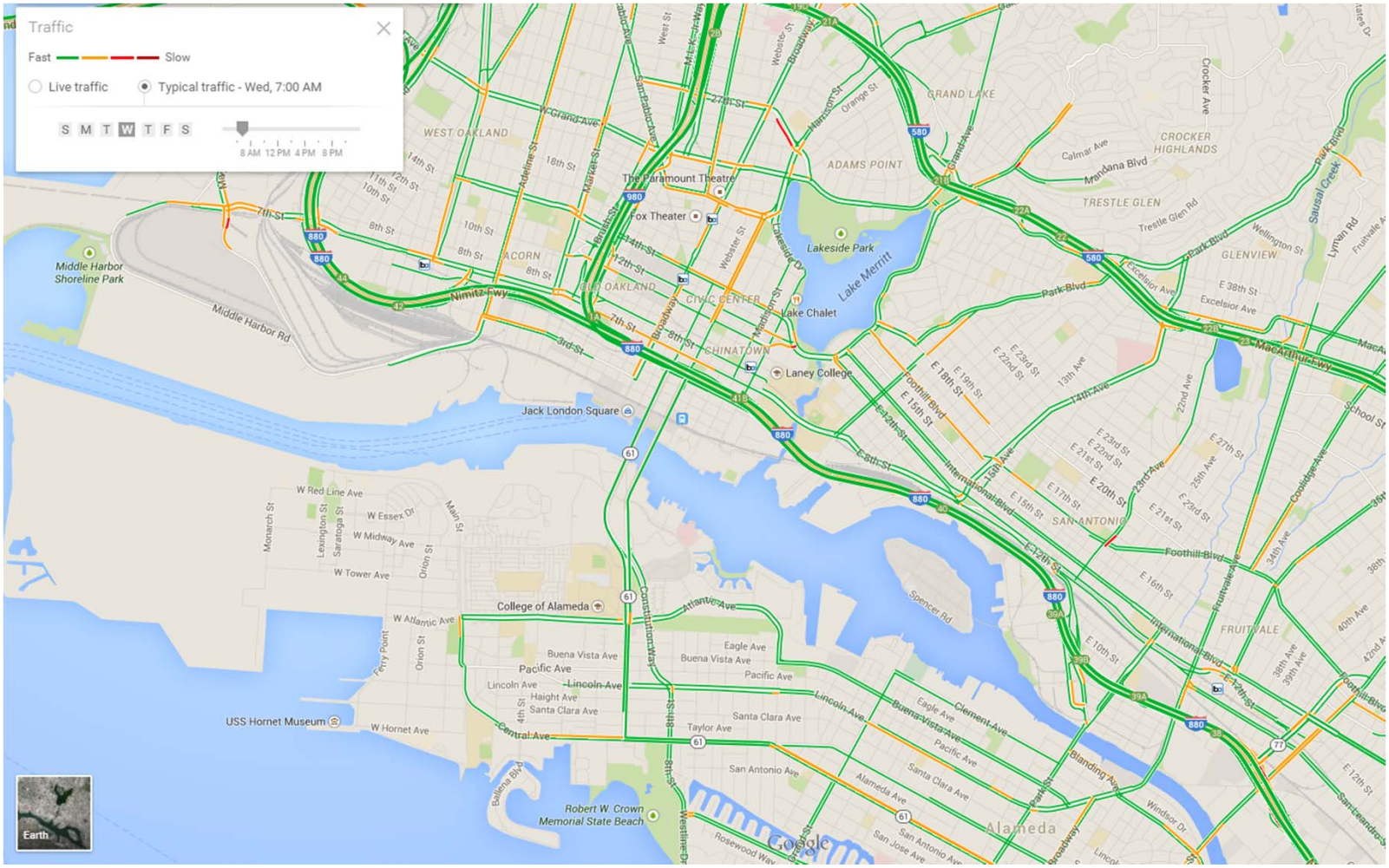
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Slow
Live traffic
Typical traffic - Wed, 7:00 AM
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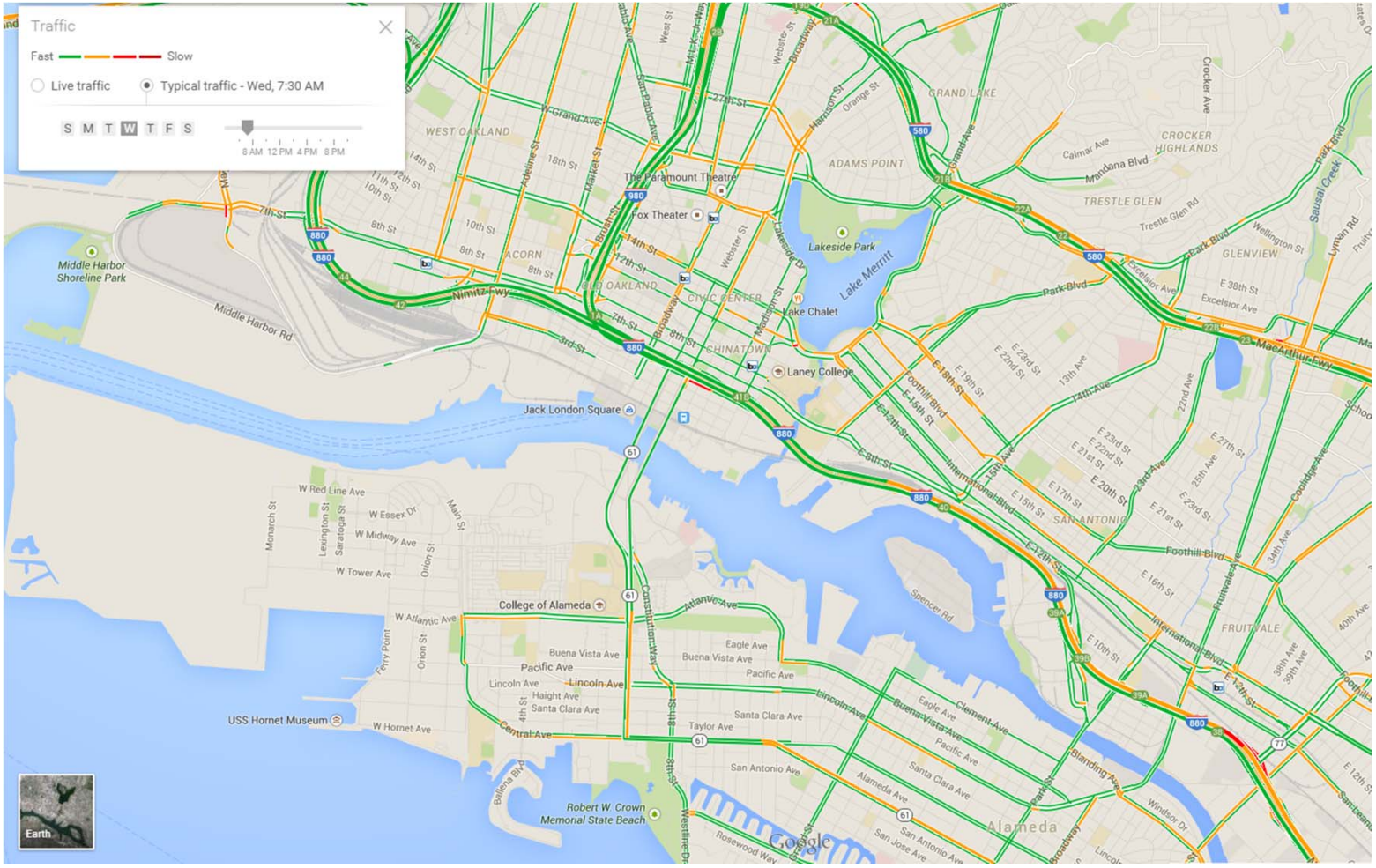
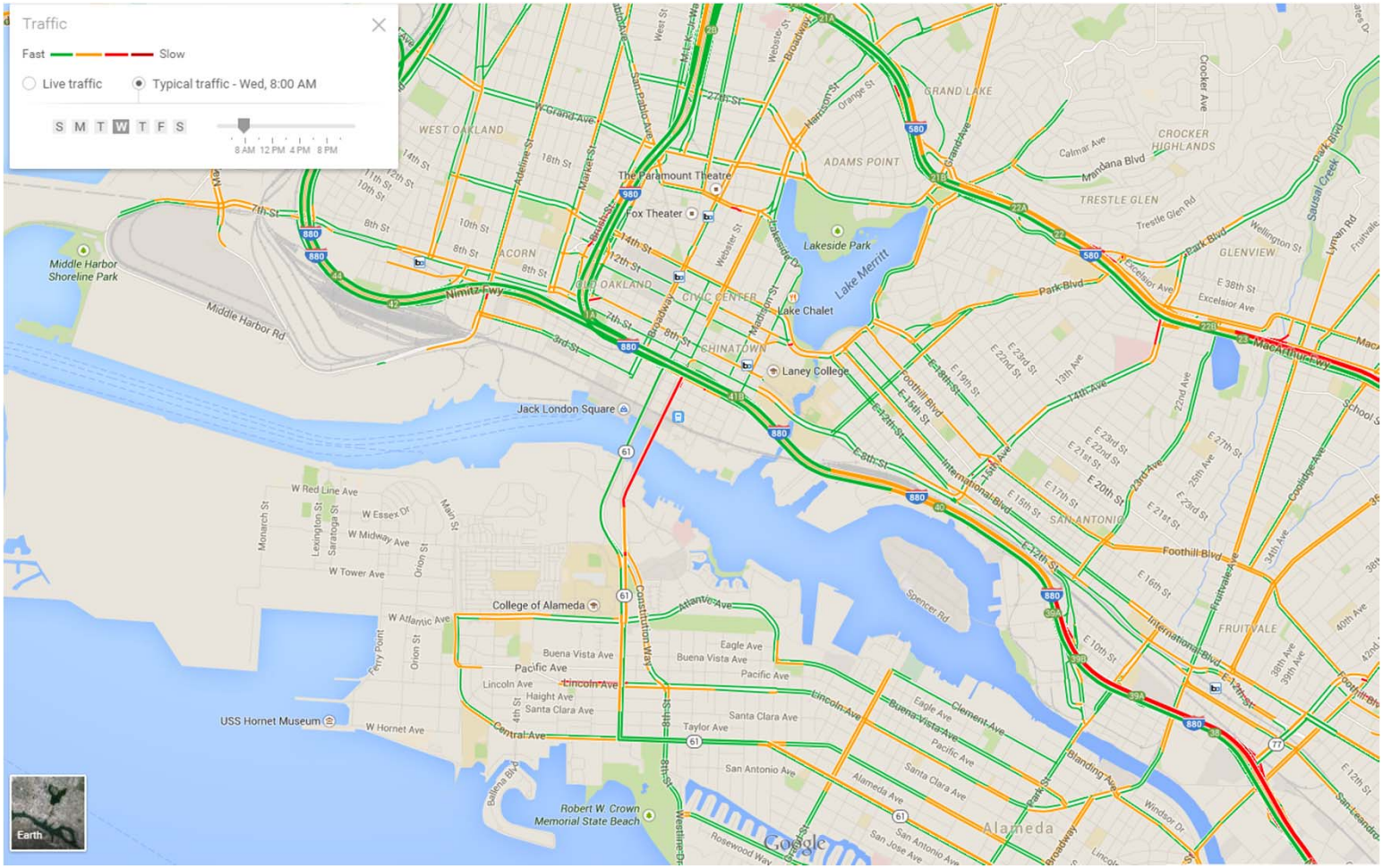
8 AM 12 PM 4 PM 8 PM
WEST OAKLAND
ACORN
OLD OAKLAND
CIVIC CENTER
CHINATOWN
ADAMS POINT
GRAND LAKE
CROCKER HIGHLANDS
TRESTLE GLEN
GLENVIEW
SAN ANTONIO
FRUITVALE
Middle Harbor Shoreline Park
Middle Harbor Rd
Nimitz Fwy
The Paramount Theatre
Fox Theater
Lakeside Park
Lake Merritt
Lake Chalet
Laney College
Jack London Square
College of Alameda
USS Hornet Museum
Robert W. Crown Memorial State Beach
Alameda
Earth
Google


Traffic
Fast
Slow
Live traffic
Typical traffic - Wed, 7:30 AM
S M T W T F S
8 AM 12 PM 4 PM 8 PM
WEST OAKLAND
ADAMS POINT
GRAND LAKE
CROCKER HIGHLANDS
TRESTLE GLEN
GLENVIEW
The Paramount Theatre
Fox Theater
Lakeside Park
Lake Merritt
Lake Chalet
Middle Harbor Shoreline Park
Middle Harbor Rd
Nimitz Fwy
CHINATOWN
Laney College
Jack London Square
College of Alameda
USS Hornet Museum
Robert W. Crown Memorial State Beach
Alameda
FRUITVALE
SAN ANTONIO
Earth
Google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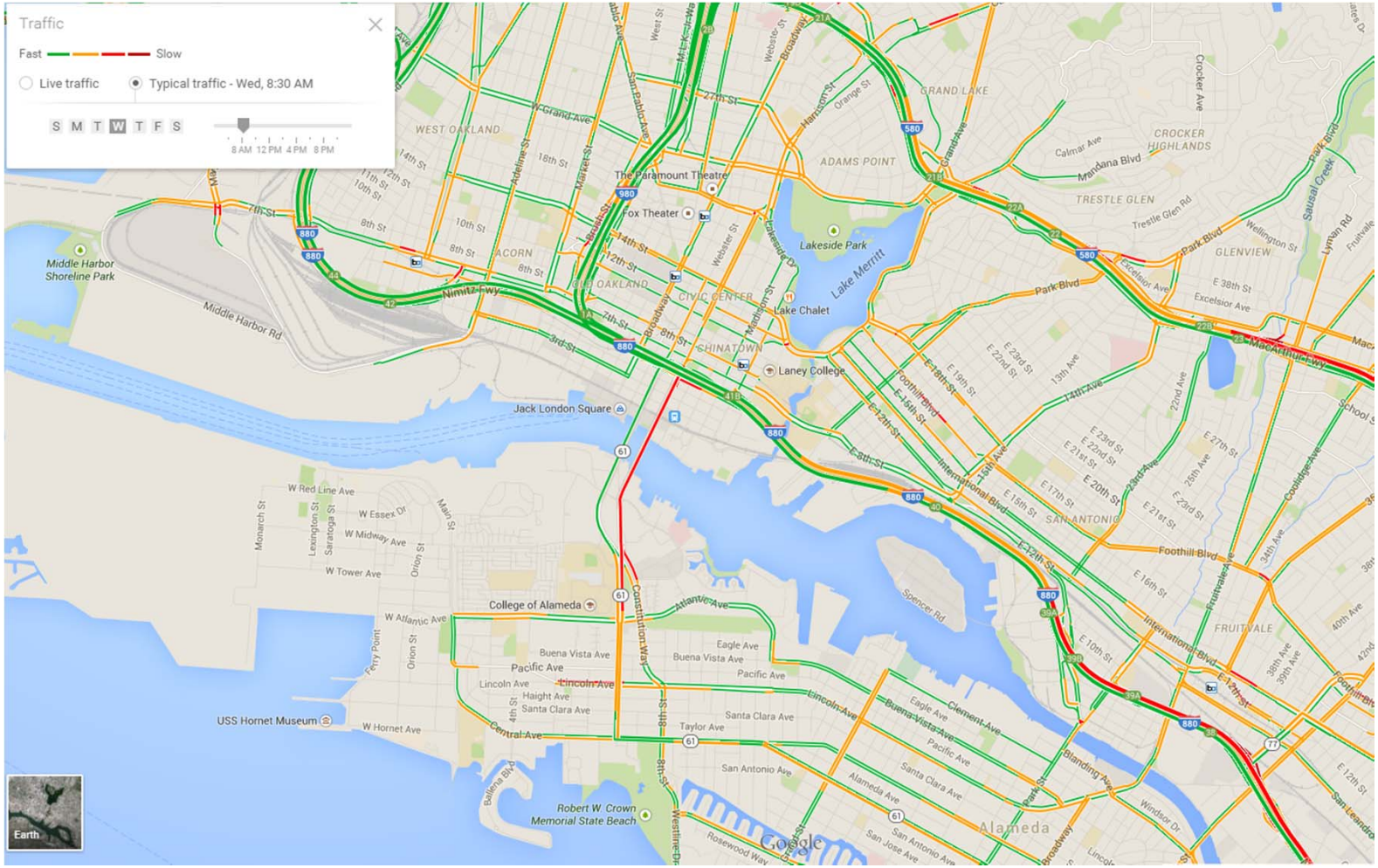
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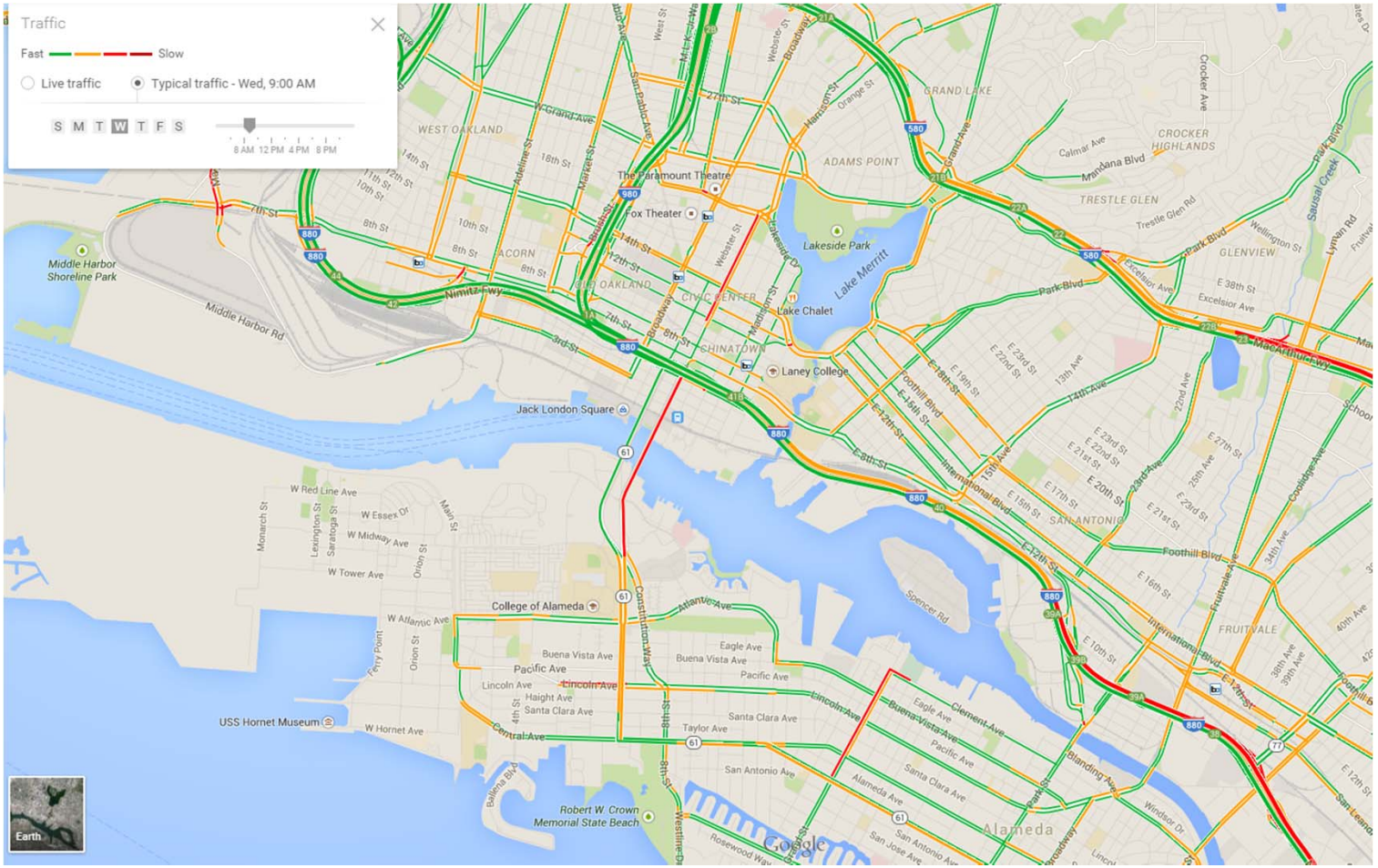
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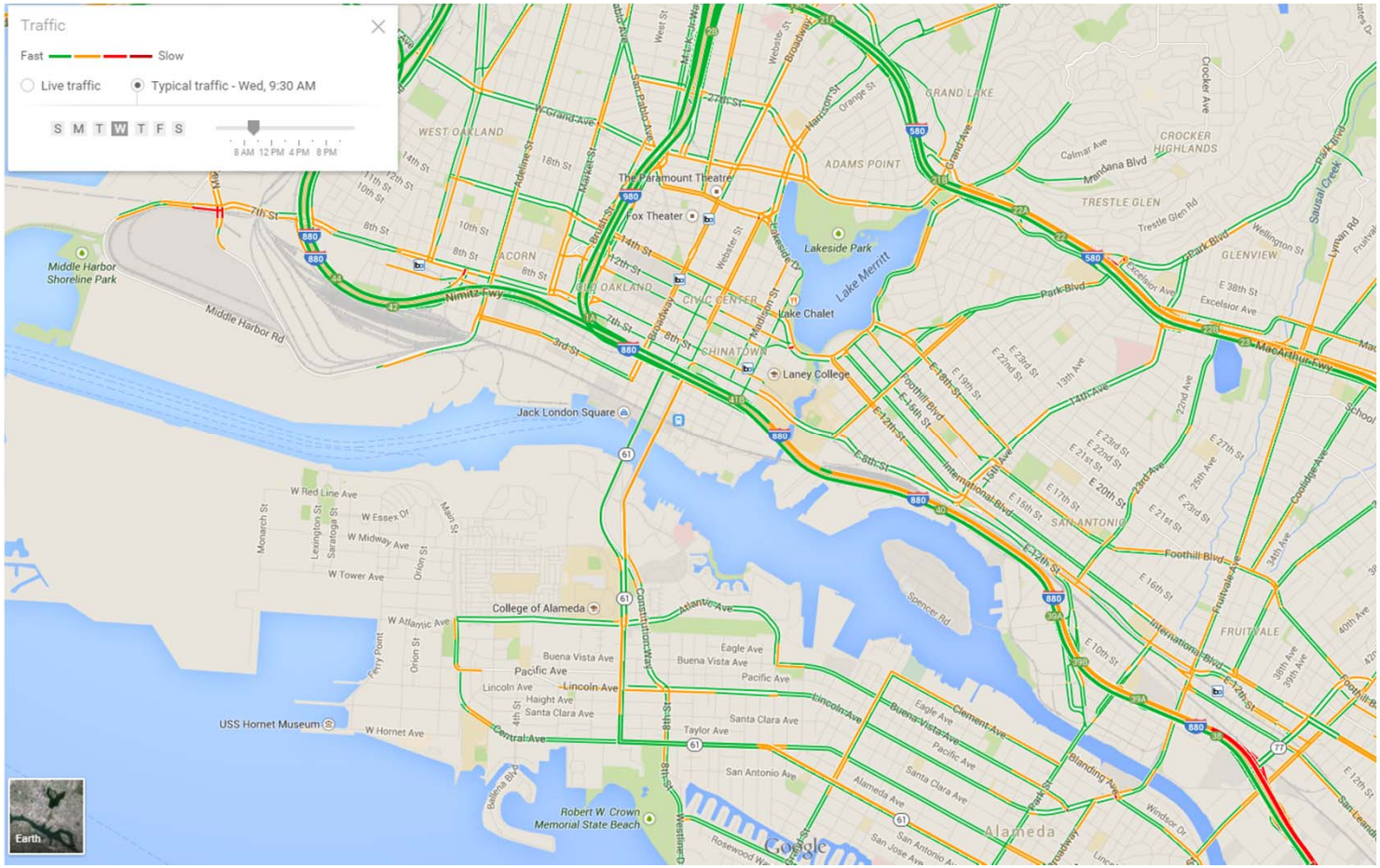
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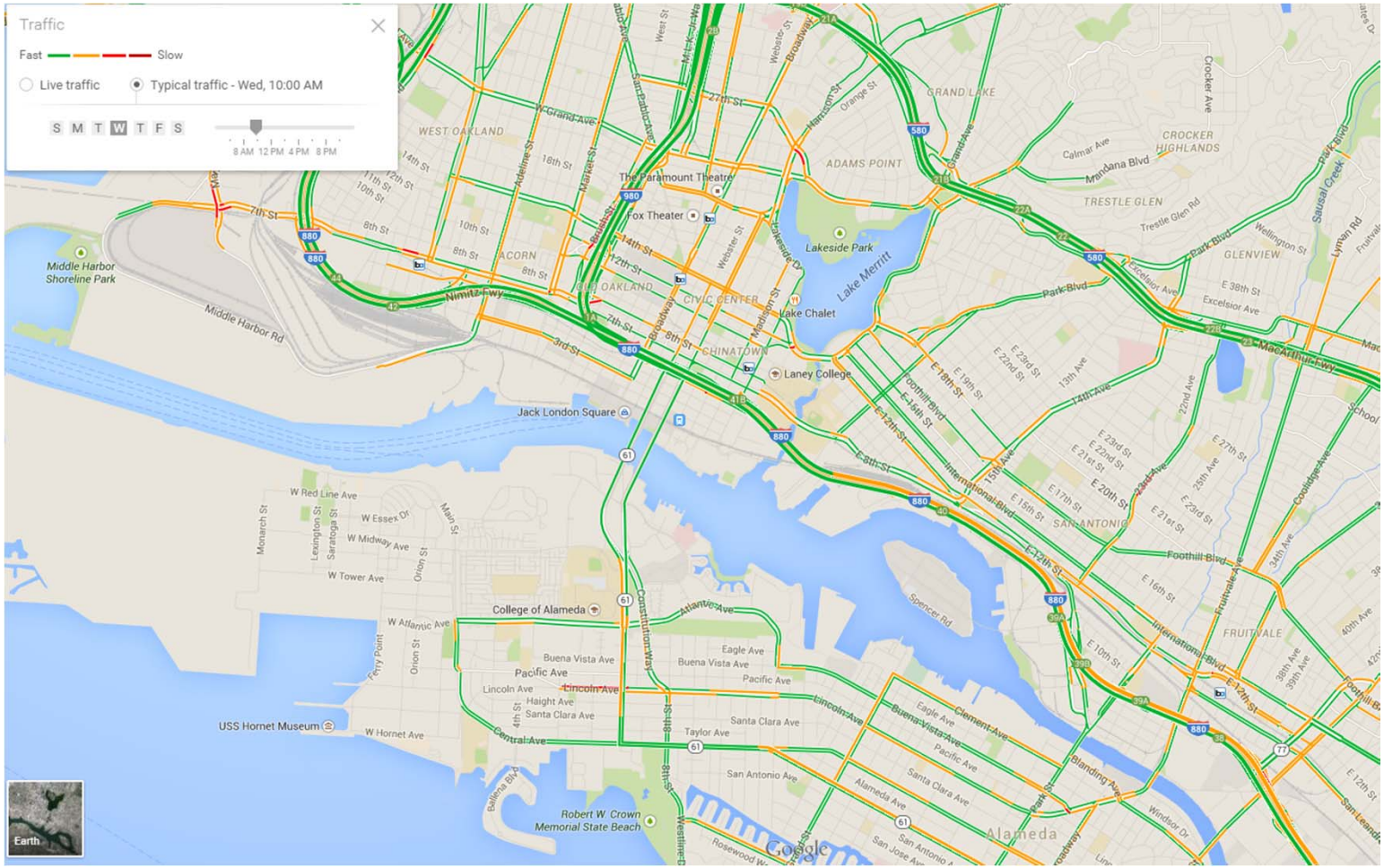
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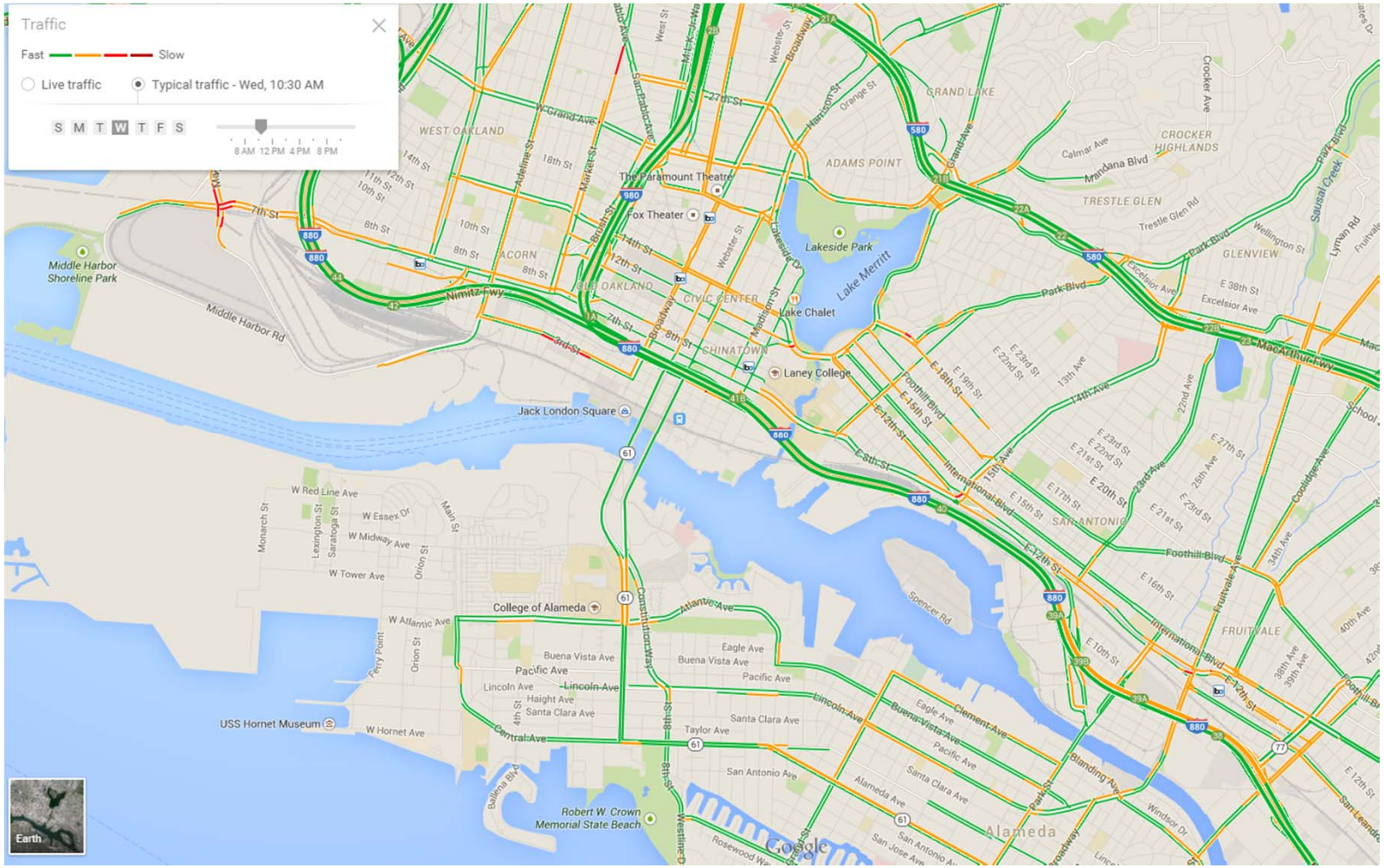
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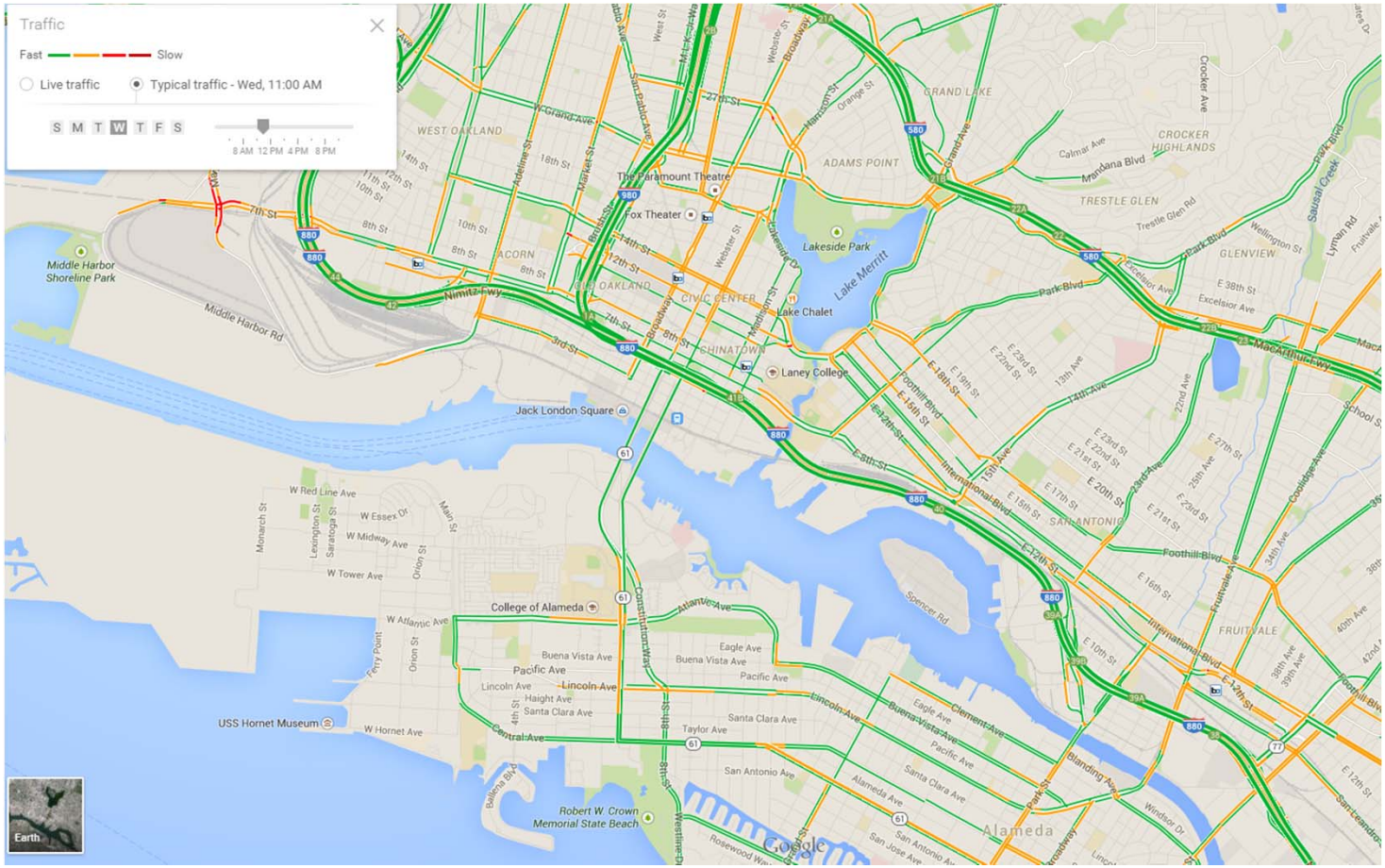
USS Hornet Museum
Robert W. Crown Memorial State Beach
Alameda
Park Blvd
Foothill Blvd
International Blvd
Lincoln Ave
Central Ave
Atlantic Ave
Constitution Way
Park St
Broadway
Mandana Blvd
Sausal Creek
Google
Earth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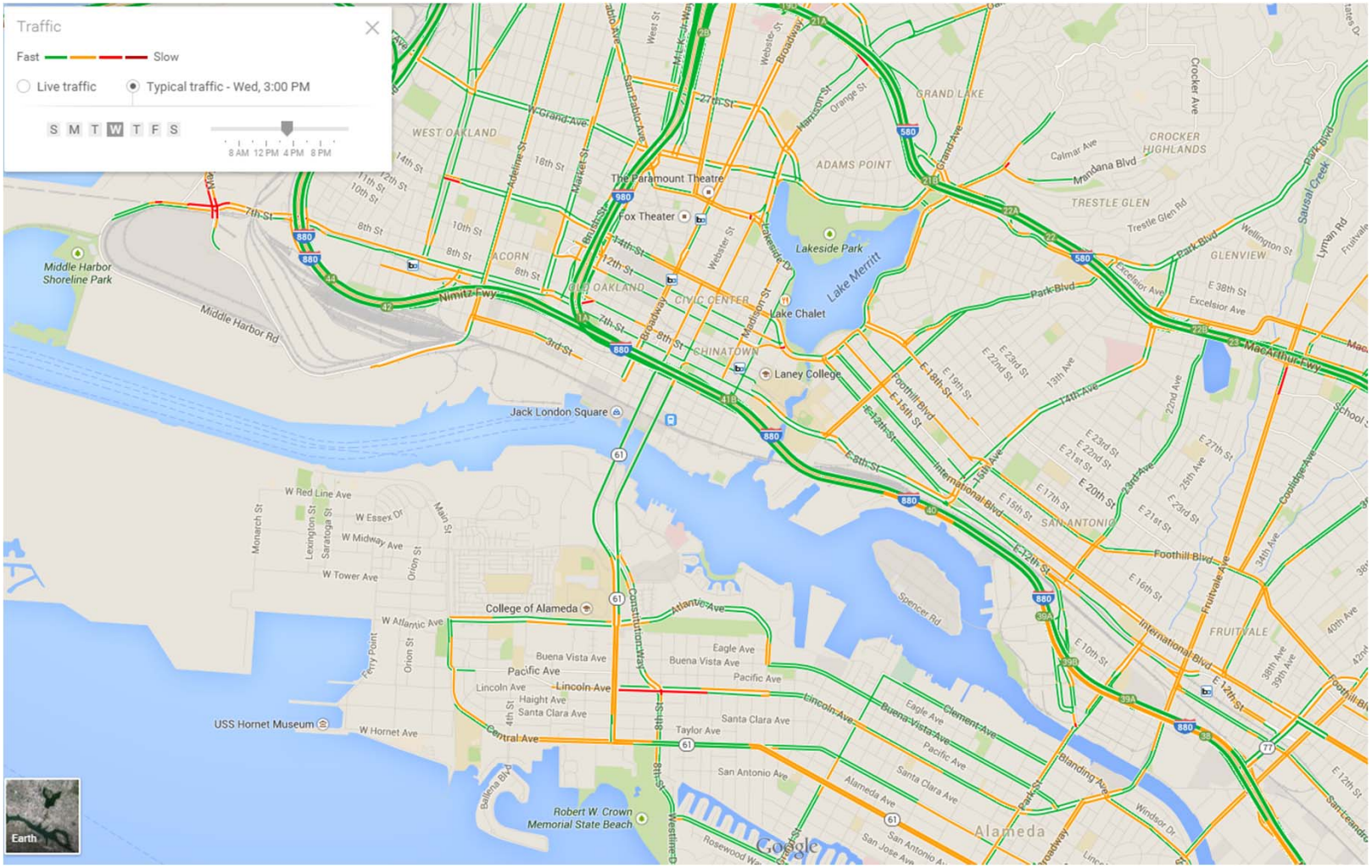
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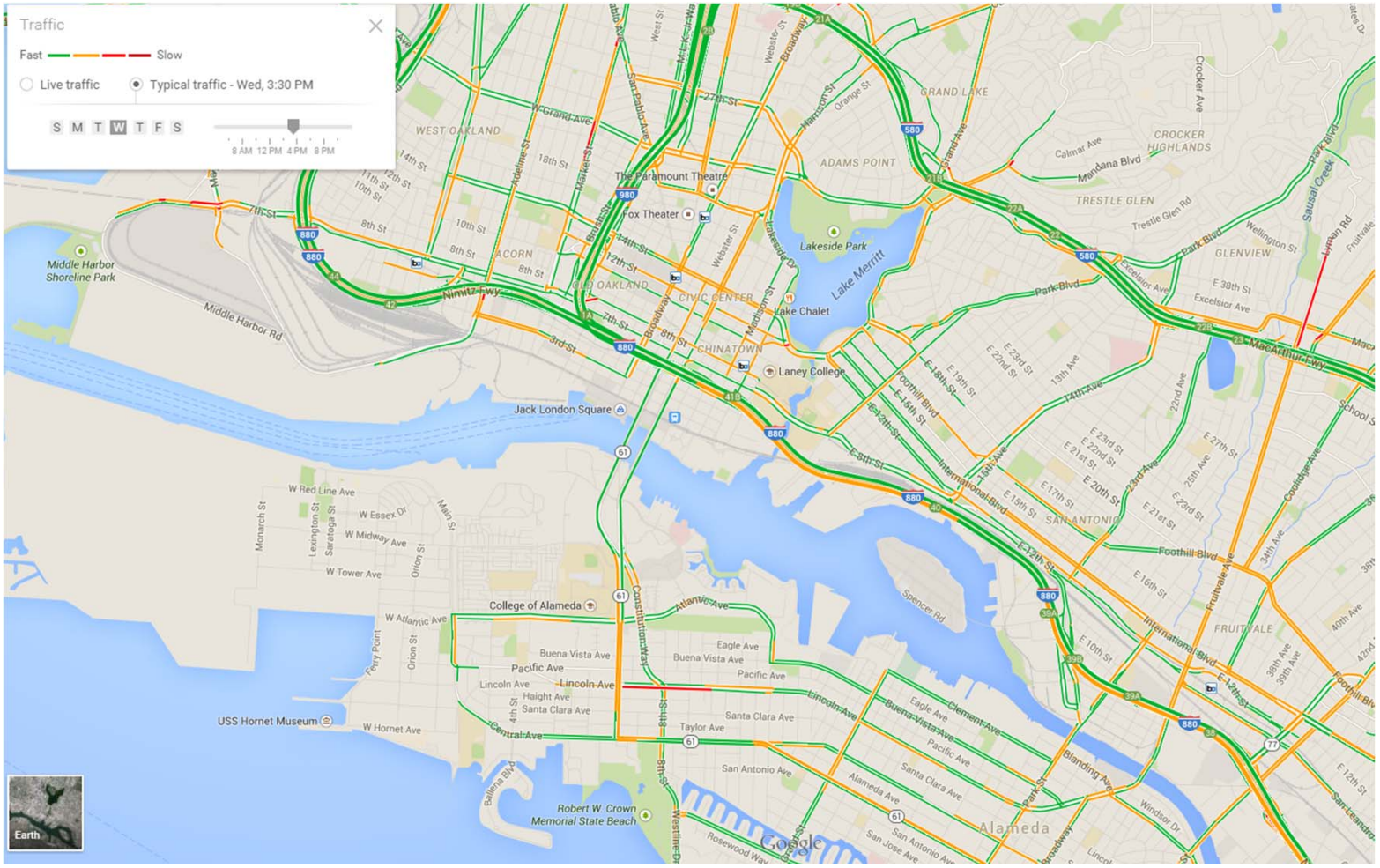
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Foothill Blvd
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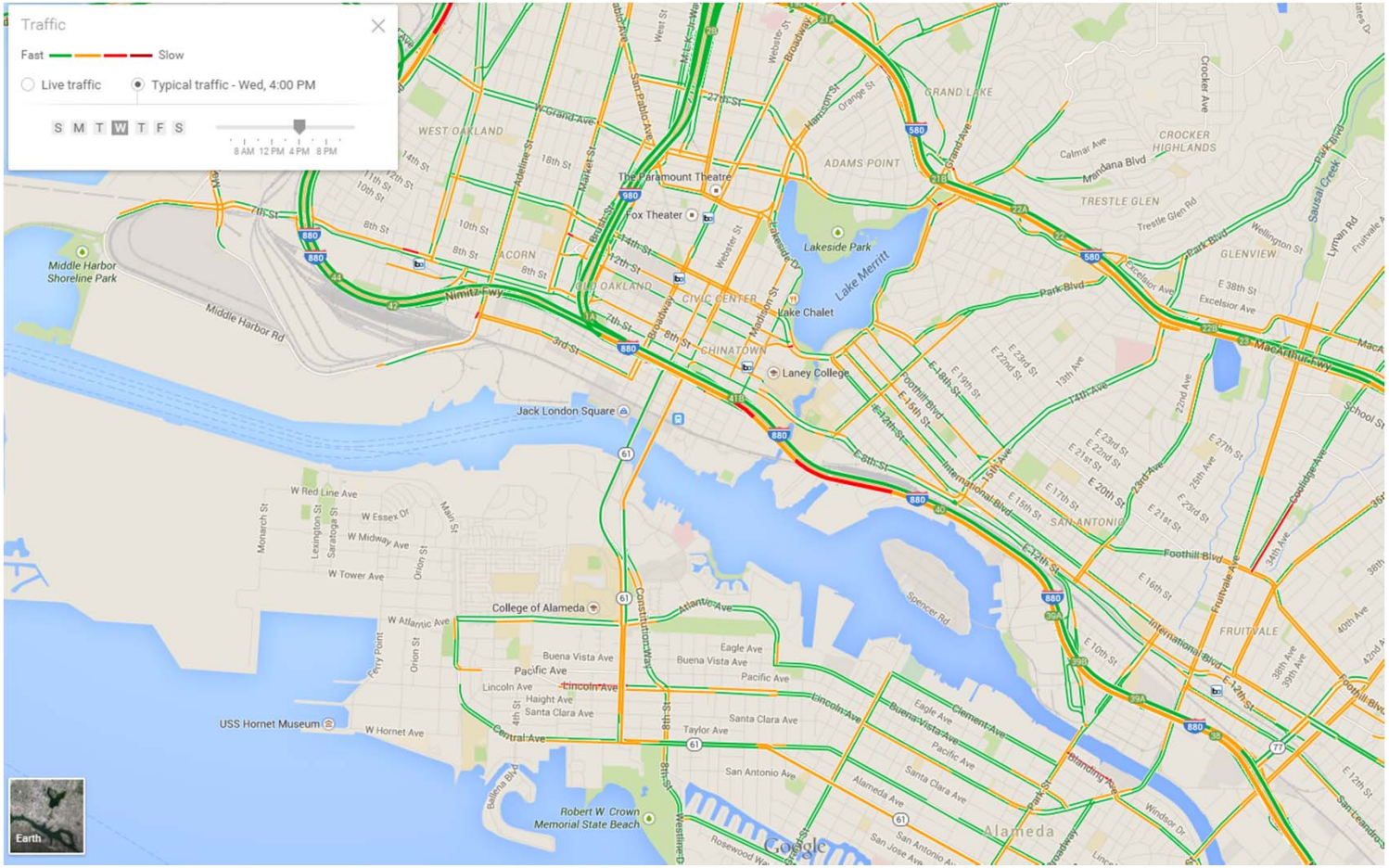
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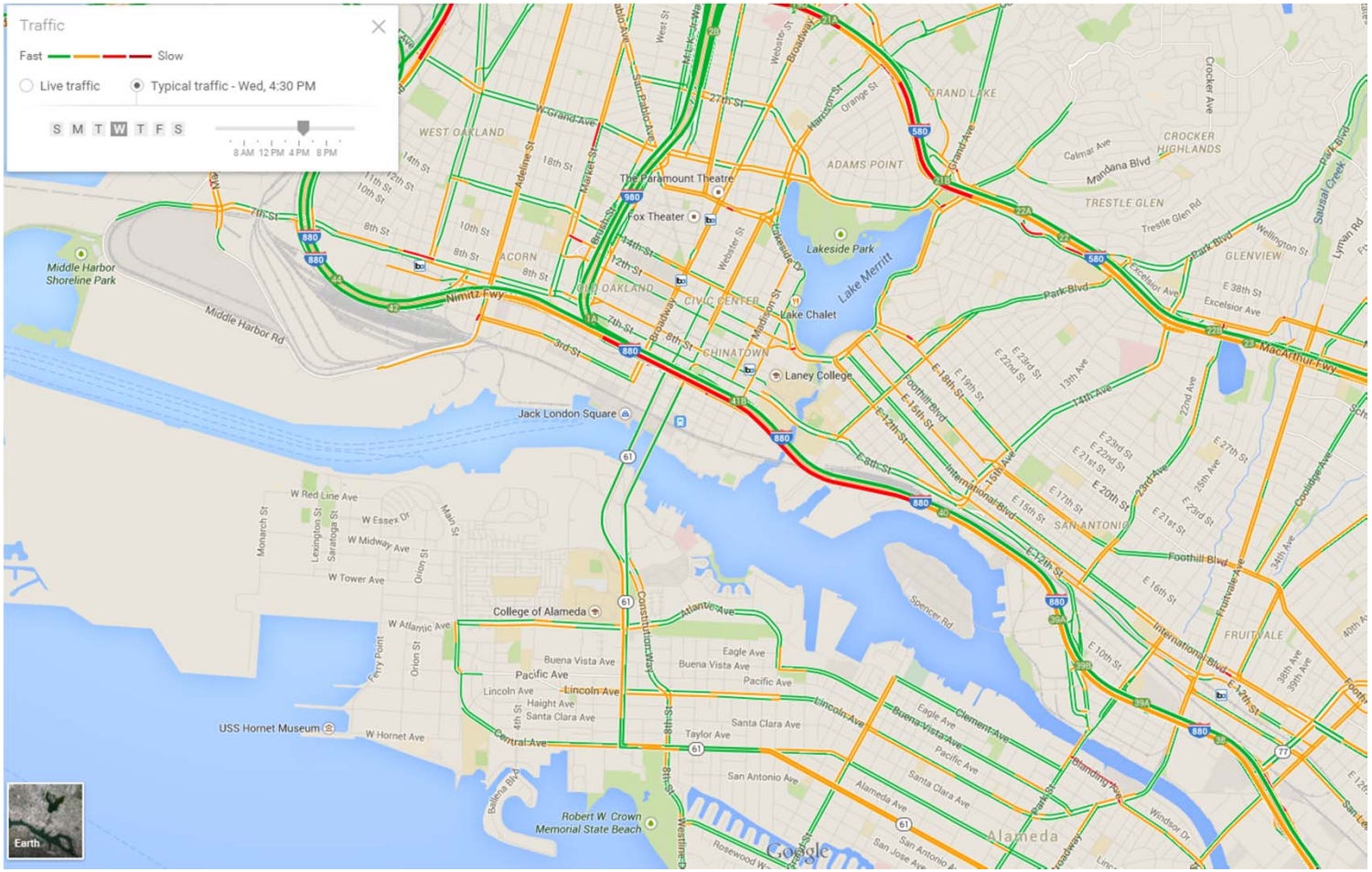
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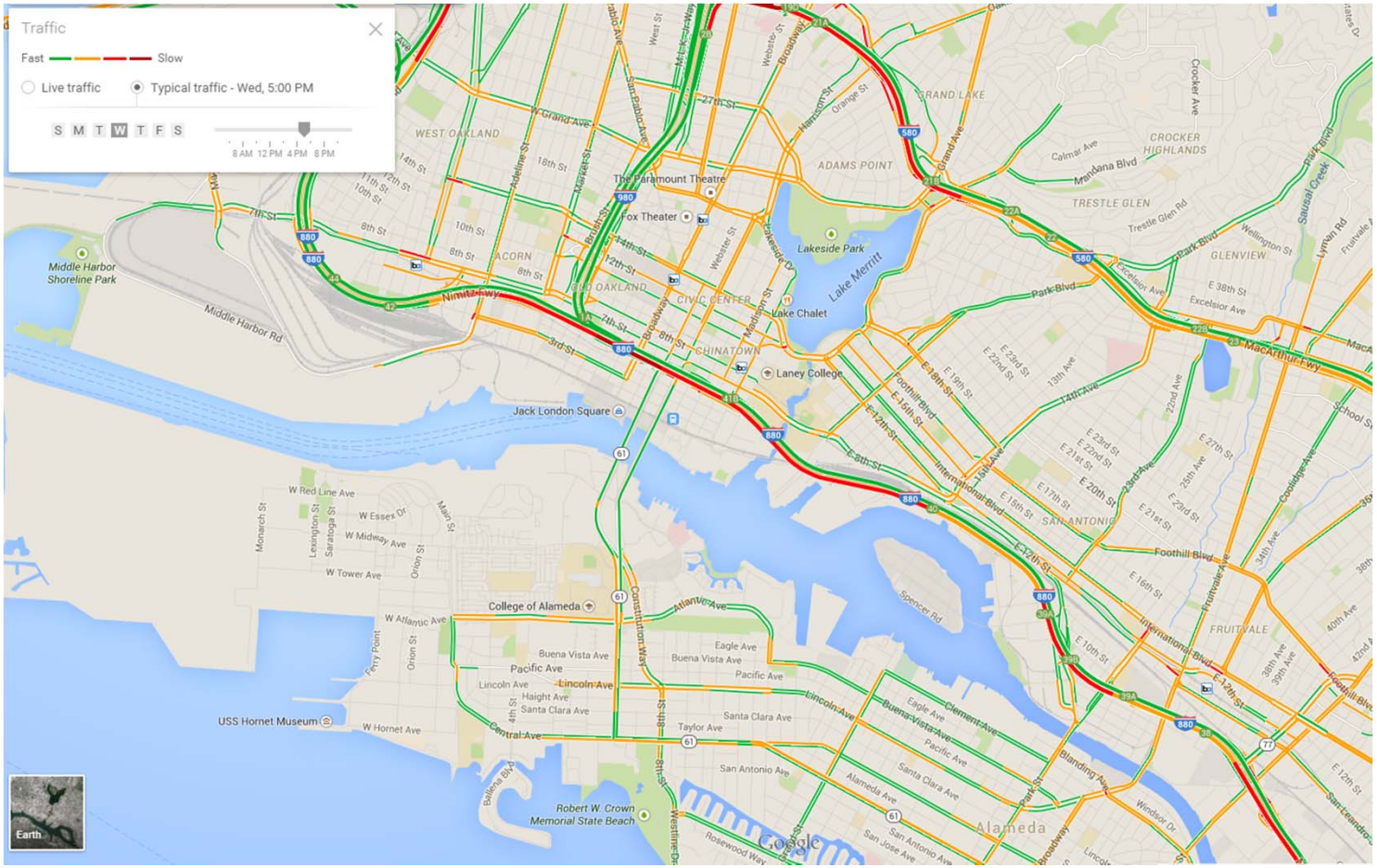
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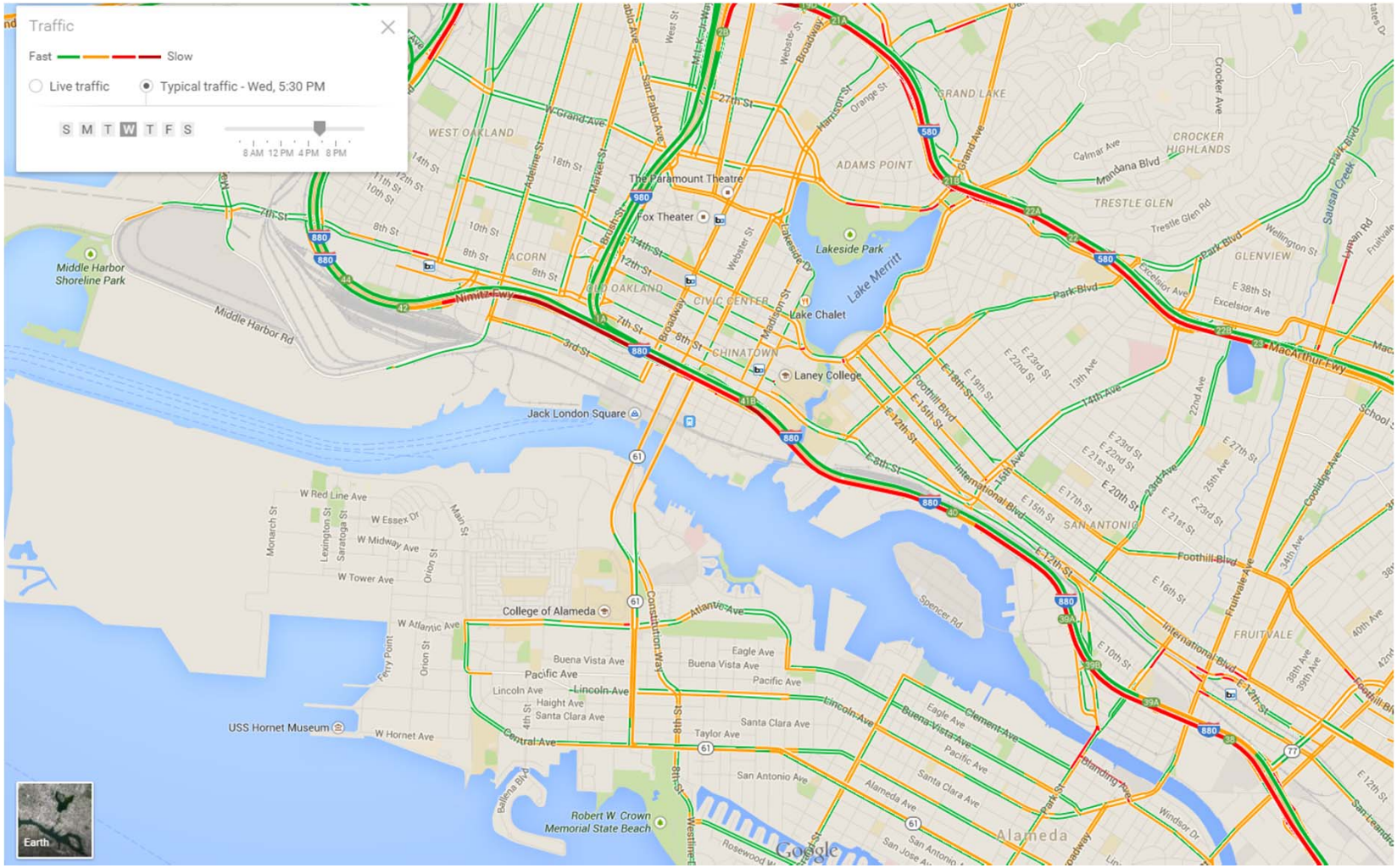
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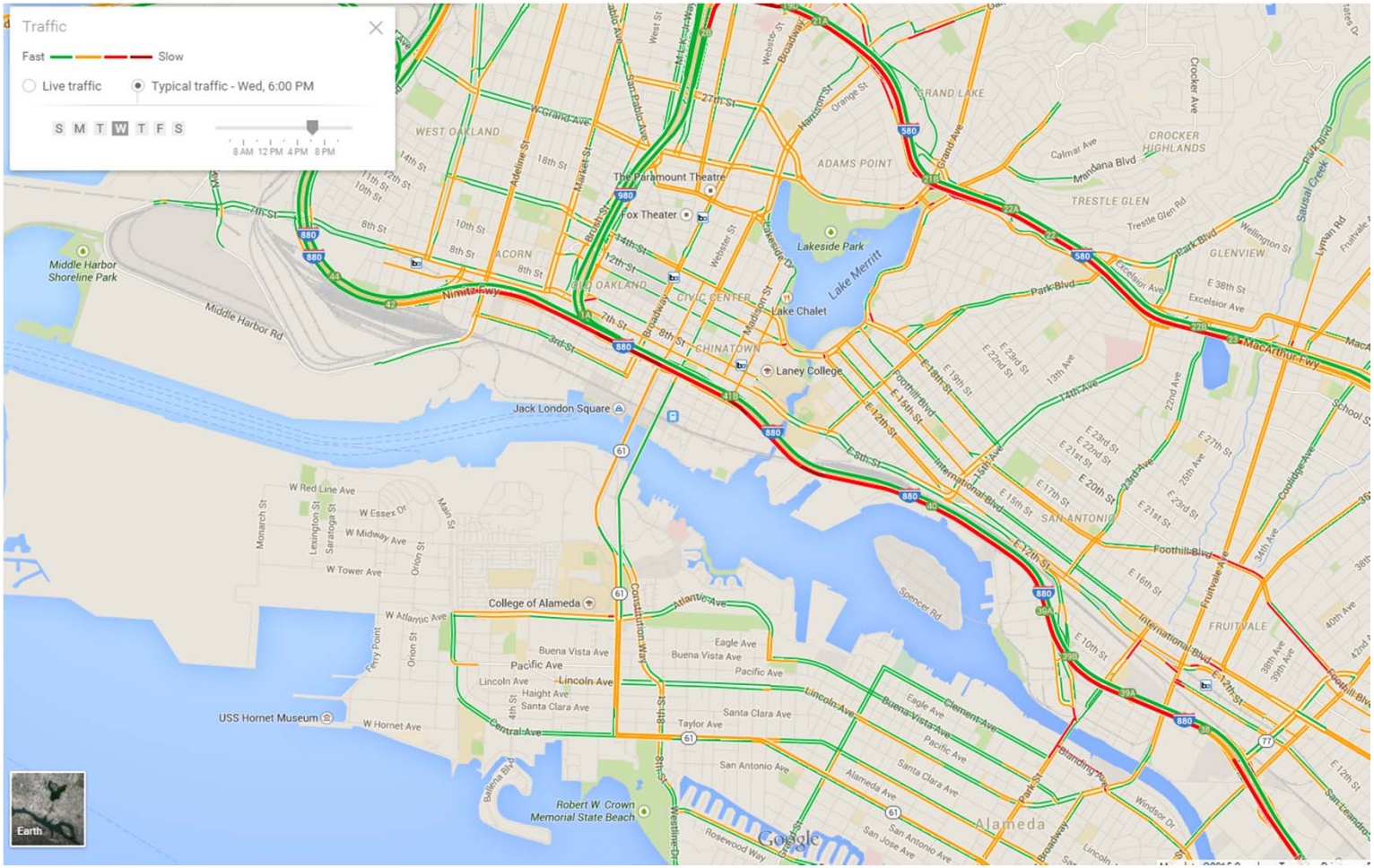
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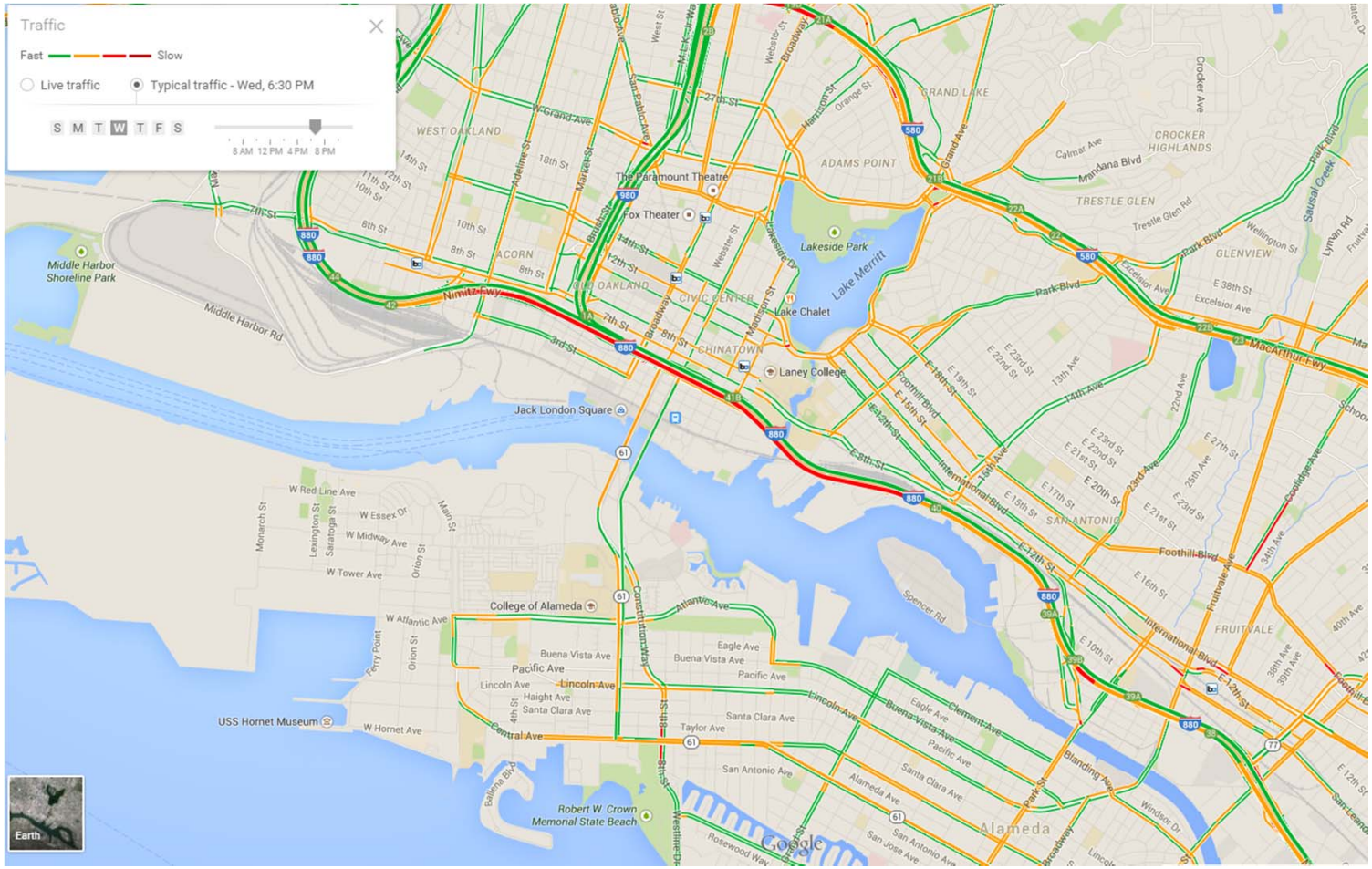
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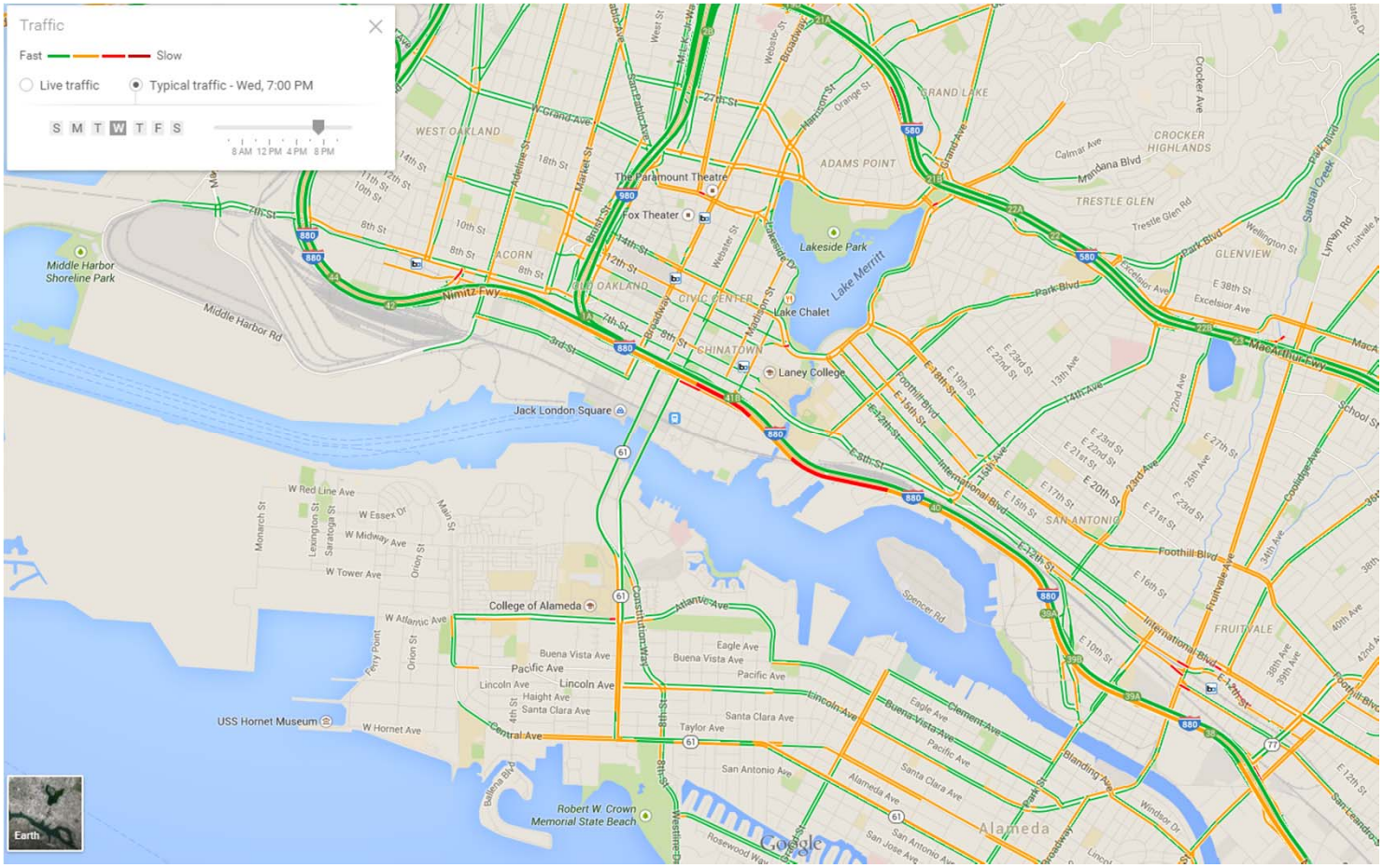
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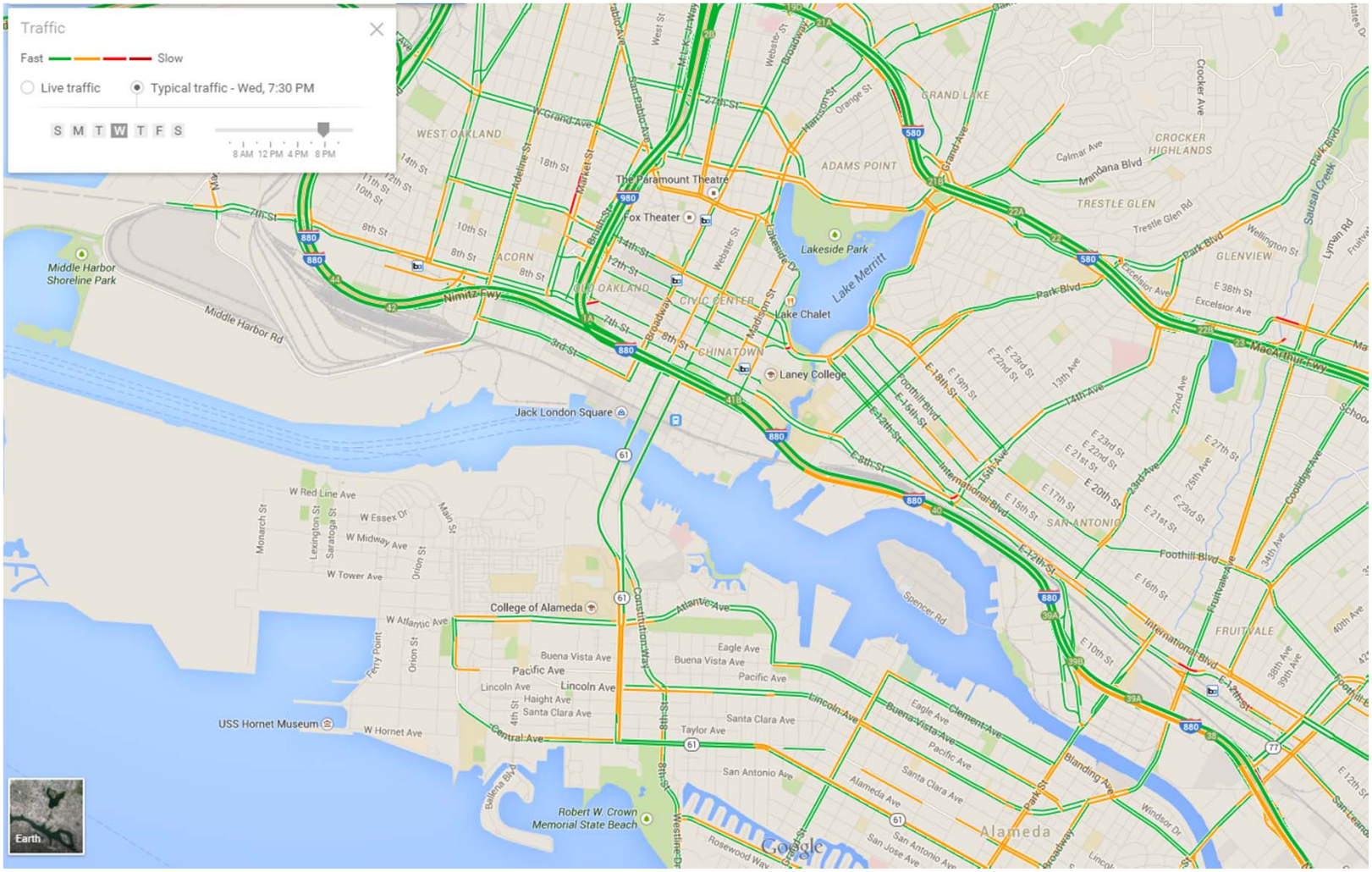
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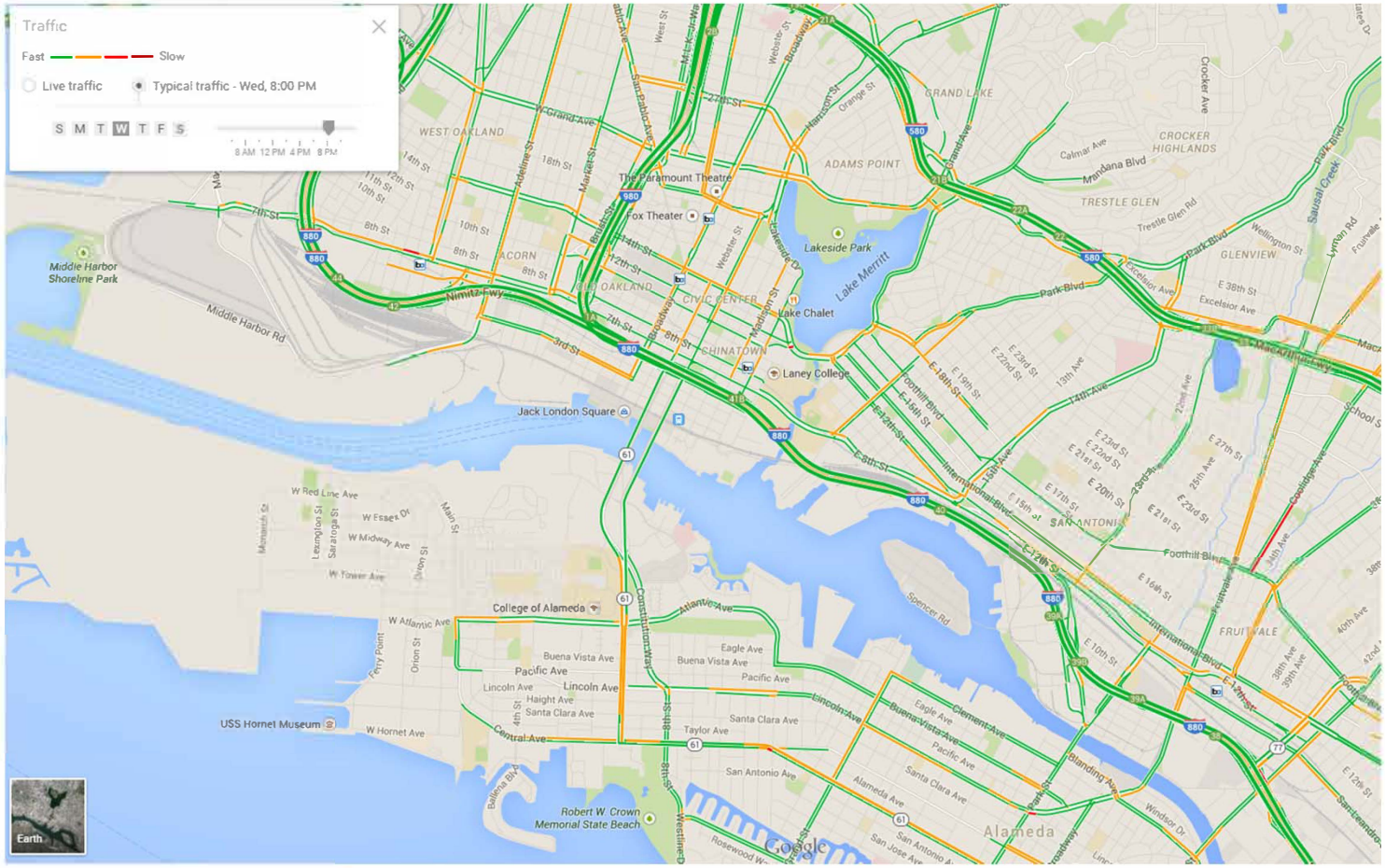
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Appendix D

Traffic Accident Surveillance and Analysis System (TASAS)

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California Department of Transportation

OTM22130

Table B - Selective Accident Rate Calculation

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.

2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.

3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.

4. The contents of these reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

I-880 Main Line

OTM22130

Table B - Selective Accident Rate Calculation

Report Parameters-

Event ID: 3894005

Request Name: for Project 04 0000 0326 0

Ref Date: 02/22/2017

Request-& Line	LOC	DIR	LSC	Route/Location	Begin Date	End Date	Rate Type	Out Seq	Override Rates Rate	Override Rates Inj%	Override Rates Fat%	Override ADT Main	Override ADT Cross	Req. Type	Com-bine?	Excl Ramp?
1 1	H	N	I	04 ALA 880 030.370 - 04 ALA 880 R032.791	01-JUL-12	30-JUN-15	N	L						N	N	Y
1 2	H	S	I	04 ALA 880 030.370 - 04 ALA 880 R032.791	01-JUL-12	30-JUN-15	N	L						N	N	Y

Event Log:

Job id is : 714695 Accidents Table B Request for Project 04 0000 0326 0 Submitted by T4KCAPUL
04 ALA 880 30.37 - 04 ALA 880 R 32.791 07/01/2012 TO 06/30/2015
04 ALA 880 30.37 - 04 ALA 880 R 32.791 07/01/2012 TO 06/30/2015

California Department of Transportation
Table B - Selective Accident Rate Calculation

Location Description	Rate Group (RUS)	No. of Accidents / Significance Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Accident Rates Actual Fat	F+I	Tot	Average Fat	F+I	Tot
04 ALA 880 030.370 - 04 ALA 880 R032.790 0001-0001 2012-07-01 2015-06-30	**2.421 MI** H *36 mo.* NORTH U	257 **H99**	2	58	60	205	56 **H99**	96 **H97**	2 71	84.4	223.80	0.009	.27	1.15	0.004	.27	.87
04 ALA 880 030.370 - 04 ALA 880 R032.790 0001-0002 2012-07-01 2015-06-30	**2.421 MI** H *36 mo.* SOUTH U	214 **H90**	1	53	54	179	21	99 **H99**	1 75	84.4	223.80	0.004	.24	.96	0.004	.27	.87

Accident Rates expressed as: **# of accidents / Million vehicle miles**

+ denotes that **Million Vehicles** (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)

California Department of Transportation

OTM22215

TSAR - ACCIDENT SUMMARY

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.

2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.

3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.

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California Department of Transportation

OTM22215

TSAR - ACCIDENT SUMMARY

REPORT PARAMETERS:

REPORT DATE	:	02/22/2017
REFERENCE DATE	:	02/22/2017
SUBMITTOR	:	T4KCAPUL
REPORT TITLE	:	' NORTHBOUND MAINLINE COLLISIONS ON 4-ALA-880-30.37/R32.79 '
EVENT ID	:	3894035

LOCATION CRITERIA:

FROM: 04-ALA-880 030.370 TO: 04-ALA-880 R032.791

SELECTION CRITERIA:

1 1 AND 508 - FILE TYPE = H
1 2 AND 514 - SIDE OF HIGHWAY = N

Accidents Date Range:

From -- 07/01/2012 To -- 06/30/2015

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - ACCIDENT SUMMARY
' NORTHBOUND MAINLINE COLLISIONS ON 4-ALA-880-30.37/R32.79 '

TOTAL ACCIDENTS	FATAL	INJURY	PDO	PERSONS KILLED	PERSONS INJURED
257	2	58	197	2	71

MOTOR VEHICLES INVOLVED NUMBER	PCT	CODE
52	20.2	1
175	68.1	2
26	10.1	3
4	1.6	>3

<---LINES CODED---> NUMBER	PCT	CODE
51	19.8	1
172	66.9	2
30	11.7	3
3	1.2	4
1	0.4	5
0	0.0	6
0	0.0	7
0	0.0	8
0	0.0	9

<---- HOUR OF DAY ----> NUMBER	PCT	CODE
9	3.5	00- 12 MID.
4	1.6	01- 1 A.M.
4	1.6	02- 2 A.M.
6	2.3	03- 3 A.M.
2	0.8	04- 4 A.M.
18	7.0	05- 5 A.M.
14	5.4	06- 6 A.M.
9	3.5	07- 7 A.M.
11	4.3	08- 8 A.M.
12	4.7	09- 9 A.M.
17	6.6	10- 10 A.M.
18	7.0	11- 11 A.M.
17	6.6	12- 12 NOON
21	8.2	13- 1 P.M.
9	3.5	14- 2 P.M.
10	3.9	15- 3 P.M.
10	3.9	16- 4 P.M.
15	5.8	17- 5 P.M.
5	1.9	18- 6 P.M.
7	2.7	19- 7 P.M.
9	3.5	20- 8 P.M.
12	4.7	21- 9 P.M.
9	3.5	22- 10 P.M.
9	3.5	23- 11 P.M.
0	0.0	25- UNKNOWN

<--- ACCESS CONTROL ---> NUMBER	PCT	CODE
0	0.0	C-CONVENTIONAL
0	0.0	E-EXPRESSWAY
257	100.0	F-FREEWAY
0	0.0	S-1-WAY CITY ST
0	0.0	--INVALID DATA
0	0.0	+-NO DATA

<--- SIDE OF HIGHWAY ---> NUMBER	PCT	CODE
257	100.0	N-NORTHBOUND
0	0.0	S-SOUTHBOUND
0	0.0	E-EASTBOUND
0	0.0	W-WESTBOUND

<----- YEAR -----> NUMBER	PCT	CODE
0	0.0	2005
0	0.0	2006
0	0.0	2007
0	0.0	2008
0	0.0	2009
0	0.0	2010
0	0.0	2011
45	17.5	2012
105	40.9	2013
89	34.6	2014
18	7.0	2015
0	0.0	2016

<----- MONTH -----> NUMBER	PCT	CODE
15	5.8	01-JANUARY
28	10.9	02-FEBRUARY
32	12.5	03-MARCH
16	6.2	04-APRIL
18	7.0	05-MAY
20	7.8	06-JUNE
21	8.2	07-JULY
17	6.6	08-AUGUST
19	7.4	09-SEPTEMBER
22	8.6	10-OCTOBER
21	8.2	11-NOVEMBER
28	10.9	12-DECEMBER

<---- DAY OF WEEK ----> NUMBER	PCT	CODE
45	17.5	1-SUNDAY
28	10.9	2-MONDAY
34	13.2	3-TUESDAY
41	16.0	4-WEDNESDAY
36	14.0	5-THURSDAY
39	15.2	6-FRIDAY
34	13.2	7-SATURDAY

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - ACCIDENT SUMMARY
' NORTHBOUND MAINLINE COLLISIONS ON 4-ALA-880-30.37/R32.79 '

<-- PRIMARY COLLISION FACTOR -->

NUMBER	PCT	CODE
16	6.2	1-INFLUENCE ALCOHOL
4	1.6	2-FOLLOW TOO CLOSE
0	0.0	3-FAILURE TO YIELD
57	22.2	4-IMPROPER TURN
69	26.8	5-SPEEDING
104	40.5	6-OTHER VIOLATIONS
0	0.0	B-IMPROPER DRIVING
5	1.9	C-OTHER THAN DRIVER
2	0.8	D-UNKNOWN
0	0.0	E-FELL SLEEP
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<--- TYPE OF COLLISION --->

NUMBER	PCT	CODE
3	1.2	A-HEAD-ON
95	37.0	B-SIDESWIPE
84	32.7	C-REAR END
7	2.7	D-BROADSIDE
66	25.7	E-HIT OBJECT
0	0.0	F-OVERTURN
0	0.0	G-AUTO-PEDESTRIAN
0	0.0	H-OTHER
2	0.8	<-NOT STATED
0	0.0	-INVALID CODES

<--- ROADWAY CONDITION --->

NUMBER	PCT	CODE
0	0.0	A-HOLES, RUTS
0	0.0	B-LOOSE MATERIAL
3	1.2	C-OBSTRUCTION ON ROAD
3	1.2	D-CONSTRUCT-REPAIR-ZONE
1	0.4	E-REDUCED ROAD WIDTH
3	1.2	F-FLOODED
0	0.0	G-OTHER
246	95.7	H-NO UNUSUAL CONDITION
1	0.4	<-NOT STATED
0	0.0	-INVALID CODES

<--------- WEATHER --------->

NUMBER	PCT	CODE
175	68.1	A-CLEAR
32	12.5	B-CLOUDY
48	18.7	C-RAINING
0	0.0	D-SNOWING
0	0.0	E-FOG
0	0.0	F-OTHER
0	0.0	G-WIND
2	0.8	<-NOT STATED
0	0.0	-INVALID CODES

<---------- LIGHTING ---------->

NUMBER	PCT	CODE
160	62.3	A-DAY LIGHT
13	5.1	B-DUSK/DAWN
57	22.2	C-DARK-STREET LIGHT
26	10.1	D-DARK-NO STREET LIGHT
0	0.0	E-DARK-INOPR STREET LIGHT
0	0.0	F-DARK-NOT STATED
1	0.4	<-NOT STATED
0	0.0	-INVALID CODES

<----- ROAD SURFACE ----->

NUMBER	PCT	CODE
200	77.8	A-DRY
56	21.8	B-WET
0	0.0	C-SNOWY, ICY
0	0.0	D-SLIPPERY
1	0.4	<-NOT STATED
0	0.0	-INVALID CODES

<------ RIGHT OF WAY CONTROL ------>

NUMBER	PCT	CODE
1	0.4	A-CONTROL FUNCTIONING
0	0.0	B-CONTROL NOT FUNCTIONING
0	0.0	C-CONTROLS OBSCURED
254	98.8	D-NO CONTROLS PRESENT
2	0.8	<-NOT STATED
0	0.0	-INVALID CODES

<-------- HIGHWAY GROUP -------->

NUMBER	PCT	CODE
0	0.0	R-IND. ALIGN RIGHT
0	0.0	L-IND. ALIGN LEFT
257	100.0	D-DIVIDED
0	0.0	U-UNDIVIDED

<- INTERSECTION/RAMP ACCIDENT LOCATION ->

NUMBER	PCT	CODE
0	0.0	1-RAMP INTERSECTION (EXIT)
0	0.0	2-RAMP
0	0.0	3-RAMP ENTRY
0	0.0	4-RAMP AREA, INTERSECTION STREET
0	0.0	5-IN INTERSECTION
0	0.0	6-OUTSIDE INTRSCT-NONSTATE RTE
257	100.0	--DOES NOT APPLY

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - PARTY SUMMARY
' NORTHBOUND MAINLINE COLLISIONS ON 4-ALA-880-30.37/R32.79 '

<---------- PARTY TYPE ---------->

NUMBER	PCT	CODE
224	87.2	A-PASNGR CAR/STA WAGON
0	0.0	B-PASNGR CAR W/TRAILER
5	1.9	C-MOTORCYCLE
53	20.6	D-PICKUP/PANEL TRUCK
1	0.4	E-PICKUP/PANEL W/TRAILER
25	9.7	F-TRUCK/TRUCK TRACTOR
29	11.3	G-TRUCK/TRACTOR & 1 TRAILER
1	0.4	2-TRUCK/TRACTOR & 2 TRAILER
0	0.0	3-TRUCK/TRACTOR & 3 TRAILER
0	0.0	4-SINGLE UNIT TANKER
0	0.0	5-TRUCK/TRA & 1 TANK TRALR
0	0.0	6-TRUCK/TRA & 2 TANK TRALR
1	0.4	H-SCHOOL BUS
5	1.9	I-OTHER BUS
1	0.4	J-EMERGENCY VEHICLE
0	0.0	K-HIGHWAY CONST EQUP.**
0	0.0	L-BICYCLE
20	7.8	M-OTHER-MOTOR VEH
2	0.8	N-OTHER-NON-MOTOR VEH
1	0.4	O-SPILLED LOADS
0	0.0	P-DISENGAGED TOW
0	0.0	Q-UNINVOLVED VEHICLE
0	0.0	R-MOPED
0	0.0	T-TRAIN
1	0.4	U-PEDESTRIAN
1	0.4	V-DISMOUNT PEDESTRIAN
0	0.0	W-ANIMAL - LIVESTOCK
0	0.0	X-ANIMAL - DEER
0	0.0	Z-ANIMAL - OTHER

<- MOVEMENT PRECEDING COLLISION ->

NUMBER	PCT	CODE
38	14.8	A-STOPPED
191	74.3	B-PROCEDED STRAIGHT
0	0.0	C-RAN OFF ROAD
0	0.0	D-MAKING RIGHT TURN
0	0.0	E-MAKING LEFT TURN
0	0.0	F-MAKING U TURN
1	0.4	G-BACKING
42	16.3	H-SLOWING, STOPPING
0	0.0	I-PASS OTHER VEHICLE
88	34.2	J-CHANGING LANES
0	0.0	K-PARKING
0	0.0	L-ENTER FROM SHLDR
1	0.4	M-OTHER UNSAFE TURN
0	0.0	N-CROSS INTO OPP LN
2	0.8	O-PARKED
0	0.0	P-MERGING
1	0.4	Q-TRAVEL WRONG WAY
68	26.5	R-OTHER
2	0.8	<-NOT STATED

PEDESTRIAN

NUMBER	PCT	CODE
0	0.0	2- XING XWALK - INTRST
0	0.0	3- XING XWALK - NOT INTR
0	0.0	4- XING NOT XWALK
0	0.0	5- ROADWAY - INCL SHLDR
1	0.4	6- NOT IN ROADWAY
0	0.0	7- APRH-LEAVE SCHL BUS
0	0.0	- INVALID CODES

<---- OTHER ASSOCIATED FACTORS ---->

#1 NUMBER	#1 PCT	#2 NUMBER	#2 PCT	CODE
0	0.0	0	0.0	1-INFLUENCE ALCOHOL
2	0.8	0	0.0	2-FOLLOW TOO CLOSE
0	0.0	0	0.0	3-FAILURE TO YIELD
8	3.1	0	0.0	4-IMPROPER TURN
22	8.6	0	0.0	5-SPEEDING
6	2.3	0	0.0	6-OTHER VIOLATIONS
0	0.0	0	0.0	A-CELL PHONE* (INATTN)
0	0.0	0	0.0	B-ELECTRC EQUIP*(INATTN)
0	0.0	0	0.0	C-RADIO/CD/HDPHN*(INATTN)
0	0.0	0	0.0	D-SMOKING* (INATTN)
0	0.0	0	0.0	E-VISION OBSCUREMENT
1	0.4	1	0.4	F-INATTENTION - OTHER
1	0.4	0	0.0	G-STOP & GO TRAFFIC
0	0.0	1	0.4	H-ENTER/LEAVE RAMP
6	2.3	0	0.0	I-PREVIOUS COLLISION
0	0.0	0	0.0	J-UNFAMILIAR WITH ROAD
1	0.4	0	0.0	K-DEFECT VEHICLE EQUIP
3	1.2	1	0.4	L-UNINVOLVED VEHICLE
2	0.8	0	0.0	M-OTHER
236	91.8	0	0.0	N-NONE APPARENT
0	0.0	0	0.0	P-WIND
0	0.0	0	0.0	R-RAMP ACCIDENT
0	0.0	0	0.0	S-RUNAWAY VEHICLE
0	0.0	0	0.0	T-EATING* (INATTN)
0	0.0	0	0.0	U-CHILDREN* (INATTN)
0	0.0	0	0.0	V-ANIMALS* (INATTN)
0	0.0	0	0.0	W-PERSNL HYGIENE*(INATTN)
0	0.0	0	0.0	X-READING* (INATTN)
7	2.7	255	99.2	<-NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY

* INATTENTION CODES EFF. 01-01-01

<---- DIRECTION OF TRAVEL ---->

NUMBER	PCT	CODE
255	99.2	N-N, NE, NW BOUND
1	0.4	S-S, SE, SW BOUND
0	0.0	E-EASTBOUND
1	0.4	W-WESTBOUND
3	1.2	<-NOT STATED
0	0.0	--DOES NOT APPLY
0	0.0	-INVALID CODES

** INCLUDES EQUIPMENT ENGAGED IN CONST/MAINT ACTIVITIES AS OF 00-02-22

<---- SPECIAL INFORMATION ---->

NUMBER	PCT	CODE
0	0.0	A-HAZARDOUS MATERIALS
1	0.4	B-CELL PHONE IN USE*
256	99.6	C-CELL PHONE NOT IN USE*
0	0.0	D-CELL PHONE NONE/UNKNOWN*
11	4.3	<-NOT STATED
0	0.0	--DOES NOT APPLY
0	0.0	-INVALID CODES

* SPECIAL INFORMATION CODES EFF. 04-01-01

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - PARTY SUMMARY
' NORTHBOUND MAINLINE COLLISIONS ON 4-ALA-880-30.37/R32.79 '

<---------- OBJECT STRUCK ---------->

PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT	CODE
2	0.8	1	0.4	01-SIDE OF BRIDGE RAILING
0	0.0	0	0.0	02-END OF BRIDGE RAILING
0	0.0	0	0.0	03-PIER, COLUMN, ABUTMENT
0	0.0	0	0.0	04-BOTTOM OF STRUCTURE
0	0.0	0	0.0	05-BRIDGE END POST IN GORE
0	0.0	0	0.0	06-END OF GUARD RAIL
0	0.0	0	0.0	07-BRIDGE APPROACH GUARD RAIL
0	0.0	0	0.0	10-LIGHT OR SIGNAL POLE
0	0.0	0	0.0	11-UTILITY POLE
0	0.0	0	0.0	12-POLE (TYPE NOT STATED)
0	0.0	0	0.0	13-TRAFFIC SIGN/SIGN POST
0	0.0	0	0.0	14-OTHER SIGNS NOT TRAFFIC
12	4.7	20	7.8	15-GUARDRAIL
33	12.8	20	7.8	16-MEDIAN BARRIER
9	1.9	5	1.9	17-WALL (EXCEPT SOUND WALL)
3	1.2	1	0.4	18-DIKE OR CURB
0	0.0	0	0.4	19-TRAFFIC ISLAND
0	0.0	0	0.0	20-RAISED BARS
0	0.0	0	0.0	21-CONCRETE OBJ (HDWL, D.I.)
0	0.0	0	0.0	22-GUIDEPOST, CULVERT, PM
0	0.0	0	0.0	23-CUT SLOPE OR EMBANKMENT
0	0.0	0	0.0	24-OVER EMBANKMENT
0	0.0	0	0.0	25-IN WATER
0	0.0	0	0.0	26-DRAINAGE DITCH
0	0.0	0	0.0	27-FENCE
0	0.0	0	0.0	28-TREES
0	0.0	0	0.0	29-PLANTS
1	0.4	0	0.0	30-SOUND WALL
0	0.0	0	0.0	40-NATURAL MATRL ON ROAD
0	0.0	0	0.0	41-TEMP BARRICADES, CONES
1	0.4	0	0.0	42-OTHER OBJECT ON ROAD
0	0.0	0	0.0	43-OTHER OBJECT OFF ROAD
0	0.0	12	4.7	44-OVERTURNED
1	0.4	0	0.0	45-CRASH CUSHION (SAND)
2	0.8	1	0.4	46-CRASH CUSHION (OTHER)
0	0.0	0	0.0	51-CALL BOX
1	0.4	0	0.0	98-UNKNOWN OBJECT STRUCK
1	0.4	0	0.0	99- NO OBJECT INVOLVED
191	74.3	41	16.0	V1 THRU V9 VEHICLE 1 TO 9
0	0.0	0	0.0	<< NOT STATED
45	17.5	257	100.0	-- DOES NOT APPLY
0	0.0	0	0.0	- INVALID CODES

<------ LOCATION OF COLLISION ------>

PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT	CODE
1	0.4	0	0.0	A-BEYOND MEDIAN OR STRIPE-LEFT
35	13.6	23	8.9	B-BEYOND SHLDER DRIVERS LEFT
1	0.4	3	1.2	C-LEFT SHOULDER AREA
31	12.1	15	5.8	D-LEFT LANE
116	45.1	22	8.6	E-INTERIOR LANES
102	39.7	20	7.8	F-RIGHT LANE
3	1.2	1	0.4	G-RIGHT SHOULDER AREA
26	10.1	25	9.7	H-BEYOND SHLDER DRIVERS RIGHT
1	0.4	0	0.0	I-GORE AREA
2	0.8	0	0.0	J-OTHER
1	0.4	0	0.0	V-HOV LANE(S)
0	0.0	0	0.0	W-HOV LANE BUFFER AREA
0	0.0	0	0.0	<-NOT STATED
46	17.9	257	100.0	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

<------ DRUG/PHYSICAL ------>

PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT	CODE
240	93.4	0	0.0	A-HAD NOT BEEN DRINKING
16	6.2	0	0.0	B-HBD - UNDER INFLUENCE
3	1.2	0	0.0	C-HBD - NOT UNDER INFLUENCE
5	1.9	0	0.0	D-HBD - IMPAIRMENT UNKNOWN
0	0.0	2	0.8	E-UNDER DRUG INFLUENCE
0	0.0	0	0.0	F-OTHER PHYSICAL IMPAIRMENT
59	23.0	0	0.0	G-IMPAIRMENT NOT KNOWN
3	1.2	0	0.0	H-NOT APPLICABLE
0	0.0	0	0.0	I-FATIGUE
7	2.7	257	100.0	< NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

California Department of Transportation

OTM22215

TSAR - ACCIDENT SUMMARY

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.

2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.

3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.

4. The contents of these reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

California Department of Transportation

OTM22215

TSAR - ACCIDENT SUMMARY

REPORT PARAMETERS:

REPORT DATE	:	02/22/2017
REFERENCE DATE	:	02/22/2017
SUBMITTOR	:	T4KCAPUL
REPORT TITLE	:	' SOUTHBOUND MAINLINE COLLISIONS ON 4-ALA-880-30.37/R32.79 '
EVENT ID	:	3894037

LOCATION CRITERIA:

FROM: 04-ALA-880 030.370 TO: 04-ALA-880 R032.791

SELECTION CRITERIA:

1 1 AND 508 - FILE TYPE = H
1 2 AND 514 - SIDE OF HIGHWAY = S

Accidents Date Range:

From -- 07/01/2012 To -- 06/30/2015

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - ACCIDENT SUMMARY
' SOUTHBOUND MAINLINE COLLISIONS ON 4-ALA-880-30.37/R32.79 '

TOTAL ACCIDENTS	FATAL	INJURY	PDO	PERSONS KILLED	PERSONS INJURED
214	1	53	160	1	75

MOTOR VEHICLES INVOLVED NUMBER	PCT	CODE
35	16.4	1
145	67.8	2
29	13.6	3
5	2.3	>3

<---LINES CODED---> NUMBER	PCT	CODE
35	16.4	1
143	66.8	2
29	13.6	3
4	1.9	4
3	1.4	5
0	0.0	6
0	0.0	7
0	0.0	8
0	0.0	9

<---- HOUR OF DAY ----> NUMBER	PCT	CODE
11	5.1	00- 12 MID.
12	5.6	01- 1 A.M.
12	5.6	02- 2 A.M.
6	2.8	03- 3 A.M.
14	6.5	04- 4 A.M.
3	1.4	05- 5 A.M.
6	2.8	06- 6 A.M.
7	3.3	07- 7 A.M.
5	2.3	08- 8 A.M.
3	1.4	09- 9 A.M.
11	5.1	10- 10 A.M.
20	9.3	11- 11 A.M.
10	4.7	12- 12 NOON
4	1.9	13- 1 P.M.
10	4.7	14- 2 P.M.
13	6.1	15- 3 P.M.
14	6.5	16- 4 P.M.
18	8.4	17- 5 P.M.
9	4.2	18- 6 P.M.
5	2.3	19- 7 P.M.
4	1.9	20- 8 P.M.
5	2.3	21- 9 P.M.
6	2.8	22- 10 P.M.
6	2.8	23- 11 P.M.
0	0.0	25- UNKNOWN

<--- ACCESS CONTROL ---> NUMBER	PCT	CODE
0	0.0	C-CONVENTIONAL
0	0.0	E-EXPRESSWAY
214	100.0	F-FREEWAY
0	0.0	S-1-WAY CITY ST
0	0.0	--INVALID DATA
0	0.0	+-NO DATA

<--- SIDE OF HIGHWAY ---> NUMBER	PCT	CODE
0	0.0	N-NORTHBOUND
214	100.0	S-SOUTHBOUND
0	0.0	E-EASTBOUND
0	0.0	W-WESTBOUND

<----- YEAR -----> NUMBER	PCT	CODE
0	0.0	2005
0	0.0	2006
0	0.0	2007
0	0.0	2008
0	0.0	2009
0	0.0	2010
0	0.0	2011
38	17.8	2012
64	29.9	2013
88	41.1	2014
24	11.2	2015
0	0.0	2016

<----- MONTH -----> NUMBER	PCT	CODE
23	10.7	01-JANUARY
11	5.1	02-FEBRUARY
24	11.2	03-MARCH
14	6.5	04-APRIL
14	6.5	05-MAY
14	6.5	06-JUNE
23	10.7	07-JULY
18	8.4	08-AUGUST
17	7.9	09-SEPTEMBER
21	9.8	10-OCTOBER
20	9.3	11-NOVEMBER
15	7.0	12-DECEMBER

<---- DAY OF WEEK ----> NUMBER	PCT	CODE
30	14.0	1-SUNDAY
25	11.7	2-MONDAY
31	14.5	3-TUESDAY
24	11.2	4-WEDNESDAY
33	15.4	5-THURSDAY
44	20.6	6-FRIDAY
27	12.6	7-SATURDAY

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - ACCIDENT SUMMARY
' SOUTHBOUND MAINLINE COLLISIONS ON 4-ALA-880-30.37/R32.79 '

<-- PRIMARY COLLISION FACTOR -->

NUMBER	PCT	CODE
15	7.0	1-INFLUENCE ALCOHOL
2	0.9	2-FOLLOW TOO CLOSE
0	0.0	3-FAILURE TO YIELD
41	19.2	4-IMPROPER TURN
78	36.4	5-SPEEDING
70	32.7	6-OTHER VIOLATIONS
2	0.9	B-IMPROPER DRIVING
2	0.9	C-OTHER THAN DRIVER
3	1.4	D-UNKNOWN
0	0.0	E-FELL SLEEP
1	0.5	<-NOT STATED
0	0.0	-INVALID CODES

<--- TYPE OF COLLISION --->

NUMBER	PCT	CODE
0	0.0	A-HEAD-ON
82	38.3	B-SIDESWIPE
84	39.3	C-REAR END
3	1.4	D-BROADSIDE
41	19.2	E-HIT OBJECT
2	0.9	F-OVERTURN
0	0.0	G-AUTO-PEDESTRIAN
2	0.9	H-OTHER
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<--- ROADWAY CONDITION --->

NUMBER	PCT	CODE
2	0.9	A-HOLES, RUTS
0	0.0	B-LOOSE MATERIAL
2	0.9	C-OBSTRUCTION ON ROAD
16	7.5	D-CONSTRUCT-REPAIR-ZONE
1	0.5	E-REDUCED ROAD WIDTH
2	0.9	F-FLOODED
0	0.0	G-OTHER
190	88.8	H-NO UNUSUAL CONDITION
1	0.5	<-NOT STATED
0	0.0	-INVALID CODES

<--------- WEATHER --------->

NUMBER	PCT	CODE
175	81.8	A-CLEAR
17	7.9	B-CLOUDY
19	8.9	C-RAINING
0	0.0	D-SNOWING
0	0.0	E-FOG
0	0.0	F-OTHER
0	0.0	G-WIND
3	1.4	<-NOT STATED
0	0.0	-INVALID CODES

<---------- LIGHTING ---------->

NUMBER	PCT	CODE
115	53.7	A-DAY LIGHT
4	1.9	B-DUSK/DAWN
51	23.8	C-DARK-STREET LIGHT
41	19.2	D-DARK-NO STREET LIGHT
3	1.4	E-DARK-INOPR STREET LIGHT
0	0.0	F-DARK-NOT STATED
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<----- ROAD SURFACE ----->

NUMBER	PCT	CODE
193	90.2	A-DRY
21	9.8	B-WET
0	0.0	C-SNOWY, ICY
0	0.0	D-SLIPPERY
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<------ RIGHT OF WAY CONTROL ------>

NUMBER	PCT	CODE
2	0.9	A-CONTROL FUNCTIONING
0	0.0	B-CONTROL NOT FUNCTIONING
0	0.0	C-CONTROLS OBSCURED
211	98.6	D-NO CONTROLS PRESENT
1	0.5	<-NOT STATED
0	0.0	-INVALID CODES

<-------- HIGHWAY GROUP -------->

NUMBER	PCT	CODE
0	0.0	R-IND. ALIGN RIGHT
0	0.0	L-IND. ALIGN LEFT
214	100.0	D-DIVIDED
0	0.0	U-UNDIVIDED

<- INTERSECTION/RAMP ACCIDENT LOCATION ->

NUMBER	PCT	CODE
0	0.0	1-RAMP INTERSECTION (EXIT)
0	0.0	2-RAMP
0	0.0	3-RAMP ENTRY
0	0.0	4-RAMP AREA, INTERSECTION STREET
0	0.0	5-IN INTERSECTION
0	0.0	6-OUTSIDE INTRSCT-NONSTATE RTE
214	100.0	--DOES NOT APPLY

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - PARTY SUMMARY
' SOUTHBOUND MAINLINE COLLISIONS ON 4-ALA-880-30.37/R32.79 '

<---------- PARTY TYPE ---------->

NUMBER	PCT	CODE
180	84.1	A-PASNGR CAR/STA WAGON
0	0.0	B-PASNGR CAR W/TRAILER
8	3.7	C-MOTORCYCLE
31	14.5	D-PICKUP/PANEL TRUCK
1	0.5	E-PICKUP/PANEL W/TRAILER
15	7.0	F-TRUCK/TRUCK TRACTOR
48	22.4	G-TRUCK/TRACTOR & 1 TRAILER
3	1.4	2-TRUCK/TRACTOR & 2 TRAILER
0	0.0	3-TRUCK/TRACTOR & 3 TRAILER
0	0.0	4-SINGLE UNIT TANKER
0	0.0	5-TRUCK/TRA & 1 TANK TRALR
1	0.5	6-TRUCK/TRA & 2 TANK TRALR
0	0.0	H-SCHOOL BUS
4	1.9	I-OTHER BUS
1	0.5	J-EMERGENCY VEHICLE
1	0.5	K-HIGHWAY CONST EQUP.**
0	0.0	L-BICYCLE
21	9.8	M-OTHER-MOTOR VEH
2	0.9	N-OTHER-NON-MOTOR VEH
1	0.5	O-SPILLED LOADS
0	0.0	P-DISENGAGED TOW
0	0.0	Q-UNINVOLVED VEHICLE
0	0.0	R-MOPED
0	0.0	T-TRAIN
0	0.0	U-PEDESTRIAN
1	0.5	V-DISMOUNT PEDESTRIAN
0	0.0	W-ANIMAL - LIVESTOCK
0	0.0	X-ANIMAL - DEER
0	0.0	Z-ANIMAL - OTHER

<- MOVEMENT PRECEDING COLLISION ->

NUMBER	PCT	CODE
55	25.7	A-STOPPED
175	81.8	B-PROCEDED STRAIGHT
0	0.0	C-RAN OFF ROAD
0	0.0	D-MAKING RIGHT TURN
0	0.0	E-MAKING LEFT TURN
0	0.0	F-MAKING U TURN
1	0.5	G-BACKING
31	14.5	H-SLOWING, STOPPING
2	0.9	I-PASS OTHER VEHICLE
59	27.6	J-CHANGING LANES
0	0.0	K-PARKING
1	0.5	L-ENTER FROM SHLDR
0	0.0	M-OTHER UNSAFE TURN
0	0.0	N-CROSS INTO OPP LN
1	0.5	O-PARKED
9	4.2	P-MERGING
1	0.5	Q-TRAVEL WRONG WAY
43	20.1	R-OTHER
0	0.0	<-NOT STATED

PEDESTRIAN

NUMBER	PCT	CODE
0	0.0	2- XING XWALK - INTRST
0	0.0	3- XING XWALK - NOT INTR
0	0.0	4- XING NOT XWALK
0	0.0	5- ROADWAY - INCL SHLDR
0	0.0	6- NOT IN ROADWAY
0	0.0	7- APRH-LEAVE SCHL BUS
0	0.0	- INVALID CODES

<---- OTHER ASSOCIATED FACTORS ---->

#1 NUMBER	#1 PCT	#2 NUMBER	#2 PCT	CODE
0	0.0	0	0.0	1-INFLUENCE ALCOHOL
1	0.5	0	0.0	2-FOLLOW TOO CLOSE
0	0.0	0	0.0	3-FAILURE TO YIELD
8	3.7	0	0.0	4-IMPROPER TURN
13	6.1	0	0.0	5-SPEEDING
3	1.4	0	0.0	6-OTHER VIOLATIONS
0	0.0	0	0.0	A-CELL PHONE* (INATTN)
0	0.0	0	0.0	B-ELECTRC EQUIP*(INATTN)
0	0.0	0	0.0	C-RADIO/CD/HDPHN*(INATTN)
0	0.0	0	0.0	D-SMOKING* (INATTN)
0	0.0	0	0.0	E-VISION OBSCUREMENT
4	1.9	0	0.0	F-INATTENTION - OTHER
1	0.5	0	0.0	G-STOP & GO TRAFFIC
1	0.5	1	0.5	H-ENTER/LEAVE RAMP
5	2.3	0	0.0	I-PREVIOUS COLLISION
0	0.0	0	0.0	J-UNFAMILIAR WITH ROAD
0	0.0	0	0.0	K-DEFECT VEHICLE EQUIP
5	2.3	0	0.0	L-UNINVOLVED VEHICLE
1	0.5	0	0.0	M-OTHER
201	93.9	1	0.5	N-NONE APPARENT
0	0.0	0	0.0	P-WIND
0	0.0	0	0.0	R-RAMP ACCIDENT
0	0.0	0	0.0	S-RUNAWAY VEHICLE
0	0.0	0	0.0	T-EATING* (INATTN)
0	0.0	0	0.0	U-CHILDREN* (INATTN)
0	0.0	0	0.0	V-ANIMALS* (INATTN)
0	0.0	0	0.0	W-PERSNL HYGIENE*(INATTN)
0	0.0	0	0.0	X-READING* (INATTN)
5	2.3	214	100.0	<-NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY

* INATTENTION CODES EFF. 01-01-01

<---- DIRECTION OF TRAVEL ---->

NUMBER	PCT	CODE
5	2.3	N-N, NE, NW BOUND
207	96.7	S-S, SE, SW BOUND
1	0.5	E-EASTBOUND
3	1.4	W-WESTBOUND
6	2.8	<-NOT STATED
0	0.0	--DOES NOT APPLY
0	0.0	-INVALID CODES

** INCLUDES EQUIPMENT ENGAGED IN CONST/MAINT ACTIVITIES AS OF 00-02-22

<---- SPECIAL INFORMATION ---->

NUMBER	PCT	CODE
0	0.0	A-HAZARDOUS MATERIALS
0	0.0	B-CELL PHONE IN USE*
214	100.0	C-CELL PHONE NOT IN USE*
0	0.0	D-CELL PHONE NONE/UNKNOWN*
5	2.3	<-NOT STATED
0	0.0	--DOES NOT APPLY
0	0.0	-INVALID CODES

* SPECIAL INFORMATION CODES EFF. 04-01-01

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - PARTY SUMMARY
' SOUTHBOUND MAINLINE COLLISIONS ON 4-ALA-880-30.37/R32.79 '

<---------- OBJECT STRUCK ---------->

PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT	CODE
0	0.0	1	0.5	01-SIDE OF BRIDGE RAILING
0	0.0	0	0.0	02-END OF BRIDGE RAILING
0	0.0	0	0.0	03-PIER, COLUMN, ABUTMENT
0	0.0	0	0.0	04-BOTTOM OF STRUCTURE
0	0.0	0	0.0	05-BRIDGE END POST IN GORE
0	0.0	0	0.0	06-END OF GUARD RAIL
0	0.0	0	0.0	07-BRIDGE APPROACH GUARD RAIL
0	0.0	0	0.0	10-LIGHT OR SIGNAL POLE
0	0.0	0	0.0	11-UTILITY POLE
0	0.0	0	0.0	12-POLE (TYPE NOT STATED)
1	0.5	0	0.0	13-TRAFFIC SIGN/SIGN POST
0	0.0	0	0.0	14-OTHER SIGNS NOT TRAFFIC
13	6.1	8	3.7	15-GUARDRAIL
15	7.0	17	7.9	16-MEDIAN BARRIER
4	3.7	8	3.7	17-WALL (EXCEPT SOUND WALL)
1	0.5	0	0.0	18-DIKE OR CURB
0	0.0	0	0.0	19-TRAFFIC ISLAND
0	0.0	0	0.0	20-RAISED BARS
0	0.0	0	0.0	21-CONCRETE OBJ (HDWL, D.I.)
0	0.0	0	0.0	22-GUIDEPOST, CULVERT, PM
0	0.0	0	0.0	23-CUT SLOPE OR EMBANKMENT
0	0.0	0	0.0	24-OVER EMBANKMENT
0	0.0	0	0.0	25-IN WATER
0	0.0	0	0.0	26-DRAINAGE DITCH
0	0.0	0	0.0	27-FENCE
0	0.0	0	0.0	28-TREES
0	0.0	0	0.0	29-PLANTS
0	0.0	0	0.0	30-SOUND WALL
0	0.0	0	0.0	40-NATURAL MATRL ON ROAD
0	0.0	0	0.0	41-TEMP BARRICADES, CONES
3	1.4	0	0.0	42-OTHER OBJECT ON ROAD
0	0.0	1	0.5	43-OTHER OBJECT OFF ROAD
2	0.9	13	6.1	44-OVERTURNED
0	0.0	0	0.0	45-CRASH CUSHION (SAND)
0	0.0	1	0.5	46-CRASH CUSHION (OTHER)
0	0.0	0	0.0	51-CALL BOX
1	0.5	0	0.0	98-UNKNOWN OBJECT STRUCK
3	1.4	0	0.0	99- NO OBJECT INVOLVED
171	79.9	44	20.6	V1 THRU V9 VEHICLE 1 TO 9
0	0.0	0	0.0	<< NOT STATED
43	20.1	214	100.0	-- DOES NOT APPLY
0	0.0	0	0.0	- INVALID CODES

<------ LOCATION OF COLLISION ------>

PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT	CODE
0	0.0	0	0.0	A-BEYOND MEDIAN OR STRIPE-LEFT
18	8.4	19	8.9	B-BEYOND SHLDER DRIVERS LEFT
2	0.9	1	0.5	C-LEFT SHOULDER AREA
47	22.0	21	9.8	D-LEFT LANE
106	49.5	24	11.2	E-INTERIOR LANES
74	34.6	9	4.2	F-RIGHT LANE
4	1.9	3	1.4	G-RIGHT SHOULDER AREA
16	7.5	17	7.9	H-BEYOND SHLDER DRIVERS RIGHT
1	0.5	0	0.0	I-GORE AREA
0	0.0	0	0.0	J-OTHER
0	0.0	0	0.0	V-HOV LANE(S)
0	0.0	0	0.0	W-HOV LANE BUFFER AREA
0	0.0	0	0.0	<-NOT STATED
43	20.1	214	100.0	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

<------ DRUG/PHYSICAL ------>

PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT	CODE
201	93.9	0	0.0	A-HAD NOT BEEN DRINKING
16	7.5	0	0.0	B-HBD - UNDER INFLUENCE
3	1.4	0	0.0	C-HBD - NOT UNDER INFLUENCE
1	0.5	0	0.0	D-HBD - IMPAIRMENT UNKNOWN
0	0.0	0	0.0	E-UNDER DRUG INFLUENCE
0	0.0	0	0.0	F-OTHER PHYSICAL IMPAIRMENT
46	21.5	0	0.0	G-IMPAIRMENT NOT KNOWN
4	1.9	0	0.0	H-NOT APPLICABLE
0	0.0	0	0.0	I-FATIGUE
4	1.9	214	100.0	< NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

California Department of Transportation

OTM22130

Table B - Selective Accident Rate Calculation

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.

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I-880 Ramps

OTM22130

Table B - Selective Accident Rate Calculation

Report Parameters-

Event ID: 3894006

Request Name: for Project 04 0000 0326 0

Ref Date: 02/22/2017

Request-& Line	LOC	DIR	LSC	Route/Location	Begin Date	End Date	Rate Type	Out Seq	Override Rates			Override ADT		Req. Type	Com-bine?	Excl Ramp?
									Rate	Inj%	Fat%	Main	Cross			
1 3	R	T	I	04 ALA 880 030.370 - 04 ALA 880 R032.791	01-JUL-12	30-JUN-15	N	L						N	N	N

Event Log:

Job id is : 714696 Accidents Table B Request for Project 04 0000 0326 0 Submitted by T4KCAPUL
04 ALA 880 30.37 - 04 ALA 880 R 32.791 07/01/2012 TO 06/30/2015

California Department of Transportation
Table B - Selective Accident Rate Calculation

Location Description	Rate Group (RUS)	No. of Accidents / Significance Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Accident Rates Actual Fat	F+I	Tot	Average Fat	F+I	Tot
04 ALA 880 030.941 880/NB OFF TO OAK STREET 0001-0003 2012-07-01 2015-06-30 *36 mo.*	R 10 U	1	0	0	0	1	0	0	0 0	10.2 .0	11.17 +	0.000	.00	.09	0.003	.35	1.01
04 ALA 880 030.961 880/SB ON FR OAK STREET 0001-0003 2012-07-01 2015-06-30 *36 mo.*	R 12 U	3	0	0	0	3	0	1	0 0	13.0 .0	14.24 +	0.000	.00	.21	0.002	.22	.63
04 ALA 880 031.171 880/NB OFF TO BROADWAY 0001-0003 2012-07-01 2015-06-30 *36 mo.*	R 62 U	5	0	2	2	2	0	3	0 2	13.2 .0	14.45 +	0.000	.14	.35	0.005	.13	.38
04 ALA 880 031.308 880/SB ON FR BROADWAY 0001-0003 2012-07-01 2015-06-30 *36 mo.*	R 60 U	3	0	0	0	2	0	1	0 0	7.1 .0	7.78 +	0.000	.00	.39	0.001	.05	.15
04 ALA 880 031.393 880/SEG SB OFF TO JACKSON 0001-0003 2012-07-01 2015-06-30 *36 mo.*	R 48 U	4	0	0	0	2	0	4	0 0	9.7 .0	10.62 +	0.000	.00	.38	0.003	.21	.62
04 ALA 880 031.394 880/SEG SB ON FR BROADWAY 0001-0003 2012-07-01 2015-06-30 *36 mo.*	R 50 U	2	0	0	0	1	0	0	0 0	8.3 .0	9.09 +	0.000	.00	.22	0.004	.25	.75
04 ALA 880 031.421 880/NB ON FR JACKSON ST 0001-0003 2012-07-01 2015-06-30 *36 mo.*	R 50 U	5	0	0	0	5	1	1	0 0	22.2 .0	24.31 +	0.000	.00	.21	0.004	.25	.75
04 ALA 880 031.431 880/SEG NB OFF TO BROADWAY 0001-0003 2012-07-01 2015-06-30 *36 mo.*	R 10 U	5	0	1	1	4	0	2	0 1	14.9 .0	16.32 +	0.000	.06	.31	0.003	.35	1.01
04 ALA 880 R032.004 880/NB OFF TO MARKET ST 0001-0003 2012-07-01 2015-06-30 *36 mo.*	R 10 U	1	0	0	0	1	0	0	0 0	6.7 .0	90.01 +	0.000	.00	.14	0.003	.35	1.01
04 ALA 880 R032.042 880/SB ON FR ADELINE ST 0001-0003 2012-07-01 2015-06-30 *36 mo.*	R 60 U	0	0	0	0	0	0	0	0 0	4.1 .0	4.44 +	0.000	.00	.00	0.001	.05	.15
04 ALA 880 R032.283 880/SEG SB ON FR ADELINE ST 0001-0003 2012-07-01 2015-06-30 *36 mo.*	R 04 U	0	0	0	0	0	0	0	0 0	12.5 .0	13.69 +	0.000	.00	.00	0.001	.06	.24

Accident Rates expressed as: **# of accidents / Million vehicle miles**

+ denotes that **Million Vehicles** (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)

California Department of Transportation

OTM22130

Table B - Selective Accident Rate Calculation

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

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I-980 Main Line

OTM22130

Table B - Selective Accident Rate Calculation

Report Parameters-

Event ID: 3894007

Request Name: for Project 04 0000 0326 0

Ref Date: 02/22/2017

Request- & Line	LOC	DIR	LSC	Route/Location	Begin Date	End Date	Rate Type	Out Seq	Override Rates Rate	Override Rates Inj%	Override Rates Fat%	Override ADT Main	Override ADT Cross	Req. Type	Com- bine?	Excl Ramp?
2 1	H	E	I	04 ALA 980 000.009 - 04 ALA 980 000.701	01-JUL-12	30-JUN-15	N	L						N	N	Y
2 2	H	W	I	04 ALA 980 000.009 - 04 ALA 980 000.701	01-JUL-12	30-JUN-15	N	L						N	N	Y

Event Log:

Job id is : 714697 Accidents Table B Request for Project 04 0000 0326 0 Submitted by T4KCAPUL
04 ALA 980 .009 - 04 ALA 980 .701 07/01/2012 TO 06/30/2015
04 ALA 980 .009 - 04 ALA 980 .701 07/01/2012 TO 06/30/2015

California Department of Transportation
Table B - Selective Accident Rate Calculation

Location Description	Rate Group (RUS)	No. of Accidents / Significance Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Accident Rates Actual Fat	F+I	Tot	Average Fat	F+I	Tot
04 ALA 980 000.009 - 04 ALA 980 000.700 0002-0001 2012-07-01 2015-06-30 *36 mo.*	**.692 MI** H EAST U	13	1	7	8	7	3	5	1 10	36.5	27.66	0.036	.29	.47	0.003	.21	.66
04 ALA 980 000.009 - 04 ALA 980 000.700 0002-0002 2012-07-01 2015-06-30 *36 mo.*	**.692 MI** H WEST U	11	0	5	5	7	0	1	0 5	36.5	27.66	0.000	.18	.40	0.003	.21	.66

Accident Rates expressed as: **# of accidents / Million vehicle miles**

+ denotes that **Million Vehicles** (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)

California Department of Transportation

OTM22215

TSAR - ACCIDENT SUMMARY

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

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California Department of Transportation

OTM22215

TSAR - ACCIDENT SUMMARY

REPORT PARAMETERS:

REPORT DATE	:	02/22/2017
REFERENCE DATE	:	02/22/2017
SUBMITTOR	:	T4KCAPUL
REPORT TITLE	:	' EASTBOUND MAINLINE COLLISIONS ON 4-ALA-980-0.009/0.7 '
EVENT ID	:	3894048

LOCATION CRITERIA:

FROM: 04-ALA-980 000.009 TO: 04-ALA-980 000.701

SELECTION CRITERIA:

1 1 AND 508 - FILE TYPE = H
1 2 AND 514 - SIDE OF HIGHWAY = E

Accidents Date Range:

From -- 07/01/2012 To -- 06/30/2015

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - ACCIDENT SUMMARY
' EASTBOUND MAINLINE COLLISIONS ON 4-ALA-980-0.009/0.7 '

TOTAL ACCIDENTS	FATAL	INJURY	PDO	PERSONS KILLED	PERSONS INJURED
13	1	7	5	1	10

MOTOR VEHICLES INVOLVED NUMBER	PCT	CODE
6	46.2	1
5	38.5	2
2	15.4	3
0	0.0	>3

<---LINES CODED---> NUMBER	PCT	CODE
6	46.2	1
5	38.5	2
2	15.4	3
0	0.0	4
0	0.0	5
0	0.0	6
0	0.0	7
0	0.0	8
0	0.0	9

<---- HOUR OF DAY ----> NUMBER	PCT	CODE
1	7.7	00- 12 MID.
0	0.0	01- 1 A.M.
1	7.7	02- 2 A.M.
1	7.7	03- 3 A.M.
1	7.7	04- 4 A.M.
1	7.7	05- 5 A.M.
0	0.0	06- 6 A.M.
1	7.7	07- 7 A.M.
0	0.0	08- 8 A.M.
1	7.7	09- 9 A.M.
0	0.0	10- 10 A.M.
0	0.0	11- 11 A.M.
0	0.0	12- 12 NOON
0	0.0	13- 1 P.M.
1	7.7	14- 2 P.M.
0	0.0	15- 3 P.M.
1	7.7	16- 4 P.M.
1	7.7	17- 5 P.M.
2	15.4	18- 6 P.M.
0	0.0	19- 7 P.M.
0	0.0	20- 8 P.M.
1	7.7	21- 9 P.M.
0	0.0	22- 10 P.M.
0	0.0	23- 11 P.M.
0	0.0	25- UNKNOWN

<--- ACCESS CONTROL ---> NUMBER	PCT	CODE
0	0.0	C-CONVENTIONAL
0	0.0	E-EXPRESSWAY
13	100.0	F-FREEWAY
0	0.0	S-1-WAY CITY ST
0	0.0	--INVALID DATA
0	0.0	+-NO DATA

<--- SIDE OF HIGHWAY ---> NUMBER	PCT	CODE
0	0.0	N-NORTHBOUND
0	0.0	S-SOUTHBOUND
13	100.0	E-EASTBOUND
0	0.0	W-WESTBOUND

<----- YEAR -----> NUMBER	PCT	CODE
0	0.0	2005
0	0.0	2006
0	0.0	2007
0	0.0	2008
0	0.0	2009
0	0.0	2010
0	0.0	2011
1	7.7	2012
2	15.4	2013
4	30.8	2014
6	46.2	2015
0	0.0	2016

<----- MONTH -----> NUMBER	PCT	CODE
2	15.4	01-JANUARY
0	0.0	02-FEBRUARY
5	38.5	03-MARCH
2	15.4	04-APRIL
0	0.0	05-MAY
0	0.0	06-JUNE
2	15.4	07-JULY
0	0.0	08-AUGUST
0	0.0	09-SEPTEMBER
1	7.7	10-OCTOBER
0	0.0	11-NOVEMBER
1	7.7	12-DECEMBER

<---- DAY OF WEEK ----> NUMBER	PCT	CODE
2	15.4	1-SUNDAY
2	15.4	2-MONDAY
3	23.1	3-TUESDAY
2	15.4	4-WEDNESDAY
1	7.7	5-THURSDAY
1	7.7	6-FRIDAY
2	15.4	7-SATURDAY

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - ACCIDENT SUMMARY
' EASTBOUND MAINLINE COLLISIONS ON 4-ALA-980-0.009/0.7 '

<-- PRIMARY COLLISION FACTOR -->

NUMBER	PCT	CODE
3	23.1	1-INFLUENCE ALCOHOL
0	0.0	2-FOLLOW TOO CLOSE
0	0.0	3-FAILURE TO YIELD
4	30.8	4-IMPROPER TURN
3	23.1	5-SPEEDING
3	23.1	6-OTHER VIOLATIONS
0	0.0	B-IMPROPER DRIVING
0	0.0	C-OTHER THAN DRIVER
0	0.0	D-UNKNOWN
0	0.0	E-FELL SLEEP
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<--- TYPE OF COLLISION --->

NUMBER	PCT	CODE
0	0.0	A-HEAD-ON
4	30.8	B-SIDESWIPE
3	23.1	C-REAR END
0	0.0	D-BROADSIDE
6	46.2	E-HIT OBJECT
0	0.0	F-OVERTURN
0	0.0	G-AUTO-PEDESTRIAN
0	0.0	H-OTHER
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<--- ROADWAY CONDITION --->

NUMBER	PCT	CODE
0	0.0	A-HOLES, RUTS
0	0.0	B-LOOSE MATERIAL
0	0.0	C-OBSTRUCTION ON ROAD
0	0.0	D-CONSTRUCT-REPAIR-ZONE
0	0.0	E-REDUCED ROAD WIDTH
1	7.7	F-FLOODED
0	0.0	G-OTHER
12	92.3	H-NO UNUSUAL CONDITION
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<--------- WEATHER --------->

NUMBER	PCT	CODE
7	53.8	A-CLEAR
5	38.5	B-CLOUDY
1	7.7	C-RAINING
0	0.0	D-SNOWING
0	0.0	E-FOG
0	0.0	F-OTHER
0	0.0	G-WIND
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<---------- LIGHTING ---------->

NUMBER	PCT	CODE
8	61.5	A-DAY LIGHT
0	0.0	B-DUSK/DAWN
3	23.1	C-DARK-STREET LIGHT
2	15.4	D-DARK-NO STREET LIGHT
0	0.0	E-DARK-INOPR STREET LIGHT
0	0.0	F-DARK-NOT STATED
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<----- ROAD SURFACE ----->

NUMBER	PCT	CODE
10	76.9	A-DRY
3	23.1	B-WET
0	0.0	C-SNOWY, ICY
0	0.0	D-SLIPPERY
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<------ RIGHT OF WAY CONTROL ------>

NUMBER	PCT	CODE
1	7.7	A-CONTROL FUNCTIONING
0	0.0	B-CONTROL NOT FUNCTIONING
0	0.0	C-CONTROLS OBSCURED
12	92.3	D-NO CONTROLS PRESENT
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<-------- HIGHWAY GROUP -------->

NUMBER	PCT	CODE
0	0.0	R-IND. ALIGN RIGHT
0	0.0	L-IND. ALIGN LEFT
13	100.0	D-DIVIDED
0	0.0	U-UNDIVIDED

<- INTERSECTION/RAMP ACCIDENT LOCATION ->

NUMBER	PCT	CODE
0	0.0	1-RAMP INTERSECTION (EXIT)
0	0.0	2-RAMP
0	0.0	3-RAMP ENTRY
0	0.0	4-RAMP AREA, INTERSECTION STREET
0	0.0	5-IN INTERSECTION
0	0.0	6-OUTSIDE INTRSCT-NONSTATE RTE
13	100.0	--DOES NOT APPLY

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - PARTY SUMMARY
' EASTBOUND MAINLINE COLLISIONS ON 4-ALA-980-0.009/0.7 '

<---------- PARTY TYPE ---------->

NUMBER	PCT	CODE
10	76.9	A-PASNGR CAR/STA WAGON
0	0.0	B-PASNGR CAR W/TRAILER
2	15.4	C-MOTORCYCLE
3	23.1	D-PICKUP/PANEL TRUCK
0	0.0	E-PICKUP/PANEL W/TRAILER
0	0.0	F-TRUCK/TRUCK TRACTOR
0	0.0	G-TRUCK/TRACTOR & 1 TRAILER
0	0.0	2-TRUCK/TRACTOR & 2 TRAILER
0	0.0	3-TRUCK/TRACTOR & 3 TRAILER
0	0.0	4-SINGLE UNIT TANKER
0	0.0	5-TRUCK/TRA & 1 TANK TRALR
0	0.0	6-TRUCK/TRA & 2 TANK TRALR
0	0.0	H-SCHOOL BUS
0	0.0	I-OTHER BUS
0	0.0	J-EMERGENCY VEHICLE
0	0.0	K-HIGHWAY CONST EQUP.**
0	0.0	L-BICYCLE
1	7.7	M-OTHER-MOTOR VEH
0	0.0	N-OTHER-NON-MOTOR VEH
0	0.0	O-SPILLED LOADS
0	0.0	P-DISENGAGED TOW
0	0.0	Q-UNINVOLVED VEHICLE
0	0.0	R-MOPED
0	0.0	T-TRAIN
0	0.0	U-PEDESTRIAN
0	0.0	V-DISMOUNT PEDESTRIAN
0	0.0	W-ANIMAL - LIVESTOCK
0	0.0	X-ANIMAL - DEER
0	0.0	Z-ANIMAL - OTHER

<- MOVEMENT PRECEDING COLLISION ->

NUMBER	PCT	CODE
3	23.1	A-STOPPED
8	61.5	B-PROCEDED STRAIGHT
0	0.0	C-RAN OFF ROAD
0	0.0	D-MAKING RIGHT TURN
0	0.0	E-MAKING LEFT TURN
0	0.0	F-MAKING U TURN
0	0.0	G-BACKING
0	0.0	H-SLOWING, STOPPING
0	0.0	I-PASS OTHER VEHICLE
3	23.1	J-CHANGING LANES
0	0.0	K-PARKING
0	0.0	L-ENTER FROM SHLDR
0	0.0	M-OTHER UNSAFE TURN
0	0.0	N-CROSS INTO OPP LN
0	0.0	O-PARKED
0	0.0	P-MERGING
0	0.0	Q-TRAVEL WRONG WAY
6	46.2	R-OTHER
0	0.0	<-NOT STATED

PEDESTRIAN

NUMBER	PCT	CODE
0	0.0	2- XING XWALK - INTRST
0	0.0	3- XING XWALK - NOT INTR
0	0.0	4- XING NOT XWALK
0	0.0	5- ROADWAY - INCL SHLDR
0	0.0	6- NOT IN ROADWAY
0	0.0	7- APRH-LEAVE SCHL BUS
0	0.0	- INVALID CODES

<---- OTHER ASSOCIATED FACTORS ---->

#1 NUMBER	#1 PCT	#2 NUMBER	#2 PCT	CODE
0	0.0	0	0.0	1-INFLUENCE ALCOHOL
0	0.0	0	0.0	2-FOLLOW TOO CLOSE
0	0.0	0	0.0	3-FAILURE TO YIELD
2	15.4	0	0.0	4-IMPROPER TURN
2	15.4	0	0.0	5-SPEEDING
0	0.0	0	0.0	6-OTHER VIOLATIONS
0	0.0	0	0.0	A-CELL PHONE* (INATTN)
0	0.0	0	0.0	B-ELECTRC EQUIP*(INATTN)
0	0.0	0	0.0	C-RADIO/CD/HDPHN*(INATTN)
0	0.0	0	0.0	D-SMOKING* (INATTN)
0	0.0	0	0.0	E-VISION OBSCUREMENT
0	0.0	0	0.0	F-INATTENTION - OTHER
0	0.0	0	0.0	G-STOP & GO TRAFFIC
0	0.0	0	0.0	H-ENTER/LEAVE RAMP
0	0.0	0	0.0	I-PREVIOUS COLLISION
0	0.0	0	0.0	J-UNFAMILIAR WITH ROAD
0	0.0	0	0.0	K-DEFECT VEHICLE EQUIP
0	0.0	0	0.0	L-UNINVOLVED VEHICLE
0	0.0	0	0.0	M-OTHER
10	76.9	0	0.0	N-NONE APPARENT
0	0.0	0	0.0	P-WIND
0	0.0	0	0.0	R-RAMP ACCIDENT
0	0.0	0	0.0	S-RUNAWAY VEHICLE
0	0.0	0	0.0	T-EATING* (INATTN)
0	0.0	0	0.0	U-CHILDREN* (INATTN)
0	0.0	0	0.0	V-ANIMALS* (INATTN)
0	0.0	0	0.0	W-PERSNL HYGIENE*(INATTN)
0	0.0	0	0.0	X-READING* (INATTN)
0	0.0	13	100.0	<-NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY

* INATTENTION CODES EFF. 01-01-01

<---- DIRECTION OF TRAVEL ---->

NUMBER	PCT	CODE
3	23.1	N-N, NE, NW BOUND
0	0.0	S-S, SE, SW BOUND
9	69.2	E-EASTBOUND
1	7.7	W-WESTBOUND
0	0.0	<-NOT STATED
0	0.0	--DOES NOT APPLY
0	0.0	-INVALID CODES

** INCLUDES EQUIPMENT ENGAGED IN CONST/MAINT ACTIVITIES AS OF 00-02-22

<---- SPECIAL INFORMATION ---->

NUMBER	PCT	CODE
0	0.0	A-HAZARDOUS MATERIALS
0	0.0	B-CELL PHONE IN USE*
13	100.0	C-CELL PHONE NOT IN USE*
0	0.0	D-CELL PHONE NONE/UNKNOWN*
0	0.0	<-NOT STATED
0	0.0	--DOES NOT APPLY
0	0.0	-INVALID CODES

* SPECIAL INFORMATION CODES EFF. 04-01-01

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - PARTY SUMMARY
' EASTBOUND MAINLINE COLLISIONS ON 4-ALA-980-0.009/0.7 '

<---------- OBJECT STRUCK ---------->

PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT	CODE
1	7.7	1	7.7	01-SIDE OF BRIDGE RAILING
0	0.0	0	0.0	02-END OF BRIDGE RAILING
0	0.0	0	0.0	03-PIER, COLUMN, ABUTMENT
0	0.0	0	0.0	04-BOTTOM OF STRUCTURE
0	0.0	0	0.0	05-BRIDGE END POST IN GORE
0	0.0	0	0.0	06-END OF GUARD RAIL
0	0.0	0	0.0	07-BRIDGE APPROACH GUARD RAIL
0	0.0	0	0.0	10-LIGHT OR SIGNAL POLE
0	0.0	0	0.0	11-UTILITY POLE
0	0.0	0	0.0	12-POLE (TYPE NOT STATED)
0	0.0	0	0.0	13-TRAFFIC SIGN/SIGN POST
0	0.0	0	0.0	14-OTHER SIGNS NOT TRAFFIC
0	0.0	0	0.0	15-GUARDRAIL
3	23.1	2	15.4	16-MEDIAN BARRIER
1	7.7	1	7.7	17-WALL (EXCEPT SOUND WALL)
0	0.0	0	0.0	18-DIKE OR CURB
0	0.0	0	0.0	19-TRAFFIC ISLAND
0	0.0	0	0.0	20-RAISED BARS
0	0.0	0	0.0	21-CONCRETE OBJ (HDWL, D.I.)
0	0.0	0	0.0	22-GUIDEPOST, CULVERT, PM
0	0.0	0	0.0	23-CUT SLOPE OR EMBANKMENT
1	7.7	0	0.0	24-OVER EMBANKMENT
0	0.0	0	0.0	25-IN WATER
0	0.0	0	0.0	26-DRAINAGE DITCH
0	0.0	0	0.0	27-FENCE
0	0.0	0	0.0	28-TREES
0	0.0	0	0.0	29-PLANTS
0	0.0	0	0.0	30-SOUND WALL
0	0.0	0	0.0	40-NATURAL MATRL ON ROAD
0	0.0	0	0.0	41-TEMP BARRICADES, CONES
0	0.0	0	0.0	42-OTHER OBJECT ON ROAD
0	0.0	0	0.0	43-OTHER OBJECT OFF ROAD
0	0.0	2	15.4	44-OVERTURNED
0	0.0	0	0.0	45-CRASH CUSHION (SAND)
0	0.0	0	0.0	46-CRASH CUSHION (OTHER)
0	0.0	0	0.0	51-CALL BOX
0	0.0	0	0.0	98-UNKNOWN OBJECT STRUCK
0	0.0	0	0.0	99- NO OBJECT INVOLVED
7	53.8	2	15.4	V1 THRU V9 VEHICLE 1 TO 9
0	0.0	0	0.0	<< NOT STATED
2	15.4	13	100.0	-- DOES NOT APPLY
0	0.0	0	0.0	- INVALID CODES

<------ LOCATION OF COLLISION ------>

PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT	CODE
0	0.0	0	0.0	A-BEYOND MEDIAN OR STRIPE-LEFT
5	38.5	3	23.1	B-BEYOND SHLDER DRIVERS LEFT
0	0.0	1	7.7	C-LEFT SHOULDER AREA
4	30.8	1	7.7	D-LEFT LANE
1	7.7	0	0.0	E-INTERIOR LANES
5	38.5	2	15.4	F-RIGHT LANE
0	0.0	0	0.0	G-RIGHT SHOULDER AREA
1	7.7	1	7.7	H-BEYOND SHLDER DRIVERS RIGHT
0	0.0	0	0.0	I-GORE AREA
1	7.7	0	0.0	J-OTHER
0	0.0	0	0.0	V-HOV LANE(S)
0	0.0	0	0.0	W-HOV LANE BUFFER AREA
0	0.0	0	0.0	<-NOT STATED
2	15.4	13	100.0	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

<------ DRUG/PHYSICAL ------>

PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT	CODE
11	84.6	0	0.0	A-HAD NOT BEEN DRINKING
3	23.1	0	0.0	B-HBD - UNDER INFLUENCE
0	0.0	0	0.0	C-HBD - NOT UNDER INFLUENCE
0	0.0	0	0.0	D-HBD - IMPAIRMENT UNKNOWN
0	0.0	0	0.0	E-UNDER DRUG INFLUENCE
0	0.0	0	0.0	F-OTHER PHYSICAL IMPAIRMENT
2	15.4	0	0.0	G-IMPAIRMENT NOT KNOWN
0	0.0	0	0.0	H-NOT APPLICABLE
0	0.0	0	0.0	I-FATIGUE
0	0.0	13	100.0	< NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

California Department of Transportation

OTM22215

TSAR - ACCIDENT SUMMARY

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.

2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.

3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.

4. The contents of these reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

California Department of Transportation

OTM22215

TSAR - ACCIDENT SUMMARY

REPORT PARAMETERS:

REPORT DATE	:	02/22/2017
REFERENCE DATE	:	02/22/2017
SUBMITTOR	:	T4KCAPUL
REPORT TITLE	:	' WESTBOUND MAINLINE COLLISIONS ON 4-ALA-980-0.009/0.7 '
EVENT ID	:	3894050

LOCATION CRITERIA:

FROM: 04-ALA-980 000.009 TO: 04-ALA-980 000.701

SELECTION CRITERIA:

1 1 AND 508 - FILE TYPE = H
1 2 AND 514 - SIDE OF HIGHWAY = W

Accidents Date Range:

From -- 07/01/2012 To -- 06/30/2015

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - ACCIDENT SUMMARY
' WESTBOUND MAINLINE COLLISIONS ON 4-ALA-980-0.009/0.7 '

TOTAL ACCIDENTS	FATAL	INJURY	PDO	PERSONS KILLED	PERSONS INJURED
11	0	5	6	0	5

MOTOR VEHICLES INVOLVED NUMBER	PCT	CODE
4	36.4	1
5	45.5	2
2	18.2	3
0	0.0	>3

<---LINES CODED---> NUMBER	PCT	CODE
4	36.4	1
5	45.5	2
2	18.2	3
0	0.0	4
0	0.0	5
0	0.0	6
0	0.0	7
0	0.0	8
0	0.0	9

<---- HOUR OF DAY ----> NUMBER	PCT	CODE
0	0.0	00- 12 MID.
0	0.0	01- 1 A.M.
0	0.0	02- 2 A.M.
0	0.0	03- 3 A.M.
0	0.0	04- 4 A.M.
0	0.0	05- 5 A.M.
0	0.0	06- 6 A.M.
1	9.1	07- 7 A.M.
0	0.0	08- 8 A.M.
3	27.3	09- 9 A.M.
1	9.1	10- 10 A.M.
0	0.0	11- 11 A.M.
1	9.1	12- 12 NOON
0	0.0	13- 1 P.M.
0	0.0	14- 2 P.M.
1	9.1	15- 3 P.M.
3	27.3	16- 4 P.M.
0	0.0	17- 5 P.M.
0	0.0	18- 6 P.M.
0	0.0	19- 7 P.M.
0	0.0	20- 8 P.M.
0	0.0	21- 9 P.M.
0	0.0	22- 10 P.M.
1	9.1	23- 11 P.M.
0	0.0	25- UNKNOWN

<--- ACCESS CONTROL ---> NUMBER	PCT	CODE
0	0.0	C-CONVENTIONAL
0	0.0	E-EXPRESSWAY
11	100.0	F-FREEWAY
0	0.0	S-1-WAY CITY ST
0	0.0	--INVALID DATA
0	0.0	+-NO DATA

<--- SIDE OF HIGHWAY ---> NUMBER	PCT	CODE
0	0.0	N-NORTHBOUND
0	0.0	S-SOUTHBOUND
0	0.0	E-EASTBOUND
11	100.0	W-WESTBOUND

<----- YEAR -----> NUMBER	PCT	CODE
0	0.0	2005
0	0.0	2006
0	0.0	2007
0	0.0	2008
0	0.0	2009
0	0.0	2010
0	0.0	2011
1	9.1	2012
3	27.3	2013
5	45.5	2014
2	18.2	2015
0	0.0	2016

<----- MONTH -----> NUMBER	PCT	CODE
1	9.1	01-JANUARY
1	9.1	02-FEBRUARY
2	18.2	03-MARCH
0	0.0	04-APRIL
2	18.2	05-MAY
1	9.1	06-JUNE
0	0.0	07-JULY
2	18.2	08-AUGUST
0	0.0	09-SEPTEMBER
0	0.0	10-OCTOBER
1	9.1	11-NOVEMBER
1	9.1	12-DECEMBER

<---- DAY OF WEEK ----> NUMBER	PCT	CODE
0	0.0	1-SUNDAY
3	27.3	2-MONDAY
1	9.1	3-TUESDAY
2	18.2	4-WEDNESDAY
1	9.1	5-THURSDAY
2	18.2	6-FRIDAY
2	18.2	7-SATURDAY

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - ACCIDENT SUMMARY
' WESTBOUND MAINLINE COLLISIONS ON 4-ALA-980-0.009/0.7 '

<-- PRIMARY COLLISION FACTOR -->

NUMBER	PCT	CODE
3	27.3	1-INFLUENCE ALCOHOL
0	0.0	2-FOLLOW TOO CLOSE
0	0.0	3-FAILURE TO YIELD
1	9.1	4-IMPROPER TURN
4	36.4	5-SPEEDING
1	9.1	6-OTHER VIOLATIONS
0	0.0	B-IMPROPER DRIVING
2	18.2	C-OTHER THAN DRIVER
0	0.0	D-UNKNOWN
0	0.0	E-FELL SLEEP
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<--- TYPE OF COLLISION --->

NUMBER	PCT	CODE
0	0.0	A-HEAD-ON
2	18.2	B-SIDESWIPE
4	36.4	C-REAR END
0	0.0	D-BROADSIDE
5	45.5	E-HIT OBJECT
0	0.0	F-OVERTURN
0	0.0	G-AUTO-PEDESTRIAN
0	0.0	H-OTHER
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<--- ROADWAY CONDITION --->

NUMBER	PCT	CODE
0	0.0	A-HOLES, RUTS
0	0.0	B-LOOSE MATERIAL
1	9.1	C-OBSTRUCTION ON ROAD
0	0.0	D-CONSTRUCT-REPAIR-ZONE
0	0.0	E-REDUCED ROAD WIDTH
0	0.0	F-FLOODED
0	0.0	G-OTHER
10	90.9	H-NO UNUSUAL CONDITION
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<--------- WEATHER --------->

NUMBER	PCT	CODE
10	90.9	A-CLEAR
1	9.1	B-CLOUDY
0	0.0	C-RAINING
0	0.0	D-SNOWING
0	0.0	E-FOG
0	0.0	F-OTHER
0	0.0	G-WIND
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<---------- LIGHTING ---------->

NUMBER	PCT	CODE
10	90.9	A-DAY LIGHT
0	0.0	B-DUSK/DAWN
0	0.0	C-DARK-STREET LIGHT
1	9.1	D-DARK-NO STREET LIGHT
0	0.0	E-DARK-INOPR STREET LIGHT
0	0.0	F-DARK-NOT STATED
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<----- ROAD SURFACE ----->

NUMBER	PCT	CODE
11	100.0	A-DRY
0	0.0	B-WET
0	0.0	C-SNOWY, ICY
0	0.0	D-SLIPPERY
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<------ RIGHT OF WAY CONTROL ------>

NUMBER	PCT	CODE
0	0.0	A-CONTROL FUNCTIONING
0	0.0	B-CONTROL NOT FUNCTIONING
0	0.0	C-CONTROLS OBSCURED
11	100.0	D-NO CONTROLS PRESENT
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<-------- HIGHWAY GROUP -------->

NUMBER	PCT	CODE
0	0.0	R-IND. ALIGN RIGHT
0	0.0	L-IND. ALIGN LEFT
11	100.0	D-DIVIDED
0	0.0	U-UNDIVIDED

<- INTERSECTION/RAMP ACCIDENT LOCATION ->

NUMBER	PCT	CODE
0	0.0	1-RAMP INTERSECTION (EXIT)
0	0.0	2-RAMP
0	0.0	3-RAMP ENTRY
0	0.0	4-RAMP AREA, INTERSECTION STREET
0	0.0	5-IN INTERSECTION
0	0.0	6-OUTSIDE INTRSCT-NONSTATE RTE
11	100.0	--DOES NOT APPLY

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - PARTY SUMMARY
' WESTBOUND MAINLINE COLLISIONS ON 4-ALA-980-0.009/0.7 '

<---------- PARTY TYPE ---------->

NUMBER	PCT	CODE
10	90.9	A-PASNGR CAR/STA WAGON
0	0.0	B-PASNGR CAR W/TRAILER
1	9.1	C-MOTORCYCLE
1	9.1	D-PICKUP/PANEL TRUCK
0	0.0	E-PICKUP/PANEL W/TRAILER
1	9.1	F-TRUCK/TRUCK TRACTOR
0	0.0	G-TRUCK/TRACTOR & 1 TRAILER
0	0.0	2-TRUCK/TRACTOR & 2 TRAILER
0	0.0	3-TRUCK/TRACTOR & 3 TRAILER
0	0.0	4-SINGLE UNIT TANKER
0	0.0	5-TRUCK/TRA & 1 TANK TRALR
0	0.0	6-TRUCK/TRA & 2 TANK TRALR
0	0.0	H-SCHOOL BUS
1	9.1	I-OTHER BUS
0	0.0	J-EMERGENCY VEHICLE
0	0.0	K-HIGHWAY CONST EQUP.**
0	0.0	L-BICYCLE
0	0.0	M-OTHER-MOTOR VEH
0	0.0	N-OTHER-NON-MOTOR VEH
0	0.0	O-SPILLED LOADS
0	0.0	P-DISENGAGED TOW
0	0.0	Q-UNINVOLVED VEHICLE
0	0.0	R-MOPED
0	0.0	T-TRAIN
0	0.0	U-PEDESTRIAN
0	0.0	V-DISMOUNT PEDESTRIAN
0	0.0	W-ANIMAL - LIVESTOCK
0	0.0	X-ANIMAL - DEER
0	0.0	Z-ANIMAL - OTHER

<- MOVEMENT PRECEDING COLLISION ->

NUMBER	PCT	CODE
3	27.3	A-STOPPED
8	72.7	B-PROCEDED STRAIGHT
1	9.1	C-RAN OFF ROAD
0	0.0	D-MAKING RIGHT TURN
0	0.0	E-MAKING LEFT TURN
0	0.0	F-MAKING U TURN
0	0.0	G-BACKING
1	9.1	H-SLOWING, STOPPING
0	0.0	I-PASS OTHER VEHICLE
2	18.2	J-CHANGING LANES
0	0.0	K-PARKING
0	0.0	L-ENTER FROM SHLDR
0	0.0	M-OTHER UNSAFE TURN
0	0.0	N-CROSS INTO OPP LN
0	0.0	O-PARKED
0	0.0	P-MERGING
0	0.0	Q-TRAVEL WRONG WAY
2	18.2	R-OTHER
0	0.0	<-NOT STATED

PEDESTRIAN

NUMBER	PCT	CODE
0	0.0	2- XING XWALK - INTRST
0	0.0	3- XING XWALK - NOT INTR
0	0.0	4- XING NOT XWALK
0	0.0	5- ROADWAY - INCL SHLDR
0	0.0	6- NOT IN ROADWAY
0	0.0	7- APRH-LEAVE SCHL BUS
0	0.0	- INVALID CODES

<---- OTHER ASSOCIATED FACTORS ---->

#1 NUMBER	#1 PCT	#2 NUMBER	#2 PCT	CODE
0	0.0	0	0.0	1-INFLUENCE ALCOHOL
0	0.0	0	0.0	2-FOLLOW TOO CLOSE
0	0.0	0	0.0	3-FAILURE TO YIELD
2	18.2	0	0.0	4-IMPROPER TURN
0	0.0	0	0.0	5-SPEEDING
1	9.1	0	0.0	6-OTHER VIOLATIONS
0	0.0	0	0.0	A-CELL PHONE* (INATTN)
0	0.0	0	0.0	B-ELECTRC EQUIP*(INATTN)
0	0.0	0	0.0	C-RADIO/CD/HDPHN*(INATTN)
0	0.0	0	0.0	D-SMOKING* (INATTN)
0	0.0	0	0.0	E-VISION OBSCUREMENT
0	0.0	0	0.0	F-INATTENTION - OTHER
0	0.0	0	0.0	G-STOP & GO TRAFFIC
0	0.0	0	0.0	H-ENTER/LEAVE RAMP
2	18.2	0	0.0	I-PREVIOUS COLLISION
0	0.0	0	0.0	J-UNFAMILIAR WITH ROAD
0	0.0	0	0.0	K-DEFECT VEHICLE EQUIP
2	18.2	0	0.0	L-UNINVOLVED VEHICLE
0	0.0	0	0.0	M-OTHER
7	63.6	0	0.0	N-NONE APPARENT
0	0.0	0	0.0	P-WIND
0	0.0	0	0.0	R-RAMP ACCIDENT
0	0.0	0	0.0	S-RUNAWAY VEHICLE
0	0.0	0	0.0	T-EATING* (INATTN)
0	0.0	0	0.0	U-CHILDREN* (INATTN)
0	0.0	0	0.0	V-ANIMALS* (INATTN)
0	0.0	0	0.0	W-PERSNL HYGIENE*(INATTN)
0	0.0	0	0.0	X-READING* (INATTN)
0	0.0	11	100.0	<-NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY

* INATTENTION CODES EFF. 01-01-01

<---- DIRECTION OF TRAVEL ---->

NUMBER	PCT	CODE
0	0.0	N-N, NE, NW BOUND
0	0.0	S-S, SE, SW BOUND
0	0.0	E-EASTBOUND
11	100.0	W-WESTBOUND
0	0.0	<-NOT STATED
0	0.0	--DOES NOT APPLY
0	0.0	-INVALID CODES

** INCLUDES EQUIPMENT ENGAGED IN CONST/MAINT ACTIVITIES AS OF 00-02-22

<---- SPECIAL INFORMATION ---->

NUMBER	PCT	CODE
0	0.0	A-HAZARDOUS MATERIALS
0	0.0	B-CELL PHONE IN USE*
11	100.0	C-CELL PHONE NOT IN USE*
0	0.0	D-CELL PHONE NONE/UNKNOWN*
0	0.0	<-NOT STATED
0	0.0	--DOES NOT APPLY
0	0.0	-INVALID CODES

* SPECIAL INFORMATION CODES EFF. 04-01-01

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - PARTY SUMMARY
' WESTBOUND MAINLINE COLLISIONS ON 4-ALA-980-0.009/0.7 '

<---------- OBJECT STRUCK ---------->

PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT	CODE
0	0.0	0	0.0	01-SIDE OF BRIDGE RAILING
0	0.0	0	0.0	02-END OF BRIDGE RAILING
0	0.0	0	0.0	03-PIER, COLUMN, ABUTMENT
0	0.0	0	0.0	04-BOTTOM OF STRUCTURE
0	0.0	0	0.0	05-BRIDGE END POST IN GORE
0	0.0	0	0.0	06-END OF GUARD RAIL
0	0.0	0	0.0	07-BRIDGE APPROACH GUARD RAIL
0	0.0	1	9.1	10-LIGHT OR SIGNAL POLE
0	0.0	0	0.0	11-UTILITY POLE
0	0.0	0	0.0	12-POLE (TYPE NOT STATED)
0	0.0	0	0.0	13-TRAFFIC SIGN/SIGN POST
0	0.0	0	0.0	14-OTHER SIGNS NOT TRAFFIC
0	0.0	0	0.0	15-GUARDRAIL
0	0.0	0	0.0	16-MEDIAN BARRIER
1	0.0	0	0.0	17-WALL (EXCEPT SOUND WALL)
0	0.0	0	0.0	18-DIKE OR CURB
0	0.0	0	0.0	19-TRAFFIC ISLAND
0	0.0	0	0.0	20-RAISED BARS
0	0.0	0	0.0	21-CONCRETE OBJ (HDWL, D.I.)
0	0.0	0	0.0	22-GUIDEPOST, CULVERT, PM
0	0.0	0	0.0	23-CUT SLOPE OR EMBANKMENT
1	9.1	0	0.0	24-OVER EMBANKMENT
0	0.0	0	0.0	25-IN WATER
0	0.0	0	0.0	26-DRAINAGE DITCH
0	0.0	0	0.0	27-FENCE
0	0.0	0	0.0	28-TREES
0	0.0	0	0.0	29-PLANTS
0	0.0	0	0.0	30-SOUND WALL
0	0.0	0	0.0	40-NATURAL MATRL ON ROAD
0	0.0	0	0.0	41-TEMP BARRICADES, CONES
2	18.2	1	9.1	42-OTHER OBJECT ON ROAD
0	0.0	0	0.0	43-OTHER OBJECT OFF ROAD
0	0.0	3	27.3	44-OVERTURNED
0	0.0	0	0.0	45-CRASH CUSHION (SAND)
1	9.1	0	0.0	46-CRASH CUSHION (OTHER)
0	0.0	0	0.0	51-CALL BOX
0	0.0	0	0.0	98-UNKNOWN OBJECT STRUCK
0	0.0	0	0.0	99- NO OBJECT INVOLVED
6	54.5	2	18.2	V1 THRU V9 VEHICLE 1 TO 9
0	0.0	0	0.0	<< NOT STATED
3	27.3	11	100.0	-- DOES NOT APPLY
0	0.0	0	0.0	- INVALID CODES

<------ LOCATION OF COLLISION ------>

PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT	CODE
0	0.0	0	0.0	A-BEYOND MEDIAN OR STRIPE-LEFT
0	0.0	0	0.0	B-BEYOND SHLDER DRIVERS LEFT
0	0.0	0	0.0	C-LEFT SHOULDER AREA
2	18.2	0	0.0	D-LEFT LANE
4	36.4	0	0.0	E-INTERIOR LANES
4	36.4	4	36.4	F-RIGHT LANE
0	0.0	1	9.1	G-RIGHT SHOULDER AREA
3	27.3	1	9.1	H-BEYOND SHLDER DRIVERS RIGHT
0	0.0	0	0.0	I-GORE AREA
0	0.0	0	0.0	J-OTHER
0	0.0	0	0.0	V-HOV LANE(S)
0	0.0	0	0.0	W-HOV LANE BUFFER AREA
0	0.0	0	0.0	<-NOT STATED
3	27.3	11	100.0	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

<------ DRUG/PHYSICAL ------>

PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT	CODE
9	81.8	0	0.0	A-HAD NOT BEEN DRINKING
3	27.3	0	0.0	B-HBD - UNDER INFLUENCE
0	0.0	0	0.0	C-HBD - NOT UNDER INFLUENCE
0	0.0	0	0.0	D-HBD - IMPAIRMENT UNKNOWN
0	0.0	0	0.0	E-UNDER DRUG INFLUENCE
0	0.0	0	0.0	F-OTHER PHYSICAL IMPAIRMENT
1	9.1	0	0.0	G-IMPAIRMENT NOT KNOWN
0	0.0	0	0.0	H-NOT APPLICABLE
0	0.0	0	0.0	I-FATIGUE
0	0.0	11	100.0	< NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

California Department of Transportation

OTM22130

Table B - Selective Accident Rate Calculation

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.

2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.

3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.

4. The contents of these reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

I-980 Ramps

OTM22130

Table B - Selective Accident Rate Calculation

Report Parameters-

Event ID: 3894008

Request Name: for Project 04 0000 0326 0

Ref Date: 02/22/2017

Request- & Line	LOC	DIR	LSC	Route/Location	Begin Date	End Date	Rate Type	Out Seq	Override Rates Rate	Override Rates Inj%	Override Rates Fat%	Override ADT Main	Override ADT Cross	Req. Type	Com- bine?	Excl Ramp?
2 3	R	T	I	04 ALA 980 000.009 - 04 ALA 980 000.701	01-JUL-12	30-JUN-15	N	L						N	N	N

Event Log:

Job id is : 714698 Accidents Table B Request for Project 04 0000 0326 0 Submitted by T4KCAPUL
04 ALA 980 .009 - 04 ALA 980 .701 07/01/2012 TO 06/30/2015

California Department of Transportation
Table B - Selective Accident Rate Calculation

Location Description	Rate Group (RUS)	No. of Accidents / Significance Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Accident Rates Actual Fat	F+I	Tot	Average Fat	F+I	Tot
04 ALA 980 000.038 980/WB OFF TO JACKSON ST	R 76	4	0	3	3	3	0	2	0	10.1	11.06 +	0.000	.27	.36	0.001	.12	.40
0002-0003 2012-07-01 2015-06-30 *36 mo.*	U								3	.0							
04 ALA 980 000.275 980/EB OFF TO 11TH ST	R 10	1	0	0	0	1	0	0	0	1.4	1.53 +	0.000	.00	.65	0.003	.35	1.01
0002-0003 2012-07-01 2015-06-30 *36 mo.*	U								0	.0							
04 ALA 980 000.418 980/WB ON FR BRUSH @ 11TH	R 16	0	0	0	0	0	0	0	0	2.2	2.41 +	0.000	.00	.00	0.003	.11	.31
0002-0003 2012-07-01 2015-06-30 *36 mo.*	U								0	.0							
04 ALA 980 000.562 980/EB OFF TO 17TH ST	R 10	2	0	0	0	2	0	0	0	5.5	6.02 +	0.000	.00	.33	0.003	.35	1.01
0002-0003 2012-07-01 2015-06-30 *36 mo.*	U								0	.0							
04 ALA 980 000.625 980/WB ON FR BRUSH @ 17TH	R 12	2	1	0	1	1	1	1	1	5.6	6.13 +	0.163	.16	.33	0.002	.22	.63
0002-0003 2012-07-01 2015-06-30 *36 mo.*	U								0	.0							

Accident Rates expressed as: **# of accidents / Million vehicle miles**

+ denotes that **Million Vehicles** (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)

Appendix E

Existing Conditions FREQ Model Reports

I-880 NORTHBOUND A.M.

```
FFFFFFFFFF RRRRRRRRR  EEEEEEEEEE     QQQQQQQ         1111      222222     PPPPPPPPP     EEEEEEEEEE
FFFFFFFFFF RRRRRRRRRR EEEEEEEEEE   Q*A.D.MAY*Q     111111     222  222    PPPPPPPPPP    EEEEEEEEEE
FFF        RRR    RRR EEE         QQQQQ    QQQQQ     1111    222    222   PPP    PPP    EEE
FFF        RRR    RRR EEE        QQQQ        QQQQ    1111           222   PPP    PPP    EEE
FFFFFFF    RRRRRRRRRR EEEEEEE    QQQQ        QQQQ    1111          222    PPPPPPPPPP    EEEEEEE
FFFFFFF    RRRRRRRRR  EEEEEEE    QQQQ        QQQQ    1111        2222     PPPPPPPPP     EEEEEEE
FFF        RRR RRR    EEE        QQQQ    QQQ QQQQ    1111      2222       PPP           EEE
FFF        RRR  RRR   EEE         Q*UC*    QQQQQ     1111     222         PPP           EEE
FFF        RRR   RRR  EEEEEEEEEE   Q*REGENTS*QQ      1111    222          PPP           EEEEEEEEEE
FFF        RRR    RRR EEEEEEEEEE     Q*1999*Q QQQ  11111111  2222222222   PPP           EEEEEEEEEE
```

FREQ12PE

1. THIS IS A SIMULATION ONLY EXECUTION.

2. THERE ARE 4.0 TIME SLICES PER HOUR.

3. WEAVING ANALYSIS IS ENGAGED WITH FACTOR = 0.5

4. NO ALTERNATE ROUTE IS PROVIDED.

5. SPEED FLOW DATA IS SUPPLIED BY THE PROGRAM. DEFAULT FREE-FLOW SPEED = 55
   LOWER LIMB (AT V/C=1) = 30

6. FUEL DATA ARE SUPPLIED BY THE PROGRAM.

7. EMISSION RATES SELECTED FROM PROGRAM TABLES: EMFAC2002 2005 - 75 DEGREES F.

FREEWAY AND ARTERIAL DESIGN FEATURES

SUB SEC	NO. LNS	SSEC CAP	SSEC LENGTH	DESIGN SPEED	ORG DES	TRK FAC	SSEC GRAD	PCT TRK	PCT DES TRUCKS	SPECIAL RAMP	FF.SPD. ALT.RTE	CAP. ALT.RTE	ART TYPE	GRADE ALT.RTE	SUBSECTION LOCATION
1	4	8000.	10000.	55	O	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Dummy Link
2	4	7800.	1500.	55	D	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Mainline to 23rd off
3	4	7800.	1118.	55		0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	23rd off to 23rd on diag
4	4	7800.	345.	55	O	0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	23rd on diag to 23rd loo
5	4	7800.	5130.	55	OD	0.99	0.0	13	0	NO	0.0	0.	GOOD	0.0	23rd on loop to 5th off
6	4	7800.	3655.	55	D	0.99	0.0	13	0	NO	0.0	0.	GOOD	0.0	5th off to Oak off
7	4	7800.	1280.	55	D	0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Oak off to Broadway off
8	4	7800.	1570.	55		0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Broadway off to Jacks on
9	5	9000.	1515.	55	OD	0.99	0.0	13	0	YES	0.0	0.	GOOD	0.0	Jacks on to 980 off
10	4	7800.	1190.	55	D	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	980 off to Market off
11	4	7800.	230.	55		0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Market Off to Merge
12	3	5850.	4755.	55		0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Merge to Union on
13	4	8000.	1275.	55	O	0.99	0.0	15	0	YES	0.0	0.	GOOD	0.0	R10 - Union On to ML End
14	4	8000.	2640.	55	D	1.00	0.0	0	0	NO	0.0	0.	GOOD	0.0	Dummy end

ON-RAMP CAPACITY LIMITS

1	2	3	4	5
8000.	1500.	1500.	2000.	1500.

OFF-RAMP CAPACITY LIMITS

1	2	3	4	5	6	7
1500.	1500.	1500.	1500.	3600.	1500.	8000.

ON-RAMP 1 IS THE MAINLINE ORIGIN
OFF-RAMP 7 IS THE MAINLINE DESTINATION

TIME SLICE 1 OF 16

ON-RAMP LOCATIONS
1 4 5 9 13

OFF-RAMP LOCATIONS
2 5 6 7 9 10 14

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1212. 99. 94. 206. 70.

ORIGINAL OUTPUT COUNTS--
116. 23. 54. 128. 297. 85. 952.

TOTAL ORIGINAL INPUT = 1681. TOTAL ORIGINAL OUTPUT= 1655.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 2 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1443. 106. 116. 223. 77.

ORIGINAL OUTPUT COUNTS--
123. 32. 72. 161. 364. 103. 1068.

TOTAL ORIGINAL INPUT = 1965. TOTAL ORIGINAL OUTPUT= 1923.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 3 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1604. 150. 155. 276. 100.

ORIGINAL OUTPUT COUNTS--
123. 38. 91. 183. 463. 109. 1179.

TOTAL ORIGINAL INPUT = 2285. TOTAL ORIGINAL OUTPUT= 2186.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.05
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 4 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1697. 162. 138. 324. 110.

ORIGINAL OUTPUT COUNTS--
171. 49. 116. 183. 492. 120. 1166.

TOTAL ORIGINAL INPUT = 2431. TOTAL ORIGINAL OUTPUT= 2297.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.06
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 5 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1789. 165. 161. 362. 135.

ORIGINAL OUTPUT COUNTS--
162. 47. 125. 191. 491. 182. 1264.

TOTAL ORIGINAL INPUT = 2612. TOTAL ORIGINAL OUTPUT= 2462.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.06
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 6 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1755. 209. 190. 451. 146.

ORIGINAL OUTPUT COUNTS--
157. 45. 162. 220. 628. 175. 1302.

TOTAL ORIGINAL INPUT = 2751. TOTAL ORIGINAL OUTPUT= 2689.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 7 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1651. 261. 212. 528. 142.

ORIGINAL OUTPUT COUNTS--
177. 58. 194. 273. 698. 140. 1276.

TOTAL ORIGINAL INPUT = 2794. TOTAL ORIGINAL OUTPUT= 2816.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.99
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 8 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1608. 321. 246. 521. 123.

ORIGINAL OUTPUT COUNTS--
124. 61. 234. 274. 794. 136. 1140.

TOTAL ORIGINAL INPUT = 2819. TOTAL ORIGINAL OUTPUT= 2763.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 9 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1604. 292. 250. 493. 120.

ORIGINAL OUTPUT COUNTS--
137. 56. 255. 266. 756. 135. 1131.

TOTAL ORIGINAL INPUT = 2759. TOTAL ORIGINAL OUTPUT= 2736.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 10 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1606. 301. 235. 449. 104.

ORIGINAL OUTPUT COUNTS--
119. 58. 248. 237. 732. 135. 1102.

TOTAL ORIGINAL INPUT = 2695. TOTAL ORIGINAL OUTPUT= 2631.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 11 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1461. 287. 220. 458. 93.

ORIGINAL OUTPUT COUNTS--
122. 60. 240. 242. 746. 135. 1155.

TOTAL ORIGINAL INPUT = 2519. TOTAL ORIGINAL OUTPUT= 2700.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.93
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 12 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1441. 265. 231. 470. 92.

ORIGINAL OUTPUT COUNTS--
135. 51. 207. 244. 749. 135. 1109.

TOTAL ORIGINAL INPUT = 2499. TOTAL ORIGINAL OUTPUT= 2630.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.95
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 13 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1505. 236. 171. 396. 88.

ORIGINAL OUTPUT COUNTS--
135. 55. 205. 219. 671. 97. 1037.

TOTAL ORIGINAL INPUT = 2396. TOTAL ORIGINAL OUTPUT= 2419.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.99
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 14 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1479. 210. 154. 372. 100.

ORIGINAL OUTPUT COUNTS--
142. 53. 158. 212. 643. 88. 997.

TOTAL ORIGINAL INPUT = 2315. TOTAL ORIGINAL OUTPUT= 2293.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 15 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1351. 194. 145. 350. 84.

ORIGINAL OUTPUT COUNTS--
124. 57. 145. 204. 592. 87. 981.

TOTAL ORIGINAL INPUT = 2124. TOTAL ORIGINAL OUTPUT= 2190.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.97
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 16 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1388. 185. 138. 346. 79.

ORIGINAL OUTPUT COUNTS--
162. 70. 163. 205. 620. 92. 963.

TOTAL ORIGINAL INPUT = 2136. TOTAL ORIGINAL OUTPUT= 2275.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.94
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

***** INPUT HAS BEEN COMPLETED *****

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**                                              **
**         FREEWAY TRAVEL TIME (MINUTES)        **
**                                              **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.74	4.49	4.76	5.40	5.64	7.48
2	0.00	1.13	1.89	2.15	2.79	3.03	4.87
3	0.00	1.06	1.82	2.08	2.72	2.96	4.80
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	4852.	0.	4852.	4852.	0.	4852.	8000.	0.	0.	0.	.61	55.	22.1	C	20.3	11.8
2	4	1500.	0.	472.	4852.	0.	472.	4852.	7800.	0.	0.	0.	.62	55.	22.1	C	20.3	11.8
3	4	1118.	0.	0.	4380.	0.	0.	4380.	7800.	0.	0.	0.	.56	55.	19.9	C	20.3	11.8
4	4	345.	396.	0.	4776.	396.	0.	4776.	7800.	0.	0.	0.	.61	55.	21.7	C	20.5	11.8
5	4	5130.	372.	96.	5148.	372.	96.	5148.	7800.	0.	0.	0.	.66	55.	23.4	C	20.8	11.7
6	4	3655.	0.	220.	5052.	0.	220.	5052.	7800.	0.	0.	0.	.65	55.	23.0	C	20.8	11.7
7	4	1280.	0.	520.	4832.	0.	520.	4832.	7800.	0.	0.	0.	.62	55.	22.0	C	20.5	11.8
8	4	1570.	0.	0.	4312.	0.	0.	4312.	7800.	0.	0.	0.	.55	55.	19.6	C	20.3	11.8
9	5	1515.	824.	1200.	5136.	824.	1200.	5136.	8337.	663.	0.	0.	.62	55.	18.7	C	20.8	11.7
10	4	1190.	0.	348.	3936.	0.	348.	3936.	7775.	25.	0.	0.	.51	55.	17.9	B	20.3	11.8
11	4	230.	0.	0.	3588.	0.	0.	3588.	7800.	0.	0.	0.	.46	55.	16.3	B	20.5	11.8
12	3	4755.	0.	0.	3588.	0.	0.	3588.	5850.	0.	0.	0.	.61	55.	21.7	C	20.5	11.8
13	4	1275.	280.	0.	3868.	280.	0.	3868.	8000.	0.	0.	0.	.48	55.	17.6	B	20.3	11.8
14	4	2640.	0.	3868.	3868.	0.	3868.	3868.	8000.	0.	0.	0.	.48	55.	17.6	B	24.4	11.2
TOTAL		36203. =	6.9 MILES							MAX(V/C) = 0.66	LOWEST LOS = C		AVG = 55.		21.3		20.7	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	143. VEH-HRS	180. PASS-HRS	143. VEH-HRS	180. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	143. VEH-HRS	180. PASS-HRS	143. VEH-HRS	180. PASS-HRS
TOTAL TRAV DISTANCE =	7844. VEH-MI.	9883. PASS-MI.	7844. VEH-MI.	9883. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	21. VPMPL		21. VPMPL	
TOTAL FUEL =	379. GALLONS		379. GALLONS	
TOTAL EMISSIONS =	92. KILOGRAMS		92. KILOGRAMS	

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**                                              **
**         FREEWAY TRAVEL TIME (MINUTES)        **
**                                              **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.74	4.49	4.76	5.40	5.64	7.48
2	0.00	1.13	1.89	2.15	2.79	3.03	4.87
3	0.00	1.06	1.82	2.08	2.72	2.96	4.80
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5776.	0.	5776.	5776.	0.	5776.	8000.	0.	0.	0.	.72	55.	26.3	D	20.3	11.8
2	4	1500.	0.	504.	5776.	0.	504.	5776.	7800.	0.	0.	0.	.74	55.	26.3	D	20.3	11.8
3	4	1118.	0.	0.	5272.	0.	0.	5272.	7800.	0.	0.	0.	.68	55.	24.0	C	20.3	11.8
4	4	345.	420.	0.	5692.	420.	0.	5692.	7800.	0.	0.	0.	.73	55.	25.9	C	20.5	11.8
5	4	5130.	464.	128.	6156.	464.	128.	6156.	7800.	0.	0.	0.	.79	55.	28.0	D	20.8	11.7
6	4	3655.	0.	296.	6028.	0.	296.	6028.	7800.	0.	0.	0.	.77	55.	27.4	D	20.8	11.7
7	4	1280.	0.	656.	5732.	0.	656.	5732.	7800.	0.	0.	0.	.73	55.	26.1	D	20.5	11.8
8	4	1570.	0.	0.	5076.	0.	0.	5076.	7800.	0.	0.	0.	.65	55.	23.1	C	20.3	11.8
9	5	1515.	896.	1492.	5972.	896.	1492.	5972.	8292.	708.	0.	0.	.72	55.	21.7	C	20.8	11.7
10	4	1190.	0.	424.	4480.	0.	424.	4480.	7772.	28.	0.	0.	.58	55.	20.4	C	20.3	11.8
11	4	230.	0.	0.	4056.	0.	0.	4056.	7800.	0.	0.	0.	.52	55.	18.4	C	20.5	11.8
12	3	4755.	0.	0.	4056.	0.	0.	4056.	5850.	0.	0.	0.	.69	55.	24.6	C	20.5	11.8
13	4	1275.	308.	0.	4364.	308.	0.	4364.	8000.	0.	0.	0.	.55	55.	19.8	C	20.3	11.8
14	4	2640.	0.	4364.	4364.	0.	4364.	4364.	8000.	0.	0.	0.	.55	55.	19.8	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.79		LOWEST LOS = D	AVG = 55.	25.0		20.7	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	168. VEH-HRS	211. PASS-HRS	310. VEH-HRS	391. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	168. VEH-HRS	211. PASS-HRS	310. VEH-HRS	391. PASS-HRS
TOTAL TRAV DISTANCE =	9227. VEH-MI.	11627. PASS-MI.	17071. VEH-MI.	21510. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	25. VPMPL		23. VPMPL	
TOTAL FUEL =	446. GALLONS		825. GALLONS	
TOTAL EMISSIONS =	109. KILOGRAMS		201. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.77	4.52	4.78	5.42	5.67	7.51
2	0.00	1.16	1.91	2.18	2.82	3.06	4.90
3	0.00	1.09	1.84	2.11	2.74	2.99	4.83
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6420.	0.	6420.	6420.	0.	6420.	8000.	0.	0.	0.	.80	55.	29.2	D	20.3	11.8
2	4	1500.	0.	516.	6420.	0.	516.	6420.	7800.	0.	0.	0.	.82	55.	29.2	D	20.3	11.8
3	4	1118.	0.	0.	5904.	0.	0.	5904.	7800.	0.	0.	0.	.76	55.	26.8	D	20.3	11.8
4	4	345.	596.	0.	6500.	596.	0.	6500.	7800.	0.	0.	0.	.83	55.	29.5	D	20.5	11.8
5	4	5130.	616.	156.	7116.	616.	156.	7116.	7800.	0.	0.	0.	.91	54.	33.2	D	21.0	11.6
6	4	3655.	0.	380.	6960.	0.	380.	6960.	7800.	0.	0.	0.	.89	55.	31.6	D	20.8	11.7
7	4	1280.	0.	768.	6580.	0.	768.	6580.	7800.	0.	0.	0.	.84	55.	29.9	D	20.5	11.8
8	4	1570.	0.	0.	5812.	0.	0.	5812.	7800.	0.	0.	0.	.75	55.	26.4	D	20.3	11.8
9	5	1515.	1104.	1932.	6916.	1104.	1932.	6916.	8164.	836.	0.	0.	.85	55.	25.1	C	20.8	11.7
10	4	1190.	0.	452.	4984.	0.	452.	4984.	7768.	32.	0.	0.	.64	55.	22.7	C	20.3	11.8
11	4	230.	0.	0.	4532.	0.	0.	4532.	7800.	0.	0.	0.	.58	55.	20.6	C	20.5	11.8
12	3	4755.	0.	0.	4532.	0.	0.	4532.	5850.	0.	0.	0.	.77	55.	27.5	D	20.5	11.8
13	4	1275.	400.	0.	4932.	400.	0.	4932.	8000.	0.	0.	0.	.62	55.	22.4	C	20.3	11.8
14	4	2640.	0.	4932.	4932.	0.	4932.	4932.	8000.	0.	0.	0.	.62	55.	22.4	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.91		LOWEST LOS = D	AVG = 55.	28.4		20.7	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	191. VEH-HRS	240. PASS-HRS	501. VEH-HRS	631. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	191. VEH-HRS	240. PASS-HRS	501. VEH-HRS	631. PASS-HRS
TOTAL TRAV DISTANCE =	10439. VEH-MI.	13153. PASS-MI.	27511. VEH-MI.	34663. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	28. VPMPL		25. VPMPL	
TOTAL FUEL =	503. GALLONS		1328. GALLONS	
TOTAL EMISSIONS =	123. KILOGRAMS		323. KILOGRAMS	

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**                                              **
**         FREEWAY TRAVEL TIME (MINUTES)        **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.78	4.55	4.81	5.45	5.70	7.53
2	0.00	1.17	1.94	2.21	2.84	3.09	4.93
3	0.00	1.10	1.87	2.13	2.77	3.02	4.86
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6788.	0.	6788.	6788.	0.	6788.	8000.	0.	0.	0.	.85	55.	30.9	D	20.3	11.8
2	4	1500.	0.	724.	6788.	0.	724.	6788.	7800.	0.	0.	0.	.87	55.	30.9	D	20.3	11.8
3	4	1118.	0.	0.	6064.	0.	0.	6064.	7800.	0.	0.	0.	.78	55.	27.6	D	20.3	11.8
4	4	345.	648.	0.	6712.	648.	0.	6712.	7800.	0.	0.	0.	.86	55.	30.5	D	20.5	11.8
5	4	5130.	552.	208.	7264.	552.	208.	7264.	7800.	0.	0.	0.	.93	53.	34.2	D	21.1	11.6
6	4	3655.	0.	488.	7056.	0.	488.	7056.	7800.	0.	0.	0.	.90	54.	32.8	D	21.0	11.6
7	4	1280.	0.	776.	6568.	0.	776.	6568.	7800.	0.	0.	0.	.84	55.	29.9	D	20.5	11.8
8	4	1570.	0.	0.	5792.	0.	0.	5792.	7800.	0.	0.	0.	.74	55.	26.3	D	20.3	11.8
9	5	1515.	1296.	2080.	7088.	1296.	2080.	7088.	8032.	968.	0.	0.	.88	55.	25.8	C	20.8	11.7
10	4	1190.	0.	508.	5008.	0.	508.	5008.	7760.	40.	0.	0.	.65	55.	22.8	C	20.3	11.8
11	4	230.	0.	0.	4500.	0.	0.	4500.	7800.	0.	0.	0.	.58	55.	20.5	C	20.5	11.8
12	3	4755.	0.	0.	4500.	0.	0.	4500.	5850.	0.	0.	0.	.77	55.	27.3	D	20.5	11.8
13	4	1275.	440.	0.	4940.	440.	0.	4940.	8000.	0.	0.	0.	.62	55.	22.5	C	20.3	11.8
14	4	2640.	0.	4940.	4940.	0.	4940.	4940.	8000.	0.	0.	0.	.62	55.	22.5	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.93		LOWEST LOS = D	AVG = 55.	29.3		20.8	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	196. VEH-HRS	247. PASS-HRS	697. VEH-HRS	879. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	196. VEH-HRS	247. PASS-HRS	697. VEH-HRS	879. PASS-HRS
TOTAL TRAV DISTANCE =	10709. VEH-MI.	13494. PASS-MI.	38220. VEH-MI.	48157. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	29. VPMPL		26. VPMPL	
TOTAL FUEL =	515. GALLONS		1844. GALLONS	
TOTAL EMISSIONS =	126. KILOGRAMS		449. KILOGRAMS	

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**                                              **
**         FREEWAY TRAVEL TIME (MINUTES)        **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.42	3.88	4.69	4.96	5.60	5.84	7.68
2	0.00	1.23	2.04	2.31	2.95	3.19	5.03
3	0.00	1.16	1.97	2.24	2.87	3.12	4.96
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7152.	0.	7152.	7152.	0.	7152.	8000.	0.	0.	0.	.89	54.	33.1	D	20.5	11.7
2	4	1500.	0.	688.	7152.	0.	688.	7152.	7800.	0.	0.	0.	.92	54.	33.4	D	20.6	11.7
3	4	1118.	0.	0.	6464.	0.	0.	6464.	7800.	0.	0.	0.	.83	55.	29.4	D	20.3	11.8
4	4	345.	656.	0.	7120.	656.	0.	7120.	7800.	0.	0.	0.	.91	54.	33.2	D	20.8	11.7
5	4	5130.	644.	196.	7764.	644.	196.	7764.	7800.	0.	0.	0.	.99	50.	38.6	E	21.7	11.3
6	4	3655.	0.	528.	7568.	0.	528.	7568.	7800.	0.	0.	0.	.97	52.	36.7	E	21.5	11.4
7	4	1280.	0.	812.	7040.	0.	812.	7040.	7800.	0.	0.	0.	.90	54.	32.7	D	20.8	11.7
8	4	1570.	0.	0.	6228.	0.	0.	6228.	7800.	0.	0.	0.	.80	55.	28.3	D	20.3	11.8
9	5	1515.	1444.	2084.	7672.	1444.	2084.	7672.	7867.	1133.	0.	0.	.98	55.	27.9	D	20.8	11.7
10	4	1190.	0.	768.	5588.	0.	768.	5588.	7737.	63.	0.	0.	.72	55.	25.4	C	20.3	11.8
11	4	230.	0.	0.	4820.	0.	0.	4820.	7800.	0.	0.	0.	.62	55.	21.9	C	20.5	11.8
12	3	4755.	0.	0.	4820.	0.	0.	4820.	5850.	0.	0.	0.	.82	55.	29.2	D	20.5	11.8
13	4	1275.	540.	0.	5360.	540.	0.	5360.	8000.	0.	0.	0.	.67	55.	24.4	C	20.3	11.8
14	4	2640.	0.	5360.	5360.	0.	5360.	5360.	8000.	0.	0.	0.	.67	55.	24.4	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.99		LOWEST LOS = E		AVG = 53.		31.9	21.0	11.6

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	214. VEH-HRS	270. PASS-HRS	912. VEH-HRS	1149. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	214. VEH-HRS	270. PASS-HRS	912. VEH-HRS	1149. PASS-HRS
TOTAL TRAV DISTANCE =	11434. VEH-MI.	14407. PASS-MI.	49654. VEH-MI.	62565. PASS-MI.
AVERAGE SYSTEM SPEED =	53. MPH.		54. MPH.	
AVERAGE DENSITY =	32. VPMPL		27. VPMPL	
TOTAL FUEL =	544. GALLONS		2388. GALLONS	
TOTAL EMISSIONS =	133. KILOGRAMS		582. KILOGRAMS	

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**                                              **
**         FREEWAY TRAVEL TIME (MINUTES)        **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.41	4.07	4.88	5.15	6.04	6.28	8.12
2	0.00	1.34	2.15	2.41	3.31	3.55	5.39
3	0.00	1.17	1.98	2.24	3.13	3.38	5.22
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7024.	0.	7024.	7024.	0.	7024.	8000.	0.	0.	0.	.88	54.	32.3	D	20.4	11.8
2	4	1500.	0.	644.	7024.	0.	644.	7024.	7800.	0.	0.	0.	.90	54.	32.6	D	20.5	11.7
3	4	1118.	0.	0.	6380.	0.	0.	6208.	7800.	0.	* 490.	172.	.80	39.	40.0	F	19.0	13.1
4	4	345.	836.	0.	7216.	836.	0.	7044.	7800.	0.	** 345.	172.	.90	23.	77.2	F	17.0	15.7
5	4	5130.	756.	184.	7972.	756.	180.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	664.	7788.	0.	650.	7620.	7800.	0.	0.	0.	.98	51.	37.2	E	21.5	11.4
7	4	1280.	0.	900.	7124.	0.	881.	6970.	7800.	0.	0.	0.	.89	55.	31.7	D	20.5	11.8
8	4	1570.	0.	0.	6224.	0.	0.	5886.	7800.	0.	* 750.	203.	.75	31.	47.8	F	17.8	14.2
9	5	1515.	1800.	2564.	8024.	1800.	2456.	7686.	7686.	1314.	0.	0.	1.00	55.	28.0	E	20.8	11.7
10	4	1190.	0.	716.	5460.	0.	686.	5230.	7730.	70.	0.	0.	.68	55.	23.8	C	20.3	11.8
11	4	230.	0.	0.	4744.	0.	0.	4544.	7800.	0.	0.	0.	.58	55.	20.7	C	20.5	11.8
12	3	4755.	0.	0.	4744.	0.	0.	4544.	5850.	0.	0.	0.	.78	55.	27.5	D	20.5	11.8
13	4	1275.	584.	0.	5328.	584.	0.	5128.	8000.	0.	0.	0.	.64	55.	23.3	C	20.3	11.8
14	4	2640.	0.	5328.	5328.	0.	5128.	5128.	8000.	0.	0.	0.	.64	55.	23.3	C	24.4	11.2
TOTAL		36203. =	6.9 MILES										MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 51.	32.9	20.8	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	222. VEH-HRS	280. PASS-HRS	1134. VEH-HRS	1429. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	222. VEH-HRS	280. PASS-HRS	1134. VEH-HRS	1429. PASS-HRS
TOTAL TRAV DISTANCE =	11231. VEH-MI.	14151. PASS-MI.	60885. VEH-MI.	76715. PASS-MI.
AVERAGE SYSTEM SPEED =	51. MPH.		54. MPH.	
AVERAGE DENSITY =	33. VPMPL		28. VPMPL	
TOTAL FUEL =	540. GALLONS		2929. GALLONS	
TOTAL EMISSIONS =	132. KILOGRAMS		714. KILOGRAMS	

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**         FREEWAY TRAVEL TIME (MINUTES)        **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	4.30	5.11	5.37	6.72	6.97	8.81
2	0.00	1.36	2.17	2.43	3.78	4.03	5.87
3	0.00	1.17	1.97	2.24	3.58	3.83	5.67
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6608.	0.	6608.	6608.	0.	6608.	8000.	0.	0.	0.	.83	55.	30.0	D	20.3	11.8
2	4	1500.	0.	704.	6608.	0.	704.	6608.	7800.	0.	0.	0.	.85	55.	30.0	D	20.3	11.8
3	4	1118.	0.	0.	5904.	0.	0.	5908.	7800.	0.	* 476.	-4.	.76	23.	65.6	F	16.2	16.1
4	4	345.	1048.	0.	6952.	1048.	0.	6956.	7800.	0.	** 345.	-4.	.89	20.	88.0	F	16.2	16.8
5	4	5130.	844.	232.	7796.	844.	232.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	772.	7564.	0.	772.	7568.	7800.	0.	0.	0.	.97	52.	36.7	E	21.5	11.4
7	4	1280.	0.	1080.	6792.	0.	1081.	6795.	7800.	0.	0.	0.	.87	55.	30.9	D	20.5	11.8
8	4	1570.	0.	0.	5712.	0.	0.	5628.	7800.	0.	* 1044.	87.	.72	17.	81.5	F	14.7	18.2
9	5	1515.	2112.	2772.	7824.	2000.	2702.	7628.	7628.	1372.	0.	0.	1.00	55.	27.7	E	20.8	11.7
10	4	1190.	0.	560.	5052.	0.	546.	4925.	7737.	63.	0.	0.	.64	55.	22.4	C	20.3	11.8
11	4	230.	0.	0.	4492.	0.	0.	4379.	7800.	0.	0.	0.	.56	55.	19.9	C	20.5	11.8
12	3	4755.	0.	0.	4492.	0.	0.	4379.	5850.	0.	0.	0.	.75	55.	26.5	D	20.5	11.8
13	4	1275.	568.	0.	5060.	568.	0.	4947.	8000.	0.	0.	0.	.62	55.	22.5	C	20.3	11.8
14	4	2640.	0.	5060.	5060.	0.	4947.	4947.	8000.	0.	0.	0.	.62	55.	22.5	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 47.	34.2		20.4	12.1

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	231. VEH-HRS	291. PASS-HRS	1364. VEH-HRS	1719. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	4. VEH-HRS	4. PASS-HRS	4. VEH-HRS	4. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	234. VEH-HRS	295. PASS-HRS	1368. VEH-HRS	1724. PASS-HRS
TOTAL TRAV DISTANCE =	10837. VEH-MI.	13655. PASS-MI.	71722. VEH-MI.	90370. PASS-MI.
AVERAGE SYSTEM SPEED =	46. MPH.		53. MPH.	
AVERAGE DENSITY =	34. VPMPL		29. VPMPL	
TOTAL FUEL =	532. GALLONS		3461. GALLONS	
TOTAL EMISSIONS =	131. KILOGRAMS		845. KILOGRAMS	

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**         FREEWAY TRAVEL TIME (MINUTES)        **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.39	4.65	5.45	5.72	6.96	7.21	9.05
2	0.00	1.36	2.17	2.43	3.68	3.92	5.76
3	0.00	1.17	1.97	2.24	3.48	3.73	5.57
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6432.	0.	6432.	6432.	0.	6432.	8000.	0.	0.	0.	.80	55.	29.2	D	20.3	11.8
2	4	1500.	0.	508.	6432.	0.	508.	6193.	7800.	0.	* 219.	239.	.79	53.	29.4	F	20.2	12.0
3	4	1118.	0.	0.	5924.	0.	0.	5685.	7800.	0.	B* 1118.	239.	.73	14.	100.3	F	13.5	26.2
4	4	345.	1284.	0.	7208.	1284.	0.	6969.	7800.	0.	BB 345.	239.	.89	20.	87.6	F	16.2	16.8
5	4	5130.	984.	248.	8192.	984.	236.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	956.	7944.	0.	910.	7564.	7800.	0.	0.	0.	.97	52.	36.7	E	21.5	11.4
7	4	1280.	0.	1120.	6988.	0.	1066.	6654.	7800.	0.	0.	0.	.85	55.	30.2	D	20.5	11.8
8	4	1570.	0.	0.	5868.	0.	0.	5732.	7800.	0.	* 545.	-145.	.73	19.	74.8	F	15.3	17.3
9	5	1515.	2080.	3240.	7948.	2000.	3147.	7732.	7732.	1268.	0.	0.	1.00	55.	28.1	E	20.8	11.7
10	4	1190.	0.	552.	4708.	0.	537.	4586.	7739.	61.	0.	0.	.59	55.	20.8	C	20.3	11.8
11	4	230.	0.	0.	4156.	0.	0.	4048.	7800.	0.	0.	0.	.52	55.	18.4	C	20.5	11.8
12	3	4755.	0.	0.	4156.	0.	0.	4048.	5850.	0.	0.	0.	.69	55.	24.5	C	20.5	11.8
13	4	1275.	492.	0.	4648.	492.	0.	4540.	8000.	0.	0.	0.	.57	55.	20.6	C	20.3	11.8
14	4	2640.	0.	4648.	4648.	0.	4540.	4540.	8000.	0.	0.	0.	.57	55.	20.6	C	24.4	11.2
TOTAL		36203. =	6.9 MILES										MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 46.	34.2	20.3	12.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	231. VEH-HRS	291. PASS-HRS	1596. VEH-HRS	2011. PASS-HRS
FREEWAY MERGE DELAY =	5. VEH-HRS	6. PASS-HRS	5. VEH-HRS	6. PASS-HRS
ON-RAMP MRG/CAP DELAY =	10. VEH-HRS	12. PASS-HRS	13. VEH-HRS	16. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	246. VEH-HRS	309. PASS-HRS	1614. VEH-HRS	2033. PASS-HRS
TOTAL TRAV DISTANCE =	10557. VEH-MI.	13302. PASS-MI.	82280. VEH-MI.	103672. PASS-MI.
AVERAGE SYSTEM SPEED =	43. MPH.		52. MPH.	
AVERAGE DENSITY =	34. VPMPL		30. VPMPL	
TOTAL FUEL =	526. GALLONS		3986. GALLONS	
TOTAL EMISSIONS =	131. KILOGRAMS		976. KILOGRAMS	

QUEUE CLEAR SECTION 8 T2 =0.229

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**         FREEWAY TRAVEL TIME (MINUTES)        **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.69	5.15	5.95	6.22	7.05	7.30	9.14
2	0.00	1.37	2.18	2.44	3.28	3.52	5.36
3	0.00	1.17	1.97	2.24	3.07	3.32	5.15
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST STORAGE LENGTH	RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6420.	0.	6420.	6420.	0.	6420.	8000.	0.	0.	0.	.80	55.	29.2	D	20.3	11.8
2	4	1500.	0.	552.	6420.	0.	552.	6260.	7800.	0.	* 898.	160.	.80	27.	57.2	F	17.4	14.9
3	4	1118.	0.	0.	5868.	0.	0.	5708.	7800.	0.	B* 1118.	160.	.73	12.	122.0	F	12.3	22.7
4	4	345.	1164.	0.	7032.	1164.	0.	6872.	7800.	0.	BB 345.	160.	.88	19.	90.3	F	15.8	17.3
5	4	5130.	1000.	224.	8032.	1000.	218.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	1028.	7808.	0.	998.	7582.	7800.	0.	0.	0.	.97	51.	36.8	E	21.5	11.4
7	4	1280.	0.	1072.	6780.	0.	1041.	6584.	7800.	0.	0.	0.	.84	55.	29.9	D	20.5	11.8
8	4	1570.	0.	0.	5708.	0.	0.	5717.	7800.	0.	0.	-174.	.73	34.	41.6	E	18.4	13.6
9	5	1515.	1972.	3052.	7680.	2000.	3068.	7717.	7717.	1283.	0.	0.	1.00	55.	28.1	E	20.8	11.7
10	4	1190.	0.	548.	4628.	0.	550.	4649.	7738.	62.	0.	0.	.60	55.	21.1	C	20.3	11.8
11	4	230.	0.	0.	4080.	0.	0.	4099.	7800.	0.	0.	0.	.53	55.	18.6	C	20.5	11.8
12	3	4755.	0.	0.	4080.	0.	0.	4099.	5850.	0.	0.	0.	.70	55.	24.8	C	20.5	11.8
13	4	1275.	480.	0.	4560.	480.	0.	4579.	8000.	0.	0.	0.	.57	55.	20.8	C	20.3	11.8
14	4	2640.	0.	4560.	4560.	0.	4579.	4579.	8000.	0.	0.	0.	.57	55.	20.8	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 45.	34.7		20.3	12.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	234. VEH-HRS	295. PASS-HRS	1830. VEH-HRS	2306. PASS-HRS
FREEWAY MERGE DELAY =	7. VEH-HRS	9. PASS-HRS	12. VEH-HRS	15. PASS-HRS
ON-RAMP MRG/CAP DELAY =	11. VEH-HRS	14. PASS-HRS	24. VEH-HRS	30. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	252. VEH-HRS	318. PASS-HRS	1866. VEH-HRS	2351. PASS-HRS
TOTAL TRAV DISTANCE =	10558. VEH-MI.	13303. PASS-MI.	92837. VEH-MI.	116975. PASS-MI.
AVERAGE SYSTEM SPEED =	42. MPH.		51. MPH.	
AVERAGE DENSITY =	35. VPMPL		30. VPMPL	
TOTAL FUEL =	528. GALLONS		4515. GALLONS	
TOTAL EMISSIONS =	132. KILOGRAMS		1108. KILOGRAMS	

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**         FREEWAY TRAVEL TIME (MINUTES)        **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	3.19	5.65	6.45	6.72	7.35	7.60	9.44
2	0.00	1.37	2.17	2.44	3.08	3.32	5.16
3	0.00	1.17	1.97	2.24	2.87	3.12	4.96
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6428.	0.	6428.	6428.	0.	6194.	8000.	0.	* 341.	234.	.77	54.	28.7	F	20.2	11.9
2	4	1500.	0.	488.	6428.	0.	488.	6194.	7800.	0.	B* 1500.	234.	.79	16.	98.4	F	14.3	19.3
3	4	1118.	0.	0.	5940.	0.	0.	5706.	7800.	0.	BB 1118.	234.	.73	12.	122.0	F	12.3	22.7
4	4	345.	1204.	0.	7144.	1204.	0.	6910.	7800.	0.	BB 345.	234.	.89	19.	89.2	F	16.0	17.1
5	4	5130.	940.	240.	8084.	940.	232.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	1020.	7844.	0.	984.	7568.	7800.	0.	0.	0.	.97	52.	36.7	E	21.5	11.4
7	4	1280.	0.	968.	6824.	0.	934.	6584.	7800.	0.	0.	0.	.84	55.	29.9	D	20.5	11.8
8	4	1570.	0.	0.	5856.	0.	0.	5650.	7800.	0.	0.	0.	.72	55.	25.7	C	20.3	11.8
9	5	1515.	1796.	3000.	7652.	1960.	2985.	7610.	7731.	1269.	0.	0.	.98	55.	27.7	D	20.8	11.7
10	4	1190.	0.	552.	4652.	0.	549.	4626.	7739.	61.	0.	0.	.60	55.	21.0	C	20.3	11.8
11	4	230.	0.	0.	4100.	0.	0.	4077.	7800.	0.	0.	0.	.52	55.	18.5	C	20.5	11.8
12	3	4755.	0.	0.	4100.	0.	0.	4077.	5850.	0.	0.	0.	.70	55.	24.7	C	20.5	11.8
13	4	1275.	416.	0.	4516.	416.	0.	4493.	8000.	0.	0.	0.	.56	55.	20.4	C	20.3	11.8
14	4	2640.	0.	4516.	4516.	0.	4493.	4493.	8000.	0.	0.	0.	.56	55.	20.4	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F		AVG = 44.	35.4	20.1	12.3

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	242. VEH-HRS	304. PASS-HRS	2071. VEH-HRS	2610. PASS-HRS
FREEWAY MERGE DELAY =	9. VEH-HRS	11. PASS-HRS	20. VEH-HRS	26. PASS-HRS
ON-RAMP MRG/CAP DELAY =	5. VEH-HRS	6. PASS-HRS	29. VEH-HRS	37. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	255. VEH-HRS	322. PASS-HRS	2121. VEH-HRS	2673. PASS-HRS
TOTAL TRAV DISTANCE =	10525. VEH-MI.	13261. PASS-MI.	103362. VEH-MI.	130236. PASS-MI.
AVERAGE SYSTEM SPEED =	41. MPH.		50. MPH.	
AVERAGE DENSITY =	35. VPMPL		31. VPMPL	
TOTAL FUEL =	529. GALLONS		5043. GALLONS	
TOTAL EMISSIONS =	132. KILOGRAMS		1240. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	3.30	5.81	6.61	6.88	7.52	7.76	9.60
2	0.00	1.38	2.19	2.45	3.09	3.33	5.17
3	0.00	1.17	1.97	2.24	2.87	3.12	4.96
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5844.	0.	5844.	5844.	0.	5844.	8000.	0.	0.	0.	.73	54.	27.2	D	20.2	11.9
2	4	1500.	0.	456.	5844.	0.	456.	6065.	7800.	0.	* 1018.	-221.	.78	14.	104.8	F	13.6	26.3
3	4	1118.	0.	0.	5388.	0.	0.	5609.	7800.	0.	B* 1118.	-221.	.72	11.	124.7	F	12.1	23.1
4	4	345.	1152.	0.	6540.	1152.	0.	6761.	7800.	0.	BB 345.	-221.	.87	18.	93.3	F	15.5	17.8
5	4	5130.	884.	228.	7424.	884.	239.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	900.	7196.	0.	946.	7561.	7800.	0.	0.	0.	.97	52.	36.6	E	21.5	11.4
7	4	1280.	0.	904.	6296.	0.	950.	6615.	7800.	0.	0.	0.	.85	55.	30.1	D	20.5	11.8
8	4	1570.	0.	0.	5392.	0.	0.	5665.	7800.	0.	0.	0.	.73	55.	25.8	C	20.3	11.8
9	5	1515.	1832.	2780.	7224.	1832.	2885.	7497.	7800.	1200.	0.	0.	.96	55.	27.3	D	20.8	11.7
10	4	1190.	0.	504.	4444.	0.	523.	4612.	7744.	56.	0.	0.	.60	55.	21.0	C	20.3	11.8
11	4	230.	0.	0.	3940.	0.	0.	4089.	7800.	0.	0.	0.	.52	55.	18.6	C	20.5	11.8
12	3	4755.	0.	0.	3940.	0.	0.	4089.	5850.	0.	0.	0.	.70	55.	24.8	C	20.5	11.8
13	4	1275.	372.	0.	4312.	372.	0.	4461.	8000.	0.	0.	0.	.56	55.	20.3	C	20.3	11.8
14	4	2640.	0.	4312.	4312.	0.	4461.	4461.	8000.	0.	0.	0.	.56	55.	20.3	C	24.4	11.2
TOTAL		36203. =	6.9 MILES										MAX(V/C) = 1.00	LOWEST LOS = F	AVG = 43.	35.4		20.0	12.4

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	239. VEH-HRS	301. PASS-HRS	2310. VEH-HRS	2911. PASS-HRS
FREEWAY MERGE DELAY =	4. VEH-HRS	5. PASS-HRS	24. VEH-HRS	30. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	29. VEH-HRS	37. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	243. VEH-HRS	306. PASS-HRS	2364. VEH-HRS	2978. PASS-HRS
TOTAL TRAV DISTANCE =	10219. VEH-MI.	12876. PASS-MI.	113581. VEH-MI.	143112. PASS-MI.
AVERAGE SYSTEM SPEED =	42. MPH.		49. MPH.	
AVERAGE DENSITY =	35. VPMPL		31. VPMPL	
TOTAL FUEL =	512. GALLONS		5555. GALLONS	
TOTAL EMISSIONS =	127. KILOGRAMS		1367. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.56	4.93	5.74	6.00	6.64	6.89	8.73
2	0.00	1.38	2.19	2.46	3.09	3.34	5.18
3	0.00	1.17	1.97	2.24	2.88	3.12	4.96
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5764.	0.	5764.	5764.	0.	5764.	8000.	0.	0.	0.	.72	55.	26.2	D	20.3	11.8
2	4	1500.	0.	512.	5764.	0.	512.	5764.	7800.	0.	0.	0.	.74	35.	41.5	E	18.5	13.6
3	4	1118.	0.	0.	5252.	0.	0.	5696.	7800.	0.	* 477.	-444.	.73	13.	111.2	F	12.8	21.5
4	4	345.	1060.	0.	6312.	1060.	0.	6756.	7800.	0.	** 345.	-444.	.87	18.	93.4	F	15.5	17.8
5	4	5130.	924.	192.	7236.	924.	207.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	788.	7044.	0.	849.	7593.	7800.	0.	0.	0.	.97	51.	36.9	E	21.5	11.4
7	4	1280.	0.	928.	6256.	0.	1000.	6744.	7800.	0.	0.	0.	.86	55.	30.7	D	20.5	11.8
8	4	1570.	0.	0.	5328.	0.	0.	5743.	7800.	0.	0.	0.	.74	55.	26.1	D	20.3	11.8
9	5	1515.	1880.	2848.	7208.	1880.	3012.	7623.	7790.	1210.	0.	0.	.98	55.	27.7	D	20.8	11.7
10	4	1190.	0.	512.	4360.	0.	542.	4611.	7742.	58.	0.	0.	.60	55.	21.0	C	20.3	11.8
11	4	230.	0.	0.	3848.	0.	0.	4070.	7800.	0.	0.	0.	.52	55.	18.5	C	20.5	11.8
12	3	4755.	0.	0.	3848.	0.	0.	4070.	5850.	0.	0.	0.	.70	55.	24.7	C	20.5	11.8
13	4	1275.	368.	0.	4216.	368.	0.	4438.	8000.	0.	0.	0.	.55	55.	20.2	C	20.3	11.8
14	4	2640.	0.	4216.	4216.	0.	4438.	4438.	8000.	0.	0.	0.	.55	55.	20.2	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 47.	32.1		20.5	12.1

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	217. VEH-HRS	273. PASS-HRS	2527. VEH-HRS	3184. PASS-HRS
FREEWAY MERGE DELAY =	2. VEH-HRS	3. PASS-HRS	26. VEH-HRS	33. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	29. VEH-HRS	37. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	219. VEH-HRS	276. PASS-HRS	2583. VEH-HRS	3254. PASS-HRS
TOTAL TRAV DISTANCE =	10188. VEH-MI.	12837. PASS-MI.	123769. VEH-MI.	155949. PASS-MI.
AVERAGE SYSTEM SPEED =	47. MPH.		49. MPH.	
AVERAGE DENSITY =	32. VPMPL		31. VPMPL	
TOTAL FUEL =	499. GALLONS		6054. GALLONS	
TOTAL EMISSIONS =	123. KILOGRAMS		1490. KILOGRAMS	

QUEUE CLEAR SECTION 4 FT= 27

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	4.05	4.82	5.08	5.72	5.97	7.81
2	0.00	1.31	2.08	2.35	2.98	3.23	5.07
3	0.00	1.10	1.88	2.14	2.78	3.02	4.86
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6020.	0.	6020.	6020.	0.	6020.	8000.	0.	0.	0.	.75	55.	27.4	D	20.3	11.8
2	4	1500.	0.	536.	6020.	0.	536.	6020.	7800.	0.	0.	0.	.77	55.	27.4	D	20.3	11.8
3	4	1118.	0.	0.	5484.	0.	0.	5484.	7800.	0.	0.	0.	.70	35.	39.0	E	18.5	13.5
4	4	345.	948.	0.	6432.	948.	0.	6638.	7800.	0.	0.	-206.	.85	19.	87.3	F	15.7	17.4
5	4	5130.	684.	216.	7116.	684.	222.	7322.	7800.	0.	0.	0.	.94	53.	34.6	D	21.2	11.5
6	4	3655.	0.	816.	6900.	0.	840.	7100.	7800.	0.	0.	0.	.91	54.	33.1	D	21.0	11.6
7	4	1280.	0.	868.	6084.	0.	893.	6260.	7800.	0.	0.	0.	.80	55.	28.5	D	20.5	11.8
8	4	1570.	0.	0.	5216.	0.	0.	5367.	7800.	0.	0.	0.	.69	55.	24.4	C	20.3	11.8
9	5	1515.	1584.	2660.	6800.	1584.	2719.	6951.	7987.	1013.	0.	0.	.87	55.	25.3	C	20.8	11.7
10	4	1190.	0.	384.	4140.	0.	393.	4232.	7761.	39.	0.	0.	.55	55.	19.2	C	20.3	11.8
11	4	230.	0.	0.	3756.	0.	0.	3839.	7800.	0.	0.	0.	.49	55.	17.5	B	20.5	11.8
12	3	4755.	0.	0.	3756.	0.	0.	3839.	5850.	0.	0.	0.	.66	55.	23.3	C	20.5	11.8
13	4	1275.	352.	0.	4108.	352.	0.	4191.	8000.	0.	0.	0.	.52	55.	19.1	C	20.3	11.8
14	4	2640.	0.	4108.	4108.	0.	4191.	4191.	8000.	0.	0.	0.	.52	55.	19.1	C	24.4	11.2
TOTAL		36203. =	6.9 MILES										MAX(V/C) = 0.94	LOWEST LOS = F		AVG = 52.	28.0	20.7	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	188. VEH-HRS	237. PASS-HRS	2715. VEH-HRS	3422. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	26. VEH-HRS	33. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	29. VEH-HRS	37. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	188. VEH-HRS	237. PASS-HRS	2771. VEH-HRS	3492. PASS-HRS
TOTAL TRAV DISTANCE =	9883. VEH-MI.	12453. PASS-MI.	133652. VEH-MI.	168402. PASS-MI.
AVERAGE SYSTEM SPEED =	52. MPH.		49. MPH.	
AVERAGE DENSITY =	28. VPMPL		31. VPMPL	
TOTAL FUEL =	478. GALLONS		6533. GALLONS	
TOTAL EMISSIONS =	117. KILOGRAMS		1607. KILOGRAMS	

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**         FREEWAY TRAVEL TIME (MINUTES)        **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.74	4.49	4.76	5.40	5.64	7.48
2	0.00	1.13	1.89	2.15	2.79	3.03	4.87
3	0.00	1.06	1.82	2.08	2.72	2.96	4.80
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5912.	0.	5912.	5912.	0.	5912.	8000.	0.	0.	0.	.74	55.	26.9	D	20.3	11.8
2	4	1500.	0.	572.	5912.	0.	572.	5912.	7800.	0.	0.	0.	.76	55.	26.9	D	20.3	11.8
3	4	1118.	0.	0.	5340.	0.	0.	5340.	7800.	0.	0.	0.	.68	55.	24.3	C	20.3	11.8
4	4	345.	840.	0.	6180.	840.	0.	6180.	7800.	0.	0.	0.	.79	55.	28.1	D	20.5	11.8
5	4	5130.	616.	216.	6796.	616.	216.	6796.	7800.	0.	0.	0.	.87	55.	30.9	D	20.8	11.7
6	4	3655.	0.	636.	6580.	0.	636.	6580.	7800.	0.	0.	0.	.84	55.	29.9	D	20.8	11.7
7	4	1280.	0.	852.	5944.	0.	852.	5944.	7800.	0.	0.	0.	.76	55.	27.0	D	20.5	11.8
8	4	1570.	0.	0.	5092.	0.	0.	5092.	7800.	0.	0.	0.	.65	55.	23.1	C	20.3	11.8
9	5	1515.	1488.	2600.	6580.	1488.	2600.	6580.	8055.	945.	0.	0.	.82	55.	23.9	C	20.8	11.7
10	4	1190.	0.	352.	3980.	0.	352.	3980.	7765.	35.	0.	0.	.51	55.	18.1	C	20.3	11.8
11	4	230.	0.	0.	3628.	0.	0.	3628.	7800.	0.	0.	0.	.47	55.	16.5	B	20.5	11.8
12	3	4755.	0.	0.	3628.	0.	0.	3628.	5850.	0.	0.	0.	.62	55.	22.0	C	20.5	11.8
13	4	1275.	400.	0.	4028.	400.	0.	4028.	8000.	0.	0.	0.	.50	55.	18.3	C	20.3	11.8
14	4	2640.	0.	4028.	4028.	0.	4028.	4028.	8000.	0.	0.	0.	.50	55.	18.3	C	24.4	11.2
TOTAL		36203. =	6.9 MILES							MAX(V/C) = 0.87	LOWEST LOS = D		AVG = 55.		25.5		20.7	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	171. VEH-HRS	216. PASS-HRS	2887. VEH-HRS	3638. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	26. VEH-HRS	33. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	29. VEH-HRS	37. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	171. VEH-HRS	216. PASS-HRS	2943. VEH-HRS	3708. PASS-HRS
TOTAL TRAV DISTANCE =	9430. VEH-MI.	11882. PASS-MI.	143083. VEH-MI.	180284. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		50. MPH.	
AVERAGE DENSITY =	25. VPMPL		31. VPMPL	
TOTAL FUEL =	456. GALLONS		6989. GALLONS	
TOTAL EMISSIONS =	111. KILOGRAMS		1718. KILOGRAMS	

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**         FREEWAY TRAVEL TIME (MINUTES)        **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.74	4.49	4.76	5.40	5.64	7.48
2	0.00	1.13	1.89	2.15	2.79	3.03	4.87
3	0.00	1.06	1.82	2.08	2.72	2.96	4.80
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5400.	0.	5400.	5400.	0.	5400.	8000.	0.	0.	0.	.67	55.	24.5	C	20.3	11.8
2	4	1500.	0.	480.	5400.	0.	480.	5400.	7800.	0.	0.	0.	.69	55.	24.5	C	20.3	11.8
3	4	1118.	0.	0.	4920.	0.	0.	4920.	7800.	0.	0.	0.	.63	55.	22.4	C	20.3	11.8
4	4	345.	776.	0.	5696.	776.	0.	5696.	7800.	0.	0.	0.	.73	55.	25.9	C	20.5	11.8
5	4	5130.	580.	220.	6276.	580.	220.	6276.	7800.	0.	0.	0.	.80	55.	28.5	D	20.8	11.7
6	4	3655.	0.	560.	6056.	0.	560.	6056.	7800.	0.	0.	0.	.78	55.	27.5	D	20.8	11.7
7	4	1280.	0.	788.	5496.	0.	788.	5496.	7800.	0.	0.	0.	.70	55.	25.0	C	20.5	11.8
8	4	1570.	0.	0.	4708.	0.	0.	4708.	7800.	0.	0.	0.	.60	55.	21.4	C	20.3	11.8
9	5	1515.	1400.	2300.	6108.	1400.	2300.	6108.	8085.	915.	0.	0.	.76	55.	22.2	C	20.8	11.7
10	4	1190.	0.	336.	3808.	0.	336.	3808.	7767.	33.	0.	0.	.49	55.	17.3	B	20.3	11.8
11	4	230.	0.	0.	3472.	0.	0.	3472.	7800.	0.	0.	0.	.45	55.	15.8	B	20.5	11.8
12	3	4755.	0.	0.	3472.	0.	0.	3472.	5850.	0.	0.	0.	.59	55.	21.0	C	20.5	11.8
13	4	1275.	336.	0.	3808.	336.	0.	3808.	8000.	0.	0.	0.	.48	55.	17.3	B	20.3	11.8
14	4	2640.	0.	3808.	3808.	0.	3808.	3808.	8000.	0.	0.	0.	.48	55.	17.3	B	24.4	11.2
TOTAL		36203. =	6.9 MILES							MAX(V/C) = 0.80	LOWEST LOS = D		AVG = 55.		23.6		20.7	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	159. VEH-HRS	200. PASS-HRS	3046. VEH-HRS	3837. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	26. VEH-HRS	33. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	29. VEH-HRS	37. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	159. VEH-HRS	200. PASS-HRS	3101. VEH-HRS	3908. PASS-HRS
TOTAL TRAV DISTANCE =	8727. VEH-MI.	10997. PASS-MI.	151810. VEH-MI.	191281. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		50. MPH.	
AVERAGE DENSITY =	24. VPMPL		30. VPMPL	
TOTAL FUEL =	422. GALLONS		7410. GALLONS	
TOTAL EMISSIONS =	103. KILOGRAMS		1820. KILOGRAMS	

```
**************************************************
**                                              **
**         FREEWAY TRAVEL TIME (MINUTES)        **
**                                              **
**************************************************
```

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.74	4.49	4.76	5.40	5.64	7.48
2	0.00	1.13	1.89	2.15	2.79	3.03	4.87
3	0.00	1.06	1.82	2.08	2.72	2.96	4.80
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5556.	0.	5556.	5556.	0.	5556.	8000.	0.	0.	0.	.69	55.	25.3	C	20.3	11.8
2	4	1500.	0.	608.	5556.	0.	608.	5556.	7800.	0.	0.	0.	.71	55.	25.3	C	20.3	11.8
3	4	1118.	0.	0.	4948.	0.	0.	4948.	7800.	0.	0.	0.	.63	55.	22.5	C	20.3	11.8
4	4	345.	740.	0.	5688.	740.	0.	5688.	7800.	0.	0.	0.	.73	55.	25.9	C	20.5	11.8
5	4	5130.	556.	264.	6244.	556.	264.	6244.	7800.	0.	0.	0.	.80	55.	28.4	D	20.8	11.7
6	4	3655.	0.	612.	5980.	0.	612.	5980.	7800.	0.	0.	0.	.77	55.	27.2	D	20.8	11.7
7	4	1280.	0.	772.	5368.	0.	772.	5368.	7800.	0.	0.	0.	.69	55.	24.4	C	20.5	11.8
8	4	1570.	0.	0.	4596.	0.	0.	4596.	7800.	0.	0.	0.	.59	55.	20.9	C	20.3	11.8
9	5	1515.	1384.	2332.	5980.	1384.	2332.	5980.	8111.	889.	0.	0.	.74	55.	21.7	C	20.8	11.7
10	4	1190.	0.	348.	3648.	0.	348.	3648.	7765.	35.	0.	0.	.47	55.	16.6	B	20.3	11.8
11	4	230.	0.	0.	3300.	0.	0.	3300.	7800.	0.	0.	0.	.42	55.	15.0	B	20.5	11.8
12	3	4755.	0.	0.	3300.	0.	0.	3300.	5850.	0.	0.	0.	.56	55.	20.0	C	20.5	11.8
13	4	1275.	316.	0.	3616.	316.	0.	3616.	8000.	0.	0.	0.	.45	55.	16.4	B	20.3	11.8
14	4	2640.	0.	3616.	3616.	0.	3616.	3616.	8000.	0.	0.	0.	.45	55.	16.4	B	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.80		LOWEST LOS = D	AVG = 55.	23.5		20.7	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	158. VEH-HRS	199. PASS-HRS	3203. VEH-HRS	4036. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	26. VEH-HRS	33. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	29. VEH-HRS	37. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	158. VEH-HRS	199. PASS-HRS	3259. VEH-HRS	4107. PASS-HRS
TOTAL TRAV DISTANCE =	8682. VEH-MI.	10940. PASS-MI.	160492. VEH-MI.	202221. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		50. MPH.	
AVERAGE DENSITY =	23. VPMPL		30. VPMPL	
TOTAL FUEL =	420. GALLONS		7830. GALLONS	
TOTAL EMISSIONS =	102. KILOGRAMS		1923. KILOGRAMS	

FREEWAY SUMMARY TABLE
SIMULATION BEFORE CONTROL

TIME SLICE	FREEWAY TRAVEL TIME VEH-HR	FREEWAY TRAVEL TIME PAS-HR	RAMP DELAY VEH-HR	RAMP DELAY PAS-HR	TOTAL FREEWAY TRAVEL TIME VEH-HR	TOTAL FREEWAY TRAVEL TIME PAS-HR	TOTAL TRAVEL DISTANCE VEH-MI	TOTAL TRAVEL DISTANCE PAS-MI	AVERAGE SPEED MPH	GASOLINE CONSUMED GALLONS	HYDROCARB EMISSIONS KILOGRAMS	CARBON MONOXIDE KILOGRAMS	NITROUS OXIDES KILOGRAMS	BEGIN TIME
1	143.	180.	0.	0.	143.	180.	7844.	9883.	55.0	379.	7.	79.	6.	6:00
2	168.	211.	0.	0.	168.	211.	9227.	11627.	55.0	446.	8.	93.	7.	6:15
3	191.	240.	0.	0.	191.	240.	10439.	13153.	54.8	503.	9.	105.	8.	6:30
4	196.	247.	0.	0.	196.	247.	10709.	13494.	54.5	515.	10.	107.	9.	6:45
5	214.	270.	0.	0.	214.	270.	11434.	14407.	53.4	544.	10.	114.	9.	7:00
6	222.	280.	0.	0.	222.	280.	11231.	14151.	50.5	540.	10.	113.	9.	7:15
7	231.	291.	4.	4.	234.	295.	10837.	13655.	46.3	532.	11.	112.	9.	7:30
8	231.	291.	14.	18.	246.	309.	10557.	13302.	43.0	526.	11.	111.	9.	7:45
9	234.	295.	18.	23.	252.	318.	10558.	13303.	41.9	528.	11.	112.	9.	8:00
10	242.	304.	14.	17.	255.	322.	10525.	13261.	41.2	529.	11.	112.	9.	8:15
11	239.	301.	4.	5.	243.	306.	10219.	12876.	42.1	512.	11.	108.	8.	8:30
12	217.	273.	2.	3.	219.	276.	10188.	12837.	46.5	499.	10.	105.	8.	8:45
13	188.	237.	0.	0.	188.	237.	9883.	12453.	52.5	478.	9.	100.	8.	9:00
14	171.	216.	0.	0.	171.	216.	9430.	11882.	55.0	456.	8.	95.	8.	9:15
15	159.	200.	0.	0.	159.	200.	8727.	10997.	55.0	422.	8.	88.	7.	9:30
16	158.	199.	0.	0.	158.	199.	8682.	10940.	55.0	420.	8.	87.	7.	9:45
TOTAL	3203.	4036.	56.	70.	3259.	4107.	160492.	202221.	50.1	7830.	151.	1642.	129.	

CONTOUR DIAGRAM OF
QUEUE LENGTH
BEFORE ENTRY CONTROL

```
TIME                                                                                                  BEGIN
SLICE ..............................................................................................   TIME
      .                                                                                            .
    1 .                                                                                            . -  6:00
    2 .                                                                                            . -  6:15
    3 .                                                                                            . -  6:30
    4 .                                                                                            . -  6:45
    5 .                                                                                            . -  7:00
    6 .                                ***                           ***                           . -  7:15
    7 .                                ***                           ***                           . -  7:30
    8 .                              *BBBB                            **                           . -  7:45
    9 .                            ***BBBB                                                         . -  8:00
   10 .                          *BBBBBBBB                                                         . -  8:15
   11 .                            ***BBBB                                                         . -  8:30
   12 .                                ***                                                         . -  8:45
   13 .                                                                                            . -  9:00
   14 .                                                                                            . -  9:15
   15 .                                                                                            . -  9:30
   16 .                                                                                            . -  9:45
      .                                                                                            .
      ..............................................................................................
       :                          :   :  ::            :         :   :   :   :  ::            :   :
       01                         02  03  05           06        07  08  09  10  12           13  14
```

BLANK DENOTES MOVING TRAFFIC. ASTERISK DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION.
M DENOTES QUEUED VEHICLES DUE TO MERGING. B DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION AND MERGING. (WHEN BOTH QUEUES EXIST, LENGTH OF DISPLAY REPRESENTS MAINLINE CONGESTION.)

CONTOUR DIAGRAM OF
VOLUME/CAPACITY RATIO
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ..................................................................................................................  TIME
      .                                                                                                                .
    1 .6666666666666666666666666666666555666666666666666666666666666666555566665554666666666666644444444444. -  6:00
    2 .7777777777777777777777777777777766677777777777777777777777777777766667777555566666666666655555555555. -  6:15
    3 .8888888888888888888888888888888777899999999999999988888888888888777788886665777777777777766666666666. -  6:30
    4 .8888888888888888888888888888888777899999999999999999999999999888877778888666577777777777776666666666. -  6:45
    5 .8888888888888888888888888888899998889999999999999999999999999999977779999777688888888888886666666666. -  7:00
    6 .8888888888888888888888888888899997779**************999999999988887777****6665777777777777766666666666. -  7:15
    7 .8888888888888888888888888888888887778**************999999999988887777****6665777777777777766666666666. -  7:30
    8 .8888888888888888888888888888877777778**************999999999988887777****5555666666666666655555555555. -  7:45
    9 .8888888888888888888888888888888887778**************999999999988887777****6665777777777777755555555555. -  8:00
   10 .7777777777777777777777777777777777778**************999999999988887777999955556666666666666655555555555. -  8:15
   11 .7777777777777777777777777777777777778**************999999999988887777999955556666666666666655555555555. -  8:30
   12 .7777777777777777777777777777777777778**************999999999988887777999955556666666666666655555555555. -  8:45
   13 .7777777777777777777777777777777777789999999999999999999999999988886666888855546666666666666655555555555. -  9:00
   14 .7777777777777777777777777777777766678888888888888888888888888877776666888855546666666666666655555555555. -  9:15
   15 .6666666666666666666666666666666666678888888888888887777777777777766667777444455555555555555544444444444. -  9:30
   16 .6666666666666666666666666666677776667888888888888887777777777766665555777744445555555555555544444444444. -  9:45
      .                                                                                                                .
      ..................................................................................................................
       :                          :   :  ::            :         :   :   :   :  ::            :   :
       01                         02  03  05           06        07  08  09  10  12           13  14
```

THE DIGIT LEVELS DENOTE V/C IN VALUES FROM 0 TO 10 (CORRESPONDING TO 0.0 TO 1.0). THE ASTERISK DENOTES SATURATION.

I-880 NORTHBOUND P.M.

```
FFFFFFFFFF RRRRRRRRR  EEEEEEEEEE     QQQQQQQ         1111      222222     PPPPPPPPP     EEEEEEEEEE
FFFFFFFFFF RRRRRRRRRR EEEEEEEEEE   Q*A.D.MAY*Q     111111     222  222    PPPPPPPPPP    EEEEEEEEEE
FFF        RRR    RRR EEE         QQQQQ    QQQQQ     1111    222    222   PPP    PPP    EEE
FFF        RRR    RRR EEE        QQQQ        QQQQ    1111           222   PPP    PPP    EEE
FFFFFFF    RRRRRRRRRR EEEEEEE    QQQQ        QQQQ    1111          222    PPPPPPPPPP    EEEEEEE
FFFFFFF    RRRRRRRRR  EEEEEEE    QQQQ        QQQQ    1111        2222     PPPPPPPPP     EEEEEEE
FFF        RRR RRR    EEE        QQQQ    QQQ QQQQ    1111      2222       PPP           EEE
FFF        RRR  RRR   EEE         Q*UC*    QQQQQ     1111     222         PPP           EEE
FFF        RRR   RRR  EEEEEEEEEE   Q*REGENTS*QQ      1111    222          PPP           EEEEEEEEEE
FFF        RRR    RRR EEEEEEEEEE     Q*1999*Q QQQ  11111111  2222222222   PPP           EEEEEEEEEE
```

FREQ12PE 880 NB Existing PM ver 5 - adj ML capacity to match AM

1. THIS IS A SIMULATION ONLY EXECUTION.

2. THERE ARE 4.0 TIME SLICES PER HOUR.

3. WEAVING ANALYSIS IS ENGAGED WITH FACTOR = 0.5

4. NO ALTERNATE ROUTE IS PROVIDED.

5. SPEED FLOW DATA IS SUPPLIED BY THE PROGRAM. DEFAULT FREE-FLOW SPEED = 55
   LOWER LIMB (AT V/C=1) = 30

6. FUEL DATA ARE SUPPLIED BY THE PROGRAM.

7. EMISSION RATES SELECTED FROM PROGRAM TABLES: EMFAC2002 2005 - 75 DEGREES F.

FREEWAY AND ARTERIAL DESIGN FEATURES

SUB SEC	NO. LNS	SSEC CAP	SSEC LENGTH	DESIGN SPEED	ORG DES	TRK FAC	SSEC GRAD	PCT TRK	PCT DES TRUCKS	SPECIAL RAMP	FF.SPD. ALT.RTE	CAP. ALT.RTE	ART TYPE	GRADE ALT.RTE	SUBSECTION LOCATION
1	4	8000.	10000.	55	O	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Dummy Link
2	4	7800.	1500.	55	D	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Mainline to 23rd off
3	4	7800.	1118.	55		0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	23rd off to 23rd on diag
4	4	7800.	345.	55	O	0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	23rd on diag to 23rd loo
5	4	7800.	5130.	55	OD	0.99	0.0	13	0	NO	0.0	0.	GOOD	0.0	23rd on loop to 5th off
6	4	7800.	3655.	55	D	0.99	0.0	13	0	NO	0.0	0.	GOOD	0.0	5th off to Oak off
7	4	7800.	1280.	55	D	0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Oak off to Broadway off
8	4	7800.	1570.	55		0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Broadway off to Jacks on
9	5	9000.	1515.	55	OD	0.99	0.0	13	0	YES	0.0	0.	GOOD	0.0	Jacks on to 980 off
10	4	7800.	1190.	55	D	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	980 off to Market off
11	4	7800.	230.	60		0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Market Off to Merge
12	3	5850.	4755.	60		0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Merge to Union on
13	4	8000.	1275.	60	O	0.99	0.0	15	0	YES	0.0	0.	GOOD	0.0	R10 - Union On to ML End
14	4	8000.	2640.	60	D	1.00	0.0	0	0	NO	0.0	0.	GOOD	0.0	Dummy end

ON-RAMP CAPACITY LIMITS

1	2	3	4	5
8000.	1500.	1500.	1900.	1500.

OFF-RAMP CAPACITY LIMITS

1	2	3	4	5	6	7
1500.	1500.	1500.	1500.	3800.	1500.	8000.

ON-RAMP 1 IS THE MAINLINE ORIGIN
OFF-RAMP 7 IS THE MAINLINE DESTINATION

TIME SLICE 1 OF 16

ON-RAMP LOCATIONS
1 4 5 9 13

OFF-RAMP LOCATIONS
2 5 6 7 9 10 14

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1653. 250. 137. 388. 59.

ORIGINAL OUTPUT COUNTS--
156. 67. 121. 149. 893. 73. 966.

TOTAL ORIGINAL INPUT = 2487. TOTAL ORIGINAL OUTPUT= 2425.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.03
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 2 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1628. 202. 135. 364. 61.

ORIGINAL OUTPUT COUNTS--
169. 67. 134. 171. 839. 87. 925.

TOTAL ORIGINAL INPUT = 2390. TOTAL ORIGINAL OUTPUT= 2392.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 3 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1687. 213. 150. 344. 63.

ORIGINAL OUTPUT COUNTS--
145. 68. 157. 163. 919. 86. 921.

TOTAL ORIGINAL INPUT = 2457. TOTAL ORIGINAL OUTPUT= 2459.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 4 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1706. 173. 124. 318. 69.

ORIGINAL OUTPUT COUNTS--
173. 67. 160. 153. 931. 88. 903.

TOTAL ORIGINAL INPUT = 2390. TOTAL ORIGINAL OUTPUT= 2475.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.97
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 5 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1637. 187. 125. 419. 67.

ORIGINAL OUTPUT COUNTS--
164. 71. 133. 177. 942. 88. 908.

TOTAL ORIGINAL INPUT = 2435. TOTAL ORIGINAL OUTPUT= 2483.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.98
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 6 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1613. 183. 127. 418. 67.

ORIGINAL OUTPUT COUNTS--
140. 78. 133. 175. 891. 88. 869.

TOTAL ORIGINAL INPUT = 2408. TOTAL ORIGINAL OUTPUT= 2374.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 7 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1652. 192. 120. 412. 67.

ORIGINAL OUTPUT COUNTS--
183. 62. 133. 169. 832. 88. 898.

TOTAL ORIGINAL INPUT = 2443. TOTAL ORIGINAL OUTPUT= 2365.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.03
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 8 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1701. 172. 135. 415. 67.

ORIGINAL OUTPUT COUNTS--
193. 74. 133. 172. 805. 88. 860.

TOTAL ORIGINAL INPUT = 2490. TOTAL ORIGINAL OUTPUT= 2325.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.07
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 9 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1646. 211. 135. 473. 73.

ORIGINAL OUTPUT COUNTS--
225. 67. 142. 184. 897. 103. 857.

TOTAL ORIGINAL INPUT = 2538. TOTAL ORIGINAL OUTPUT= 2475.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.03
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 10 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1747. 185. 131. 430. 94.

ORIGINAL OUTPUT COUNTS--
209. 85. 141. 236. 909. 103. 870.

TOTAL ORIGINAL INPUT = 2587. TOTAL ORIGINAL OUTPUT= 2553.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 11 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1551. 177. 139. 397. 72.

ORIGINAL OUTPUT COUNTS--
173. 88. 141. 209. 823. 103. 776.

TOTAL ORIGINAL INPUT = 2336. TOTAL ORIGINAL OUTPUT= 2313.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 12 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1553. 180. 139. 377. 60.

ORIGINAL OUTPUT COUNTS--
177. 73. 141. 201. 774. 103. 734.

TOTAL ORIGINAL INPUT = 2309. TOTAL ORIGINAL OUTPUT= 2203.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.05
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 13 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1515. 161. 112. 383. 53.

ORIGINAL OUTPUT COUNTS--
162. 83. 108. 145. 778. 78. 741.

TOTAL ORIGINAL INPUT = 2224. TOTAL ORIGINAL OUTPUT= 2095.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.06
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 14 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1412. 163. 109. 366. 53.

ORIGINAL OUTPUT COUNTS--
178. 81. 108. 140. 808. 80. 714.

TOTAL ORIGINAL INPUT = 2103. TOTAL ORIGINAL OUTPUT= 2109.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 15 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1400. 142. 89. 358. 53.

ORIGINAL OUTPUT COUNTS--
142. 68. 108. 150. 746. 67. 716.

TOTAL ORIGINAL INPUT = 2042. TOTAL ORIGINAL OUTPUT= 1997.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 16 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1433. 138. 100. 321. 53.

ORIGINAL OUTPUT COUNTS--
134. 66. 82. 149. 754. 61. 677.

TOTAL ORIGINAL INPUT = 2045. TOTAL ORIGINAL OUTPUT= 1923.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.06
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

***** INPUT HAS BEEN COMPLETED *****

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.80	4.58	4.85	5.49	5.73	7.42
2	0.00	1.20	1.98	2.24	2.88	3.12	4.81
3	0.00	1.12	1.91	2.17	2.81	3.05	4.74
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6616.	0.	6616.	6616.	0.	6616.	8000.	0.	0.	0.	.83	55.	30.1	D	20.3	11.8
2	4	1500.	0.	640.	6616.	0.	640.	6616.	7800.	0.	0.	0.	.85	55.	30.1	D	20.3	11.8
3	4	1118.	0.	0.	5976.	0.	0.	5976.	7800.	0.	0.	0.	.77	55.	27.2	D	20.3	11.8
4	4	345.	1000.	0.	6976.	1000.	0.	6976.	7800.	0.	0.	0.	.89	55.	31.7	D	20.5	11.8
5	4	5130.	544.	276.	7520.	544.	276.	7520.	7800.	0.	0.	0.	.96	52.	36.3	E	21.4	11.5
6	4	3655.	0.	500.	7244.	0.	500.	7244.	7800.	0.	0.	0.	.93	53.	34.1	D	21.1	11.6
7	4	1280.	0.	608.	6744.	0.	608.	6744.	7800.	0.	0.	0.	.86	55.	30.7	D	20.5	11.8
8	4	1570.	0.	0.	6136.	0.	0.	6136.	7800.	0.	0.	0.	.79	55.	27.9	D	20.3	11.8
9	5	1515.	1552.	3664.	7688.	1552.	3664.	7688.	8154.	846.	0.	0.	.94	55.	28.0	D	20.8	11.7
10	4	1190.	0.	296.	4024.	0.	296.	4024.	7774.	26.	0.	0.	.52	55.	18.3	C	20.3	11.8
11	4	230.	0.	0.	3728.	0.	0.	3728.	7800.	0.	0.	0.	.48	60.	15.5	B	19.3	12.8
12	3	4755.	0.	0.	3728.	0.	0.	3728.	5850.	0.	0.	0.	.64	60.	20.7	C	19.3	12.8
13	4	1275.	236.	0.	3964.	236.	0.	3964.	8000.	0.	0.	0.	.50	60.	16.5	B	19.1	12.9
14	4	2640.	0.	3964.	3964.	0.	3964.	3964.	8000.	0.	0.	0.	.50	60.	16.5	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.96		LOWEST LOS = E		AVG = 55.		27.9	20.6	11.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	189. VEH-HRS	238. PASS-HRS	189. VEH-HRS	238. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	189. VEH-HRS	238. PASS-HRS	189. VEH-HRS	238. PASS-HRS
TOTAL TRAV DISTANCE =	10371. VEH-MI.	13067. PASS-MI.	10371. VEH-MI.	13067. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	28. VPMPL		28. VPMPL	
TOTAL FUEL =	503. GALLONS		503. GALLONS	
TOTAL EMISSIONS =	123. KILOGRAMS		123. KILOGRAMS	

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**                                              **
**         FREEWAY TRAVEL TIME (MINUTES)        **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.77	4.53	4.79	5.43	5.67	7.36
2	0.00	1.16	1.92	2.18	2.82	3.07	4.75
3	0.00	1.09	1.85	2.11	2.75	2.99	4.68
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6512.	0.	6512.	6512.	0.	6512.	8000.	0.	0.	0.	.81	55.	29.6	D	20.3	11.8
2	4	1500.	0.	676.	6512.	0.	676.	6512.	7800.	0.	0.	0.	.83	55.	29.6	D	20.3	11.8
3	4	1118.	0.	0.	5836.	0.	0.	5836.	7800.	0.	0.	0.	.75	55.	26.5	D	20.3	11.8
4	4	345.	808.	0.	6644.	808.	0.	6644.	7800.	0.	0.	0.	.85	55.	30.2	D	20.5	11.8
5	4	5130.	540.	268.	7184.	540.	268.	7184.	7800.	0.	0.	0.	.92	53.	33.6	D	21.1	11.6
6	4	3655.	0.	536.	6916.	0.	536.	6916.	7800.	0.	0.	0.	.89	55.	31.4	D	20.8	11.7
7	4	1280.	0.	684.	6380.	0.	684.	6380.	7800.	0.	0.	0.	.82	55.	29.0	D	20.5	11.8
8	4	1570.	0.	0.	5696.	0.	0.	5696.	7800.	0.	0.	0.	.73	55.	25.9	C	20.3	11.8
9	5	1515.	1460.	3352.	7156.	1460.	3352.	7156.	8184.	816.	0.	0.	.87	55.	26.0	D	20.8	11.7
10	4	1190.	0.	348.	3804.	0.	348.	3804.	7768.	32.	0.	0.	.49	55.	17.3	B	20.3	11.8
11	4	230.	0.	0.	3456.	0.	0.	3456.	7800.	0.	0.	0.	.44	60.	14.4	B	19.3	12.8
12	3	4755.	0.	0.	3456.	0.	0.	3456.	5850.	0.	0.	0.	.59	60.	19.2	C	19.3	12.8
13	4	1275.	244.	0.	3700.	244.	0.	3700.	8000.	0.	0.	0.	.46	60.	15.4	B	19.1	12.9
14	4	2640.	0.	3700.	3700.	0.	3700.	3700.	8000.	0.	0.	0.	.46	60.	15.4	B	22.7	12.1
TOTAL		36203. =	6.9 MILES										MAX(V/C) = 0.92	LOWEST LOS = D		AVG = 55.	26.5	20.5	11.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	179. VEH-HRS	226. PASS-HRS	368. VEH-HRS	464. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	179. VEH-HRS	226. PASS-HRS	368. VEH-HRS	464. PASS-HRS
TOTAL TRAV DISTANCE =	9944. VEH-MI.	12530. PASS-MI.	20315. VEH-MI.	25597. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	27. VPMPL		27. VPMPL	
TOTAL FUEL =	485. GALLONS		988. GALLONS	
TOTAL EMISSIONS =	118. KILOGRAMS		241. KILOGRAMS	

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**         FREEWAY TRAVEL TIME (MINUTES)        **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.82	4.61	4.87	5.51	5.75	7.44
2	0.00	1.21	2.00	2.26	2.90	3.15	4.83
3	0.00	1.14	1.93	2.19	2.83	3.07	4.76
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6752.	0.	6752.	6752.	0.	6752.	8000.	0.	0.	0.	.84	55.	30.7	D	20.3	11.8
2	4	1500.	0.	580.	6752.	0.	580.	6752.	7800.	0.	0.	0.	.87	55.	30.7	D	20.3	11.8
3	4	1118.	0.	0.	6172.	0.	0.	6172.	7800.	0.	0.	0.	.79	55.	28.1	D	20.3	11.8
4	4	345.	856.	0.	7028.	856.	0.	7028.	7800.	0.	0.	0.	.90	54.	32.6	D	20.7	11.7
5	4	5130.	600.	272.	7628.	600.	272.	7628.	7800.	0.	0.	0.	.98	51.	37.3	E	21.5	11.4
6	4	3655.	0.	628.	7356.	0.	628.	7356.	7800.	0.	0.	0.	.94	53.	34.9	D	21.2	11.5
7	4	1280.	0.	652.	6728.	0.	652.	6728.	7800.	0.	0.	0.	.86	55.	30.6	D	20.5	11.8
8	4	1570.	0.	0.	6076.	0.	0.	6076.	7800.	0.	0.	0.	.78	55.	27.6	D	20.3	11.8
9	5	1515.	1376.	3676.	7452.	1376.	3676.	7452.	8268.	732.	0.	0.	.90	55.	27.1	D	20.8	11.7
10	4	1190.	0.	348.	3776.	0.	348.	3776.	7772.	28.	0.	0.	.49	55.	17.2	B	20.3	11.8
11	4	230.	0.	0.	3428.	0.	0.	3428.	7800.	0.	0.	0.	.44	60.	14.3	B	19.3	12.8
12	3	4755.	0.	0.	3428.	0.	0.	3428.	5850.	0.	0.	0.	.59	60.	19.0	C	19.3	12.8
13	4	1275.	252.	0.	3680.	252.	0.	3680.	8000.	0.	0.	0.	.46	60.	15.3	B	19.1	12.9
14	4	2640.	0.	3680.	3680.	0.	3680.	3680.	8000.	0.	0.	0.	.46	60.	15.3	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.98		LOWEST LOS = E	AVG = 55.	28.0		20.6	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	189. VEH-HRS	239. PASS-HRS	558. VEH-HRS	703. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	189. VEH-HRS	239. PASS-HRS	558. VEH-HRS	703. PASS-HRS
TOTAL TRAV DISTANCE =	10342. VEH-MI.	13031. PASS-MI.	30657. VEH-MI.	38628. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	28. VPMPL		27. VPMPL	
TOTAL FUEL =	501. GALLONS		1489. GALLONS	
TOTAL EMISSIONS =	122. KILOGRAMS		363. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.78	4.56	4.82	5.46	5.70	7.39
2	0.00	1.18	1.95	2.21	2.85	3.10	4.78
3	0.00	1.11	1.88	2.14	2.78	3.03	4.71
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6824.	0.	6824.	6824.	0.	6824.	8000.	0.	0.	0.	.85	55.	31.0	D	20.3	11.8
2	4	1500.	0.	668.	6824.	0.	668.	6824.	7800.	0.	0.	0.	.87	55.	31.0	D	20.3	11.8
3	4	1118.	0.	0.	6156.	0.	0.	6156.	7800.	0.	0.	0.	.79	55.	28.0	D	20.3	11.8
4	4	345.	696.	0.	6852.	696.	0.	6852.	7800.	0.	0.	0.	.88	55.	31.1	D	20.5	11.8
5	4	5130.	496.	256.	7348.	496.	256.	7348.	7800.	0.	0.	0.	.94	53.	34.8	D	21.2	11.5
6	4	3655.	0.	620.	7092.	0.	620.	7092.	7800.	0.	0.	0.	.91	54.	33.0	D	21.0	11.6
7	4	1280.	0.	592.	6472.	0.	592.	6472.	7800.	0.	0.	0.	.83	55.	29.4	D	20.5	11.8
8	4	1570.	0.	0.	5880.	0.	0.	5880.	7800.	0.	0.	0.	.75	55.	26.7	D	20.3	11.8
9	5	1515.	1272.	3596.	7152.	1272.	3596.	7152.	8334.	666.	0.	0.	.86	55.	26.0	D	20.8	11.7
10	4	1190.	0.	344.	3556.	0.	344.	3556.	7774.	26.	0.	0.	.46	55.	16.2	B	20.3	11.8
11	4	230.	0.	0.	3212.	0.	0.	3212.	7800.	0.	0.	0.	.41	60.	13.4	B	19.3	12.8
12	3	4755.	0.	0.	3212.	0.	0.	3212.	5850.	0.	0.	0.	.55	60.	17.8	B	19.3	12.8
13	4	1275.	276.	0.	3488.	276.	0.	3488.	8000.	0.	0.	0.	.44	60.	14.5	B	19.1	12.9
14	4	2640.	0.	3488.	3488.	0.	3488.	3488.	8000.	0.	0.	0.	.44	60.	14.5	B	22.7	12.1
TOTAL		36203. =	6.9 MILES							MAX(V/C) = 0.94	LOWEST LOS = D		AVG = 55.		27.1		20.6	11.9

	CURRENT TIME SLICE				CUMULATIVE VALUES			
FREEWAY TRAVEL TIME =	184.	VEH-HRS	231.	PASS-HRS	741.	VEH-HRS	934.	PASS-HRS
FREEWAY MERGE DELAY =	0.	VEH-HRS	0.	PASS-HRS	0.	VEH-HRS	0.	PASS-HRS
ON-RAMP MRG/CAP DELAY =	0.	VEH-HRS	0.	PASS-HRS	0.	VEH-HRS	0.	PASS-HRS
OFF-RAMP DELAY =	0.	VEH-HRS	0.	PASS-HRS	0.	VEH-HRS	0.	PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	184.	VEH-HRS	231.	PASS-HRS	741.	VEH-HRS	934.	PASS-HRS
TOTAL TRAV DISTANCE =	10113.	VEH-MI.	12743.	PASS-MI.	40770.	VEH-MI.	51371.	PASS-MI.
AVERAGE SYSTEM SPEED =	55.	MPH.			55.	MPH.		
AVERAGE DENSITY =	27.	VPMPL			27.	VPMPL		
TOTAL FUEL =	492.	GALLONS			1981.	GALLONS		
TOTAL EMISSIONS =	120.	KILOGRAMS			483.	KILOGRAMS		

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.77	4.52	4.79	5.42	5.67	7.36
2	0.00	1.16	1.92	2.18	2.82	3.06	4.75
3	0.00	1.09	1.84	2.11	2.75	2.99	4.68
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6544.	0.	6544.	6544.	0.	6544.	8000.	0.	0.	0.	.82	55.	29.7	D	20.3	11.8
2	4	1500.	0.	644.	6544.	0.	644.	6544.	7800.	0.	0.	0.	.84	55.	29.7	D	20.3	11.8
3	4	1118.	0.	0.	5900.	0.	0.	5900.	7800.	0.	0.	0.	.76	55.	26.8	D	20.3	11.8
4	4	345.	748.	0.	6648.	748.	0.	6648.	7800.	0.	0.	0.	.85	55.	30.2	D	20.5	11.8
5	4	5130.	500.	276.	7148.	500.	276.	7148.	7800.	0.	0.	0.	.92	54.	33.4	D	21.1	11.6
6	4	3655.	0.	524.	6872.	0.	524.	6872.	7800.	0.	0.	0.	.88	55.	31.2	D	20.8	11.7
7	4	1280.	0.	692.	6348.	0.	692.	6348.	7800.	0.	0.	0.	.81	55.	28.9	D	20.5	11.8
8	4	1570.	0.	0.	5656.	0.	0.	5656.	7800.	0.	0.	0.	.73	55.	25.7	C	20.3	11.8
9	5	1515.	1676.	3696.	7332.	1676.	3696.	7332.	8123.	877.	0.	0.	.90	55.	26.7	D	20.8	11.7
10	4	1190.	0.	348.	3636.	0.	348.	3636.	7765.	35.	0.	0.	.47	55.	16.5	B	20.3	11.8
11	4	230.	0.	0.	3288.	0.	0.	3288.	7800.	0.	0.	0.	.42	60.	13.7	B	19.3	12.8
12	3	4755.	0.	0.	3288.	0.	0.	3288.	5850.	0.	0.	0.	.56	60.	18.3	C	19.3	12.8
13	4	1275.	268.	0.	3556.	268.	0.	3556.	8000.	0.	0.	0.	.44	60.	14.8	B	19.1	12.9
14	4	2640.	0.	3556.	3556.	0.	3556.	3556.	8000.	0.	0.	0.	.44	60.	14.8	B	22.7	12.1
TOTAL		36203. =	6.9 MILES							MAX(V/C) = 0.92	LOWEST LOS = D		AVG = 55.		26.3		20.5	11.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	178. VEH-HRS	225. PASS-HRS	920. VEH-HRS	1159. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	178. VEH-HRS	225. PASS-HRS	920. VEH-HRS	1159. PASS-HRS
TOTAL TRAV DISTANCE =	9881. VEH-MI.	12450. PASS-MI.	50651. VEH-MI.	63821. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	26. VPMPL		27. VPMPL	
TOTAL FUEL =	482. GALLONS		2462. GALLONS	
TOTAL EMISSIONS =	118. KILOGRAMS		601. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.77	4.52	4.79	5.42	5.67	7.35
2	0.00	1.16	1.91	2.18	2.82	3.06	4.75
3	0.00	1.09	1.84	2.11	2.74	2.99	4.68
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6452.	0.	6452.	6452.	0.	6452.	8000.	0.	0.	0.	.81	55.	29.3	D	20.3	11.8
2	4	1500.	0.	568.	6452.	0.	568.	6452.	7800.	0.	0.	0.	.83	55.	29.3	D	20.3	11.8
3	4	1118.	0.	0.	5884.	0.	0.	5884.	7800.	0.	0.	0.	.75	55.	26.7	D	20.3	11.8
4	4	345.	728.	0.	6612.	728.	0.	6612.	7800.	0.	0.	0.	.85	55.	30.1	D	20.5	11.8
5	4	5130.	516.	316.	7128.	516.	316.	7128.	7800.	0.	0.	0.	.91	54.	33.2	D	21.0	11.6
6	4	3655.	0.	540.	6812.	0.	540.	6812.	7800.	0.	0.	0.	.87	55.	31.0	D	20.8	11.7
7	4	1280.	0.	712.	6272.	0.	712.	6272.	7800.	0.	0.	0.	.80	55.	28.5	D	20.5	11.8
8	4	1570.	0.	0.	5560.	0.	0.	5560.	7800.	0.	0.	0.	.71	55.	25.3	C	20.3	11.8
9	5	1515.	1672.	3616.	7232.	1672.	3616.	7232.	8117.	883.	0.	0.	.89	55.	26.3	D	20.8	11.7
10	4	1190.	0.	360.	3616.	0.	360.	3616.	7763.	37.	0.	0.	.47	55.	16.4	B	20.3	11.8
11	4	230.	0.	0.	3256.	0.	0.	3256.	7800.	0.	0.	0.	.42	60.	13.6	B	19.3	12.8
12	3	4755.	0.	0.	3256.	0.	0.	3256.	5850.	0.	0.	0.	.56	60.	18.1	C	19.3	12.8
13	4	1275.	268.	0.	3524.	268.	0.	3524.	8000.	0.	0.	0.	.44	60.	14.7	B	19.1	12.9
14	4	2640.	0.	3524.	3524.	0.	3524.	3524.	8000.	0.	0.	0.	.44	60.	14.7	B	22.7	12.1
TOTAL		36203. =	6.9 MILES										MAX(V/C) = 0.91	LOWEST LOS = D		AVG = 55.	26.1	20.5	11.9

	CURRENT TIME SLICE			CUMULATIVE VALUES			
FREEWAY TRAVEL TIME =	176.	VEH-HRS	222. PASS-HRS	1096.	VEH-HRS	1381.	PASS-HRS
FREEWAY MERGE DELAY =	0.	VEH-HRS	0. PASS-HRS	0.	VEH-HRS	0.	PASS-HRS
ON-RAMP MRG/CAP DELAY =	0.	VEH-HRS	0. PASS-HRS	0.	VEH-HRS	0.	PASS-HRS
OFF-RAMP DELAY =	0.	VEH-HRS	0. PASS-HRS	0.	VEH-HRS	0.	PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	176.	VEH-HRS	222. PASS-HRS	1096.	VEH-HRS	1381.	PASS-HRS
TOTAL TRAV DISTANCE =	9781.	VEH-MI.	12324. PASS-MI.	60432.	VEH-MI.	76144.	PASS-MI.
AVERAGE SYSTEM SPEED =	55.	MPH.		55.	MPH.		
AVERAGE DENSITY =	26.	VPMPL		27.	VPMPL		
TOTAL FUEL =	477.	GALLONS		2939.	GALLONS		
TOTAL EMISSIONS =	116.	KILOGRAMS		717.	KILOGRAMS		

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**                                              **
**         FREEWAY TRAVEL TIME (MINUTES)        **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.76	4.52	4.78	5.42	5.67	7.35
2	0.00	1.16	1.91	2.18	2.81	3.06	4.75
3	0.00	1.09	1.84	2.11	2.74	2.99	4.67
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6608.	0.	6608.	6608.	0.	6608.	8000.	0.	0.	0.	.83	55.	30.0	D	20.3	11.8
2	4	1500.	0.	756.	6608.	0.	756.	6608.	7800.	0.	0.	0.	.85	55.	30.0	D	20.3	11.8
3	4	1118.	0.	0.	5852.	0.	0.	5852.	7800.	0.	0.	0.	.75	55.	26.6	D	20.3	11.8
4	4	345.	772.	0.	6624.	772.	0.	6624.	7800.	0.	0.	0.	.85	55.	30.1	D	20.5	11.8
5	4	5130.	480.	256.	7104.	480.	256.	7104.	7800.	0.	0.	0.	.91	54.	33.1	D	21.0	11.6
6	4	3655.	0.	548.	6848.	0.	548.	6848.	7800.	0.	0.	0.	.88	55.	31.1	D	20.8	11.7
7	4	1280.	0.	700.	6300.	0.	700.	6300.	7800.	0.	0.	0.	.81	55.	28.6	D	20.5	11.8
8	4	1570.	0.	0.	5600.	0.	0.	5600.	7800.	0.	0.	0.	.72	55.	25.5	C	20.3	11.8
9	5	1515.	1652.	3440.	7252.	1652.	3440.	7252.	8085.	915.	0.	0.	.90	55.	26.4	D	20.8	11.7
10	4	1190.	0.	368.	3812.	0.	368.	3812.	7763.	37.	0.	0.	.49	55.	17.3	B	20.3	11.8
11	4	230.	0.	0.	3444.	0.	0.	3444.	7800.	0.	0.	0.	.44	60.	14.4	B	19.3	12.8
12	3	4755.	0.	0.	3444.	0.	0.	3444.	5850.	0.	0.	0.	.59	60.	19.1	C	19.3	12.8
13	4	1275.	268.	0.	3712.	268.	0.	3712.	8000.	0.	0.	0.	.46	60.	15.5	B	19.1	12.9
14	4	2640.	0.	3712.	3712.	0.	3712.	3712.	8000.	0.	0.	0.	.46	60.	15.5	B	22.7	12.1
TOTAL		36203. =	6.9 MILES							MAX(V/C) = 0.91	LOWEST LOS = D		AVG = 55.		26.5		20.5	11.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	180. VEH-HRS	226. PASS-HRS	1276. VEH-HRS	1608. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	180. VEH-HRS	226. PASS-HRS	1276. VEH-HRS	1608. PASS-HRS
TOTAL TRAV DISTANCE =	9961. VEH-MI.	12551. PASS-MI.	70393. VEH-MI.	88695. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	27. VPMPL		27. VPMPL	
TOTAL FUEL =	486. GALLONS		3425. GALLONS	
TOTAL EMISSIONS =	119. KILOGRAMS		836. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.77	4.53	4.79	5.43	5.67	7.36
2	0.00	1.16	1.92	2.18	2.82	3.07	4.75
3	0.00	1.09	1.85	2.11	2.75	3.00	4.68
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6804.	0.	6804.	6804.	0.	6804.	8000.	0.	0.	0.	.85	55.	30.9	D	20.3	11.8
2	4	1500.	0.	828.	6804.	0.	828.	6804.	7800.	0.	0.	0.	.87	55.	30.9	D	20.3	11.8
3	4	1118.	0.	0.	5976.	0.	0.	5976.	7800.	0.	0.	0.	.77	55.	27.2	D	20.3	11.8
4	4	345.	692.	0.	6668.	692.	0.	6668.	7800.	0.	0.	0.	.85	55.	30.3	D	20.5	11.8
5	4	5130.	540.	320.	7208.	540.	320.	7208.	7800.	0.	0.	0.	.92	53.	33.8	D	21.1	11.6
6	4	3655.	0.	572.	6888.	0.	572.	6888.	7800.	0.	0.	0.	.88	55.	31.3	D	20.8	11.7
7	4	1280.	0.	740.	6316.	0.	740.	6316.	7800.	0.	0.	0.	.81	55.	28.7	D	20.5	11.8
8	4	1570.	0.	0.	5576.	0.	0.	5576.	7800.	0.	0.	0.	.71	55.	25.3	C	20.3	11.8
9	5	1515.	1664.	3448.	7240.	1664.	3448.	7240.	8079.	921.	0.	0.	.90	55.	26.3	D	20.8	11.7
10	4	1190.	0.	376.	3792.	0.	376.	3792.	7761.	39.	0.	0.	.49	55.	17.2	B	20.3	11.8
11	4	230.	0.	0.	3416.	0.	0.	3416.	7800.	0.	0.	0.	.44	60.	14.2	B	19.3	12.8
12	3	4755.	0.	0.	3416.	0.	0.	3416.	5850.	0.	0.	0.	.58	60.	19.0	C	19.3	12.8
13	4	1275.	268.	0.	3684.	268.	0.	3684.	8000.	0.	0.	0.	.46	60.	15.4	B	19.1	12.9
14	4	2640.	0.	3684.	3684.	0.	3684.	3684.	8000.	0.	0.	0.	.46	60.	15.4	B	22.7	12.1
TOTAL		36203. =	6.9 MILES										MAX(V/C) = 0.92	LOWEST LOS = D		AVG = 55.	26.9	20.5	11.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	182. VEH-HRS	230. PASS-HRS	1458. VEH-HRS	1837. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	182. VEH-HRS	230. PASS-HRS	1458. VEH-HRS	1837. PASS-HRS
TOTAL TRAV DISTANCE =	10092. VEH-MI.	12716. PASS-MI.	80485. VEH-MI.	101411. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	27. VPMPL		27. VPMPL	
TOTAL FUEL =	492. GALLONS		3917. GALLONS	
TOTAL EMISSIONS =	120. KILOGRAMS		956. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.76	4.52	4.78	5.42	5.66	7.35
2	0.00	1.15	1.91	2.17	2.81	3.06	4.74
3	0.00	1.08	1.84	2.10	2.74	2.98	4.67
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6584.	0.	6584.	6584.	0.	6584.	8000.	0.	0.	0.	.82	55.	29.9	D	20.3	11.8
2	4	1500.	0.	924.	6584.	0.	924.	6584.	7800.	0.	0.	0.	.84	55.	29.9	D	20.3	11.8
3	4	1118.	0.	0.	5660.	0.	0.	5660.	7800.	0.	0.	0.	.73	55.	25.7	C	20.3	11.8
4	4	345.	844.	0.	6504.	844.	0.	6504.	7800.	0.	0.	0.	.83	55.	29.6	D	20.5	11.8
5	4	5130.	536.	272.	7040.	536.	272.	7040.	7800.	0.	0.	0.	.90	54.	32.7	D	21.0	11.6
6	4	3655.	0.	580.	6768.	0.	580.	6768.	7800.	0.	0.	0.	.87	55.	30.8	D	20.8	11.7
7	4	1280.	0.	756.	6188.	0.	756.	6188.	7800.	0.	0.	0.	.79	55.	28.1	D	20.5	11.8
8	4	1570.	0.	0.	5432.	0.	0.	5432.	7800.	0.	0.	0.	.70	55.	24.7	C	20.3	11.8
9	5	1515.	1892.	3680.	7324.	1892.	3680.	7324.	8000.	1000.	0.	0.	.92	55.	26.6	D	20.8	11.7
10	4	1190.	0.	420.	3644.	0.	420.	3644.	7755.	45.	0.	0.	.47	55.	16.6	B	20.3	11.8
11	4	230.	0.	0.	3224.	0.	0.	3224.	7800.	0.	0.	0.	.41	60.	13.4	B	19.3	12.8
12	3	4755.	0.	0.	3224.	0.	0.	3224.	5850.	0.	0.	0.	.55	60.	17.9	B	19.3	12.8
13	4	1275.	292.	0.	3516.	292.	0.	3516.	8000.	0.	0.	0.	.44	60.	14.6	B	19.1	12.9
14	4	2640.	0.	3516.	3516.	0.	3516.	3516.	8000.	0.	0.	0.	.44	60.	14.6	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.92		LOWEST LOS = D	AVG = 55.	26.1		20.5	11.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	177. VEH-HRS	222. PASS-HRS	1635. VEH-HRS	2060. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	177. VEH-HRS	222. PASS-HRS	1635. VEH-HRS	2060. PASS-HRS
TOTAL TRAV DISTANCE =	9794. VEH-MI.	12341. PASS-MI.	90279. VEH-MI.	113752. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	26. VPMPL		27. VPMPL	
TOTAL FUEL =	478. GALLONS		4395. GALLONS	
TOTAL EMISSIONS =	117. KILOGRAMS		1072. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.79	4.56	4.83	5.46	5.71	7.39
2	0.00	1.18	1.95	2.22	2.86	3.10	4.79
3	0.00	1.11	1.88	2.15	2.78	3.03	4.72
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6984.	0.	6984.	6984.	0.	6984.	8000.	0.	0.	0.	.87	55.	31.7	D	20.3	11.8
2	4	1500.	0.	848.	6984.	0.	848.	6984.	7800.	0.	0.	0.	.90	55.	31.7	D	20.3	11.8
3	4	1118.	0.	0.	6136.	0.	0.	6136.	7800.	0.	0.	0.	.79	55.	27.9	D	20.3	11.8
4	4	345.	740.	0.	6876.	740.	0.	6876.	7800.	0.	0.	0.	.88	55.	31.3	D	20.5	11.8
5	4	5130.	528.	344.	7404.	528.	344.	7404.	7800.	0.	0.	0.	.95	52.	35.3	E	21.3	11.5
6	4	3655.	0.	568.	7060.	0.	568.	7060.	7800.	0.	0.	0.	.91	54.	32.8	D	21.0	11.6
7	4	1280.	0.	956.	6492.	0.	956.	6492.	7800.	0.	0.	0.	.83	55.	29.5	D	20.5	11.8
8	4	1570.	0.	0.	5536.	0.	0.	5536.	7800.	0.	0.	0.	.71	55.	25.2	C	20.3	11.8
9	5	1515.	1720.	3684.	7256.	1720.	3684.	7256.	8096.	904.	0.	0.	.90	55.	26.4	D	20.8	11.7
10	4	1190.	0.	420.	3572.	0.	420.	3572.	7758.	42.	0.	0.	.46	55.	16.2	B	20.3	11.8
11	4	230.	0.	0.	3152.	0.	0.	3152.	7800.	0.	0.	0.	.40	60.	13.1	B	19.3	12.8
12	3	4755.	0.	0.	3152.	0.	0.	3152.	5850.	0.	0.	0.	.54	60.	17.5	B	19.3	12.8
13	4	1275.	376.	0.	3528.	376.	0.	3528.	8000.	0.	0.	0.	.44	60.	14.7	B	19.1	12.9
14	4	2640.	0.	3528.	3528.	0.	3528.	3528.	8000.	0.	0.	0.	.44	60.	14.7	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.95		LOWEST LOS = E	AVG = 55.	27.3		20.6	11.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	185. VEH-HRS	233. PASS-HRS	1820. VEH-HRS	2293. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	185. VEH-HRS	233. PASS-HRS	1820. VEH-HRS	2293. PASS-HRS
TOTAL TRAV DISTANCE =	10185. VEH-MI.	12833. PASS-MI.	100464. VEH-MI.	126585. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	27. VPMPL		27. VPMPL	
TOTAL FUEL =	495. GALLONS		4890. GALLONS	
TOTAL EMISSIONS =	121. KILOGRAMS		1193. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.74	4.49	4.76	5.40	5.64	7.33
2	0.00	1.13	1.89	2.15	2.79	3.03	4.72
3	0.00	1.06	1.82	2.08	2.72	2.96	4.65
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6204.	0.	6204.	6204.	0.	6204.	8000.	0.	0.	0.	.78	55.	28.2	D	20.3	11.8
2	4	1500.	0.	700.	6204.	0.	700.	6204.	7800.	0.	0.	0.	.80	55.	28.2	D	20.3	11.8
3	4	1118.	0.	0.	5504.	0.	0.	5504.	7800.	0.	0.	0.	.71	55.	25.0	C	20.3	11.8
4	4	345.	704.	0.	6208.	704.	0.	6208.	7800.	0.	0.	0.	.80	55.	28.2	D	20.5	11.8
5	4	5130.	552.	352.	6760.	552.	352.	6760.	7800.	0.	0.	0.	.87	55.	30.7	D	20.8	11.7
6	4	3655.	0.	572.	6408.	0.	572.	6408.	7800.	0.	0.	0.	.82	55.	29.1	D	20.8	11.7
7	4	1280.	0.	844.	5836.	0.	844.	5836.	7800.	0.	0.	0.	.75	55.	26.5	D	20.5	11.8
8	4	1570.	0.	0.	4992.	0.	0.	4992.	7800.	0.	0.	0.	.64	55.	22.7	C	20.3	11.8
9	5	1515.	1588.	3324.	6580.	1588.	3324.	6580.	8162.	838.	0.	0.	.81	55.	23.9	C	20.8	11.7
10	4	1190.	0.	412.	3256.	0.	412.	3256.	7760.	40.	0.	0.	.42	55.	14.8	B	20.3	11.8
11	4	230.	0.	0.	2844.	0.	0.	2844.	7800.	0.	0.	0.	.36	60.	11.8	B	19.3	12.8
12	3	4755.	0.	0.	2844.	0.	0.	2844.	5850.	0.	0.	0.	.49	60.	15.8	B	19.3	12.8
13	4	1275.	288.	0.	3132.	288.	0.	3132.	8000.	0.	0.	0.	.39	60.	13.0	B	19.1	12.9
14	4	2640.	0.	3132.	3132.	0.	3132.	3132.	8000.	0.	0.	0.	.39	60.	13.0	B	22.7	12.1
TOTAL		36203. =	6.9 MILES							MAX(V/C) = 0.87	LOWEST LOS = D		AVG = 56.		24.3		20.5	11.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	165. VEH-HRS	207. PASS-HRS	1984. VEH-HRS	2500. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	165. VEH-HRS	207. PASS-HRS	1984. VEH-HRS	2500. PASS-HRS
TOTAL TRAV DISTANCE =	9154. VEH-MI.	11534. PASS-MI.	109618. VEH-MI.	138119. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		55. MPH.	
AVERAGE DENSITY =	24. VPMPL		27. VPMPL	
TOTAL FUEL =	447. GALLONS		5337. GALLONS	
TOTAL EMISSIONS =	109. KILOGRAMS		1302. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.74	4.49	4.76	5.40	5.64	7.33
2	0.00	1.13	1.89	2.15	2.79	3.03	4.72
3	0.00	1.06	1.82	2.08	2.72	2.96	4.65
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6216.	0.	6216.	6216.	0.	6216.	8000.	0.	0.	0.	.78	55.	28.3	D	20.3	11.8
2	4	1500.	0.	744.	6216.	0.	744.	6216.	7800.	0.	0.	0.	.80	55.	28.3	D	20.3	11.8
3	4	1118.	0.	0.	5472.	0.	0.	5472.	7800.	0.	0.	0.	.70	55.	24.9	C	20.3	11.8
4	4	345.	720.	0.	6192.	720.	0.	6192.	7800.	0.	0.	0.	.79	55.	28.1	D	20.5	11.8
5	4	5130.	552.	304.	6744.	552.	304.	6744.	7800.	0.	0.	0.	.86	55.	30.7	D	20.8	11.7
6	4	3655.	0.	592.	6440.	0.	592.	6440.	7800.	0.	0.	0.	.83	55.	29.3	D	20.8	11.7
7	4	1280.	0.	840.	5848.	0.	840.	5848.	7800.	0.	0.	0.	.75	55.	26.6	D	20.5	11.8
8	4	1570.	0.	0.	5008.	0.	0.	5008.	7800.	0.	0.	0.	.64	55.	22.8	C	20.3	11.8
9	5	1515.	1508.	3248.	6516.	1508.	3248.	6516.	8191.	809.	0.	0.	.80	55.	23.7	C	20.8	11.7
10	4	1190.	0.	432.	3268.	0.	432.	3268.	7760.	40.	0.	0.	.42	55.	14.9	B	20.3	11.8
11	4	230.	0.	0.	2836.	0.	0.	2836.	7800.	0.	0.	0.	.36	60.	11.8	B	19.3	12.8
12	3	4755.	0.	0.	2836.	0.	0.	2836.	5850.	0.	0.	0.	.48	60.	15.8	B	19.3	12.8
13	4	1275.	240.	0.	3076.	240.	0.	3076.	8000.	0.	0.	0.	.38	60.	12.8	B	19.1	12.9
14	4	2640.	0.	3076.	3076.	0.	3076.	3076.	8000.	0.	0.	0.	.38	60.	12.8	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.86		LOWEST LOS = D		AVG = 56.		24.2	20.5	11.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	164. VEH-HRS	207. PASS-HRS	2149. VEH-HRS	2707. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	164. VEH-HRS	207. PASS-HRS	2149. VEH-HRS	2707. PASS-HRS
TOTAL TRAV DISTANCE =	9146. VEH-MI.	11524. PASS-MI.	118764. VEH-MI.	149643. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		55. MPH.	
AVERAGE DENSITY =	24. VPMPL		26. VPMPL	
TOTAL FUEL =	447. GALLONS		5784. GALLONS	
TOTAL EMISSIONS =	109. KILOGRAMS		1411. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.74	4.49	4.76	5.40	5.64	7.33
2	0.00	1.13	1.89	2.15	2.79	3.03	4.72
3	0.00	1.06	1.82	2.08	2.72	2.96	4.65
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6060.	0.	6060.	6060.	0.	6060.	8000.	0.	0.	0.	.76	55.	27.5	D	20.3	11.8
2	4	1500.	0.	688.	6060.	0.	688.	6060.	7800.	0.	0.	0.	.78	55.	27.5	D	20.3	11.8
3	4	1118.	0.	0.	5372.	0.	0.	5372.	7800.	0.	0.	0.	.69	55.	24.4	C	20.3	11.8
4	4	345.	640.	0.	6012.	640.	0.	6012.	7800.	0.	0.	0.	.77	55.	27.3	D	20.5	11.8
5	4	5130.	448.	352.	6460.	448.	352.	6460.	7800.	0.	0.	0.	.83	55.	29.4	D	20.8	11.7
6	4	3655.	0.	456.	6108.	0.	456.	6108.	7800.	0.	0.	0.	.78	55.	27.8	D	20.8	11.7
7	4	1280.	0.	616.	5652.	0.	616.	5652.	7800.	0.	0.	0.	.72	55.	25.7	C	20.5	11.8
8	4	1570.	0.	0.	5036.	0.	0.	5036.	7800.	0.	0.	0.	.65	55.	22.9	C	20.3	11.8
9	5	1515.	1532.	3304.	6568.	1532.	3304.	6568.	8200.	800.	0.	0.	.80	55.	23.9	C	20.8	11.7
10	4	1190.	0.	328.	3264.	0.	328.	3264.	7770.	30.	0.	0.	.42	55.	14.8	B	20.3	11.8
11	4	230.	0.	0.	2936.	0.	0.	2936.	7800.	0.	0.	0.	.38	60.	12.2	B	19.3	12.8
12	3	4755.	0.	0.	2936.	0.	0.	2936.	5850.	0.	0.	0.	.50	60.	16.3	B	19.3	12.8
13	4	1275.	212.	0.	3148.	212.	0.	3148.	8000.	0.	0.	0.	.39	60.	13.1	B	19.1	12.9
14	4	2640.	0.	3148.	3148.	0.	3148.	3148.	8000.	0.	0.	0.	.39	60.	13.1	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.83		LOWEST LOS = D	AVG = 56.	23.8		20.5	11.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	161. VEH-HRS	203. PASS-HRS	2310. VEH-HRS	2910. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	161. VEH-HRS	203. PASS-HRS	2310. VEH-HRS	2910. PASS-HRS
TOTAL TRAV DISTANCE =	8957. VEH-MI.	11286. PASS-MI.	127721. VEH-MI.	160929. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		55. MPH.	
AVERAGE DENSITY =	24. VPMPL		26. VPMPL	
TOTAL FUEL =	438. GALLONS		6222. GALLONS	
TOTAL EMISSIONS =	107. KILOGRAMS		1518. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.74	4.49	4.76	5.40	5.64	7.33
2	0.00	1.13	1.89	2.15	2.79	3.03	4.72
3	0.00	1.06	1.82	2.08	2.72	2.96	4.65
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5644.	0.	5644.	5644.	0.	5644.	8000.	0.	0.	0.	.71	55.	25.7	C	20.3	11.8
2	4	1500.	0.	708.	5644.	0.	708.	5644.	7800.	0.	0.	0.	.72	55.	25.7	C	20.3	11.8
3	4	1118.	0.	0.	4936.	0.	0.	4936.	7800.	0.	0.	0.	.63	55.	22.4	C	20.3	11.8
4	4	345.	656.	0.	5592.	656.	0.	5592.	7800.	0.	0.	0.	.72	55.	25.4	C	20.5	11.8
5	4	5130.	432.	324.	6024.	432.	324.	6024.	7800.	0.	0.	0.	.77	55.	27.4	D	20.8	11.7
6	4	3655.	0.	432.	5700.	0.	432.	5700.	7800.	0.	0.	0.	.73	55.	25.9	C	20.8	11.7
7	4	1280.	0.	556.	5268.	0.	556.	5268.	7800.	0.	0.	0.	.68	55.	23.9	C	20.5	11.8
8	4	1570.	0.	0.	4712.	0.	0.	4712.	7800.	0.	0.	0.	.60	55.	21.4	C	20.3	11.8
9	5	1515.	1464.	3224.	6176.	1464.	3224.	6176.	8264.	736.	0.	0.	.75	55.	22.5	C	20.8	11.7
10	4	1190.	0.	320.	2952.	0.	320.	2952.	7773.	27.	0.	0.	.38	55.	13.4	B	20.3	11.8
11	4	230.	0.	0.	2632.	0.	0.	2632.	7800.	0.	0.	0.	.34	60.	11.0	A	19.3	12.8
12	3	4755.	0.	0.	2632.	0.	0.	2632.	5850.	0.	0.	0.	.45	60.	14.6	B	19.3	12.8
13	4	1275.	212.	0.	2844.	212.	0.	2844.	8000.	0.	0.	0.	.36	60.	11.9	B	19.1	12.9
14	4	2640.	0.	2844.	2844.	0.	2844.	2844.	8000.	0.	0.	0.	.36	60.	11.9	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.77		LOWEST LOS = D		AVG = 56.		22.0	20.5	11.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	149. VEH-HRS	188. PASS-HRS	2459. VEH-HRS	3098. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	149. VEH-HRS	188. PASS-HRS	2459. VEH-HRS	3098. PASS-HRS
TOTAL TRAV DISTANCE =	8303. VEH-MI.	10462. PASS-MI.	136024. VEH-MI.	171390. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		55. MPH.	
AVERAGE DENSITY =	22. VPMPL		26. VPMPL	
TOTAL FUEL =	406. GALLONS		6628. GALLONS	
TOTAL EMISSIONS =	99. KILOGRAMS		1617. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.74	4.49	4.76	5.40	5.64	7.33
2	0.00	1.13	1.89	2.15	2.79	3.03	4.72
3	0.00	1.06	1.82	2.08	2.72	2.96	4.65
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5604.	0.	5604.	5604.	0.	5604.	8000.	0.	0.	0.	.70	55.	25.5	C	20.3	11.8
2	4	1500.	0.	580.	5604.	0.	580.	5604.	7800.	0.	0.	0.	.72	55.	25.5	C	20.3	11.8
3	4	1118.	0.	0.	5024.	0.	0.	5024.	7800.	0.	0.	0.	.64	55.	22.8	C	20.3	11.8
4	4	345.	576.	0.	5600.	576.	0.	5600.	7800.	0.	0.	0.	.72	55.	25.5	C	20.5	11.8
5	4	5130.	356.	280.	5956.	356.	280.	5956.	7800.	0.	0.	0.	.76	55.	27.1	D	20.8	11.7
6	4	3655.	0.	444.	5676.	0.	444.	5676.	7800.	0.	0.	0.	.73	55.	25.8	C	20.8	11.7
7	4	1280.	0.	616.	5232.	0.	616.	5232.	7800.	0.	0.	0.	.67	55.	23.8	C	20.5	11.8
8	4	1570.	0.	0.	4616.	0.	0.	4616.	7800.	0.	0.	0.	.59	55.	21.0	C	20.3	11.8
9	5	1515.	1432.	3056.	6048.	1432.	3056.	6048.	8260.	740.	0.	0.	.73	55.	22.0	C	20.8	11.7
10	4	1190.	0.	272.	2992.	0.	272.	2992.	7776.	24.	0.	0.	.38	55.	13.6	B	20.3	11.8
11	4	230.	0.	0.	2720.	0.	0.	2720.	7800.	0.	0.	0.	.35	60.	11.3	B	19.3	12.8
12	3	4755.	0.	0.	2720.	0.	0.	2720.	5850.	0.	0.	0.	.46	60.	15.1	B	19.3	12.8
13	4	1275.	212.	0.	2932.	212.	0.	2932.	8000.	0.	0.	0.	.37	60.	12.2	B	19.1	12.9
14	4	2640.	0.	2932.	2932.	0.	2932.	2932.	8000.	0.	0.	0.	.37	60.	12.2	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.76		LOWEST LOS = D		AVG = 56.	22.0	20.5	11.9

	CURRENT TIME SLICE				CUMULATIVE VALUES			
FREEWAY TRAVEL TIME =	149.	VEH-HRS	188.	PASS-HRS	2608.	VEH-HRS	3286.	PASS-HRS
FREEWAY MERGE DELAY =	0.	VEH-HRS	0.	PASS-HRS	0.	VEH-HRS	0.	PASS-HRS
ON-RAMP MRG/CAP DELAY =	0.	VEH-HRS	0.	PASS-HRS	0.	VEH-HRS	0.	PASS-HRS
OFF-RAMP DELAY =	0.	VEH-HRS	0.	PASS-HRS	0.	VEH-HRS	0.	PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	149.	VEH-HRS	188.	PASS-HRS	2608.	VEH-HRS	3286.	PASS-HRS
TOTAL TRAV DISTANCE =	8286.	VEH-MI.	10440.	PASS-MI.	144310.	VEH-MI.	181831.	PASS-MI.
AVERAGE SYSTEM SPEED =	56.	MPH.			55.	MPH.		
AVERAGE DENSITY =	22.	VPMPL			26.	VPMPL		
TOTAL FUEL =	405.	GALLONS			7033.	GALLONS		
TOTAL EMISSIONS =	99.	KILOGRAMS			1715.	KILOGRAMS		

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.74	4.49	4.76	5.40	5.64	7.33
2	0.00	1.13	1.89	2.15	2.79	3.03	4.72
3	0.00	1.06	1.82	2.08	2.72	2.96	4.65
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5732.	0.	5732.	5732.	0.	5732.	8000.	0.	0.	0.	.72	55.	26.1	D	20.3	11.8
2	4	1500.	0.	572.	5732.	0.	572.	5732.	7800.	0.	0.	0.	.73	55.	26.1	D	20.3	11.8
3	4	1118.	0.	0.	5160.	0.	0.	5160.	7800.	0.	0.	0.	.66	55.	23.5	C	20.3	11.8
4	4	345.	552.	0.	5712.	552.	0.	5712.	7800.	0.	0.	0.	.73	55.	26.0	C	20.5	11.8
5	4	5130.	400.	280.	6112.	400.	280.	6112.	7800.	0.	0.	0.	.78	55.	27.8	D	20.8	11.7
6	4	3655.	0.	352.	5832.	0.	352.	5832.	7800.	0.	0.	0.	.75	55.	26.5	D	20.8	11.7
7	4	1280.	0.	632.	5480.	0.	632.	5480.	7800.	0.	0.	0.	.70	55.	24.9	C	20.5	11.8
8	4	1570.	0.	0.	4848.	0.	0.	4848.	7800.	0.	0.	0.	.62	55.	22.0	C	20.3	11.8
9	5	1515.	1288.	3204.	6136.	1288.	3204.	6136.	8356.	644.	0.	0.	.73	55.	22.3	C	20.8	11.7
10	4	1190.	0.	260.	2932.	0.	260.	2932.	7779.	21.	0.	0.	.38	55.	13.3	B	20.3	11.8
11	4	230.	0.	0.	2672.	0.	0.	2672.	7800.	0.	0.	0.	.34	60.	11.1	B	19.3	12.8
12	3	4755.	0.	0.	2672.	0.	0.	2672.	5850.	0.	0.	0.	.46	60.	14.8	B	19.3	12.8
13	4	1275.	212.	0.	2884.	212.	0.	2884.	8000.	0.	0.	0.	.36	60.	12.0	B	19.1	12.9
14	4	2640.	0.	2884.	2884.	0.	2884.	2884.	8000.	0.	0.	0.	.36	60.	12.0	B	22.7	12.1
TOTAL		36203. =	6.9 MILES							MAX(V/C) = 0.78	LOWEST LOS = D		AVG = 56.		22.4		20.5	11.9

	CURRENT TIME SLICE				CUMULATIVE VALUES			
FREEWAY TRAVEL TIME =	152.	VEH-HRS	191.	PASS-HRS	2760.	VEH-HRS	3477.	PASS-HRS
FREEWAY MERGE DELAY =	0.	VEH-HRS	0.	PASS-HRS	0.	VEH-HRS	0.	PASS-HRS
ON-RAMP MRG/CAP DELAY =	0.	VEH-HRS	0.	PASS-HRS	0.	VEH-HRS	0.	PASS-HRS
OFF-RAMP DELAY =	0.	VEH-HRS	0.	PASS-HRS	0.	VEH-HRS	0.	PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	152.	VEH-HRS	191.	PASS-HRS	2760.	VEH-HRS	3477.	PASS-HRS
TOTAL TRAV DISTANCE =	8445.	VEH-MI.	10640.	PASS-MI.	152755.	VEH-MI.	192471.	PASS-MI.
AVERAGE SYSTEM SPEED =	56.	MPH.			55.	MPH.		
AVERAGE DENSITY =	22.	VPMPL			25.	VPMPL		
TOTAL FUEL =	413.	GALLONS			7446.	GALLONS		
TOTAL EMISSIONS =	101.	KILOGRAMS			1816.	KILOGRAMS		

FREEWAY SUMMARY TABLE
SIMULATION BEFORE CONTROL

TIME SLICE	FREEWAY TRAVEL TIME VEH-HR	FREEWAY TRAVEL TIME PAS-HR	RAMP DELAY VEH-HR	RAMP DELAY PAS-HR	TOTAL FREEWAY TRAVEL TIME VEH-HR	TOTAL FREEWAY TRAVEL TIME PAS-HR	TOTAL TRAVEL DISTANCE VEH-MI	TOTAL TRAVEL DISTANCE PAS-MI	AVERAGE SPEED MPH	GASOLINE CONSUMED GALLONS	HYDROCARB EMISSIONS KILOGRAMS	CARBON MONOXIDE KILOGRAMS	NITROUS OXIDES KILOGRAMS	BEGIN TIME
1	189.	238.	0.	0.	189.	238.	10371.	13067.	54.9	503.	9.	105.	8.	6:00
2	179.	226.	0.	0.	179.	226.	9944.	12530.	55.4	485.	9.	101.	8.	6:15
3	189.	239.	0.	0.	189.	239.	10342.	13031.	54.6	501.	9.	105.	8.	6:30
4	184.	231.	0.	0.	184.	231.	10113.	12743.	55.1	492.	9.	103.	8.	6:45
5	178.	225.	0.	0.	178.	225.	9881.	12450.	55.4	482.	9.	101.	8.	7:00
6	176.	222.	0.	0.	176.	222.	9781.	12324.	55.4	477.	9.	100.	8.	7:15
7	180.	226.	0.	0.	180.	226.	9961.	12551.	55.5	486.	9.	101.	8.	7:30
8	182.	230.	0.	0.	182.	230.	10092.	12716.	55.4	492.	9.	103.	8.	7:45
9	177.	222.	0.	0.	177.	222.	9794.	12341.	55.5	478.	9.	100.	8.	8:00
10	185.	233.	0.	0.	185.	233.	10185.	12833.	55.0	495.	9.	103.	8.	8:15
11	165.	207.	0.	0.	165.	207.	9154.	11534.	55.6	447.	8.	93.	7.	8:30
12	164.	207.	0.	0.	164.	207.	9146.	11524.	55.6	447.	8.	93.	7.	8:45
13	161.	203.	0.	0.	161.	203.	8957.	11286.	55.7	438.	8.	91.	7.	9:00
14	149.	188.	0.	0.	149.	188.	8303.	10462.	55.6	406.	8.	85.	7.	9:15
15	149.	188.	0.	0.	149.	188.	8286.	10440.	55.7	405.	7.	84.	7.	9:30
16	152.	191.	0.	0.	152.	191.	8445.	10640.	55.6	413.	8.	86.	7.	9:45
TOTAL	2760.	3477.	0.	0.	2760.	3477.	152755.	192471.	55.4	7446.	138.	1554.	124.	

CONTOUR DIAGRAM OF
QUEUE LENGTH
BEFORE ENTRY CONTROL

```
TIME                                                                                                  BEGIN
SLICE ..................................................................................................  TIME
      .                                                                                              .
    1 .                                                                                              . -  6:00
    2 .                                                                                              . -  6:15
    3 .                                                                                              . -  6:30
    4 .                                                                                              . -  6:45
    5 .                                                                                              . -  7:00
    6 .                                                                                              . -  7:15
    7 .                                                                                              . -  7:30
    8 .                                                                                              . -  7:45
    9 .                                                                                              . -  8:00
   10 .                                                                                              . -  8:15
   11 .                                                                                              . -  8:30
   12 .                                                                                              . -  8:45
   13 .                                                                                              . -  9:00
   14 .                                                                                              . -  9:15
   15 .                                                                                              . -  9:30
   16 .                                                                                              . -  9:45
      .                                                                                              .
      ..................................................................................................
       :                          :   :  ::            :         :   :   :   :  ::            :   :
       01                         02  03  05           06        07  08  09  10  12           13  14
```

BLANK DENOTES MOVING TRAFFIC. ASTERISK DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION.
M DENOTES QUEUED VEHICLES DUE TO MERGING. B DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION AND MERGING. (WHEN BOTH QUEUES EXIST, LENGTH OF DISPLAY REPRESENTS MAINLINE CONGESTION.)

CONTOUR DIAGRAM OF
VOLUME/CAPACITY RATIO
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ...........................................................................................................   TIME
      .                                                                                                          .
    1 .888888888888888888888888888888888777899999999999999999999999999988887777999955546666666666666644444444444. -  6:00
    2 .888888888888888888888888888888888777899999999999999999888888888888887777888844445555555555555544444444444. -  6:15
    3 .888888888888888888888888888888888777899999999999999999999999999988887777999944445555555555555544444444444. -  6:30
    4 .888888888888888888888888888888888777899999999999999999999999999988887777888844445555555555555544444444444. -  6:45
    5 .888888888888888888888888888888888777899999999999999999888888888888887777999944445555555555555544444444444. -  7:00
    6 .888888888888888888888888888888888777899999999999999999888888888888887777888844445555555555555544444444444. -  7:15
    7 .888888888888888888888888888888888777899999999999999999888888888888887777888844445555555555555544444444444. -  7:30
    8 .888888888888888888888888888888888777899999999999999999888888888888887777888844445555555555555544444444444. -  7:45
    9 .888888888888888888888888888888888777899999999999999999888888888888777766669999444455555555555544444444444. -  8:00
   10 .888888888888888888888888888888888777899999999999999999999999999988887777888844445555555555555544444444444. -  8:15
   11 .777777777777777777777777777777777777888888888888888888888888888887777666688884443444444444444433333333333. -  8:30
   12 .777777777777777777777777777777777777888888888888888888888888888887777666677774443444444444444433333333333. -  8:45
   13 .777777777777777777777777777777777666788888888888888888777777777777776666888844435555555555555533333333333. -  9:00
   14 .777777777777777777777777777777777666777777777777777777777777777766666666777733334444444444444433333333333. -  9:15
   15 .777777777777777777777777777777777666777777777777777777777777777766665555777733334444444444444433333333333. -  9:30
   16 .777777777777777777777777777777777666777777777777777777777777777766667777333344444444444444433333333333. -  9:45
      .                                                                                                          .
      ...........................................................................................................
       :                          :   :  ::            :         :   :   :   :  ::            :   :
       01                         02  03  05           06        07  08  09  10  12           13  14
```

THE DIGIT LEVELS DENOTE V/C IN VALUES FROM 0 TO 10 (CORRESPONDING TO 0.0 TO 1.0). THE ASTERISK DENOTES SATURATION.

I-880 SOUTHBOUND A.M.

```
FFFFFFFFFF RRRRRRRRR  EEEEEEEEEE     QQQQQQQ         1111      222222     PPPPPPPPP     EEEEEEEEEE
FFFFFFFFFF RRRRRRRRRR EEEEEEEEEE   Q*A.D.MAY*Q     111111     222  222    PPPPPPPPPP    EEEEEEEEEE
FFF        RRR    RRR EEE         QQQQQ    QQQQQ     1111    222    222   PPP    PPP    EEE
FFF        RRR    RRR EEE        QQQQ        QQQQ    1111           222   PPP    PPP    EEE
FFFFFFF    RRRRRRRRRR EEEEEEE    QQQQ        QQQQ    1111          222    PPPPPPPPPP    EEEEEEE
FFFFFFF    RRRRRRRRR  EEEEEEE    QQQQ        QQQQ    1111        2222     PPPPPPPPP     EEEEEEE
FFF        RRR RRR    EEE        QQQQ    QQQ QQQQ    1111      2222       PPP           EEE
FFF        RRR  RRR   EEE         Q*UC*    QQQQQ     1111     222         PPP           EEE
FFF        RRR   RRR  EEEEEEEEEE   Q*REGENTS*QQ      1111    222          PPP           EEEEEEEEEE
FFF        RRR    RRR EEEEEEEEEE     Q*1999*Q QQQ  11111111  2222222222   PPP           EEEEEEEEEE
```

FREQ12PE 880 SB Existing AM ver 1

1. THIS IS A SIMULATION ONLY EXECUTION.

2. THERE ARE 4.0 TIME SLICES PER HOUR.

3. WEAVING ANALYSIS IS ENGAGED WITH FACTOR = 0.5

4. NO ALTERNATE ROUTE IS PROVIDED.

5. SPEED FLOW DATA IS SUPPLIED BY THE PROGRAM. DEFAULT FREE-FLOW SPEED = 60
   LOWER LIMB (AT V/C=1) = 30

6. FUEL DATA ARE SUPPLIED BY THE PROGRAM.

7. EMISSION RATES SELECTED FROM PROGRAM TABLES: EMFAC2002 2005 - 75 DEGREES F.

FREEWAY AND ARTERIAL DESIGN FEATURES

SUB SEC	NO. LNS	SSEC CAP	SSEC LENGTH	DESIGN SPEED	ORG DES	TRK FAC	SSEC GRAD	PCT TRK	PCT DES TRUCKS	SPECIAL RAMP	FF.SPD. ALT.RTE	CAP. ALT.RTE	ART TYPE	GRADE ALT.RTE	SUBSECTION LOCATION
1	4	8000.	2000.	60	O	0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Dummy Link
2	4	8000.	1887.	60	D	0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Main to Union off
3	3	6000.	4825.	60		0.94	0.0	6	0	NO	0.0	0.	GOOD	0.0	Union off to Union on
4	4	8000.	1045.	60	O	0.99	0.0	9	0	YES	0.0	0.	GOOD	0.0	Union on to Merge
5	3	6000.	1555.	60		0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Merge to 980 on
6	5	10000.	800.	55	O	0.94	0.0	6	0	YES	0.0	0.	GOOD	0.0	980 on to Merge
7	4	8000.	160.	55		0.94	0.0	6	0	NO	0.0	0.	GOOD	0.0	Merge to Broadway on
8	4	8000.	1730.	55	O	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Broadway on to Oak on
9	5	10000.	2900.	55	O	0.93	0.0	7	0	YES	0.0	0.	GOOD	0.0	Oak on to merge
10	4	8000.	2150.	55		0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Merge to Embarc on
11	4	8000.	1380.	55	OD	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Embarc on to Embarc off
12	4	8000.	3550.	55	D	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Embarc off to 23rd off
13	4	8000.	1916.	55		0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	23rd off to 23rd on
14	4	8000.	1304.	55	O	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	23rd on to Mainline
15	4	6600.	3000.	55	OD	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Dummy Lnk With Dummy Rmp

ON-RAMP CAPACITY LIMITS

1	2	3	4	5	6	7	8
8000.	1500.	3600.	1500.	1500.	1500.	1500.	1500.

OFF-RAMP CAPACITY LIMITS

1	2	3	4
3000.	1500.	1500.	6600.

ON-RAMP 1 IS THE MAINLINE ORIGIN
OFF-RAMP 4 IS THE MAINLINE DESTINATION

TIME SLICE 1 OF 16

```
 ON-RAMP LOCATIONS
     1     4     6     8     9    11    14    15

OFF-RAMP LOCATIONS
     2    11    12    15

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
  710.   26.  510.   21.   37.   34.   85.    0.

ORIGINAL OUTPUT COUNTS--
  106.   47.   97. 1172.

    TOTAL ORIGINAL INPUT =   1423.         TOTAL ORIGINAL OUTPUT=   1422.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR,  SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT


    6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES
```

TIME SLICE 2 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
760. 29. 539. 39. 56. 42. 89. 0.

ORIGINAL OUTPUT COUNTS--
123. 40. 109. 1283.

TOTAL ORIGINAL INPUT = 1554. TOTAL ORIGINAL OUTPUT= 1555.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 3 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
746. 35. 577. 55. 58. 35. 112. 0.

ORIGINAL OUTPUT COUNTS--
154. 34. 97. 1334.

TOTAL ORIGINAL INPUT = 1618. TOTAL ORIGINAL OUTPUT= 1619.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 4 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
798. 42. 577. 55. 69. 48. 111. 0.

ORIGINAL OUTPUT COUNTS--
171. 54. 108. 1366.

TOTAL ORIGINAL INPUT = 1700. TOTAL ORIGINAL OUTPUT= 1699.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 5 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
702. 39. 585. 48. 152. 55. 115. 0.

ORIGINAL OUTPUT COUNTS--
184. 49. 119. 1345.

TOTAL ORIGINAL INPUT = 1696. TOTAL ORIGINAL OUTPUT= 1697.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 6 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--

727.	47.	694.	42.	152.	52.	115.	0.

ORIGINAL OUTPUT COUNTS--

186.	44.	142.	1457.

TOTAL ORIGINAL INPUT = 1829. TOTAL ORIGINAL OUTPUT= 1829.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 7 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
782. 61. 734. 50. 152. 63. 141. 0.

ORIGINAL OUTPUT COUNTS--
203. 47. 163. 1572.

TOTAL ORIGINAL INPUT = 1983. TOTAL ORIGINAL OUTPUT= 1985.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 8 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--

800.	46.	760.	53.	152.	82.	138.	0.

ORIGINAL OUTPUT COUNTS--

203.	70.	164.	1594.

TOTAL ORIGINAL INPUT = 2031. TOTAL ORIGINAL OUTPUT= 2031.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 9 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
830. 45. 659. 47. 158. 81. 134. 0.

ORIGINAL OUTPUT COUNTS--
217. 67. 149. 1521.

TOTAL ORIGINAL INPUT = 1954. TOTAL ORIGINAL OUTPUT= 1954.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 10 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
788. 50. 657. 45. 199. 80. 139. 0.

ORIGINAL OUTPUT COUNTS--
217. 76. 162. 1503.

TOTAL ORIGINAL INPUT = 1958. TOTAL ORIGINAL OUTPUT= 1958.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 11 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
829. 66. 675. 66. 168. 74. 134. 0.

ORIGINAL OUTPUT COUNTS--
217. 74. 162. 1560.

TOTAL ORIGINAL INPUT = 2012. TOTAL ORIGINAL OUTPUT= 2013.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 12 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
834. 52. 650. 59. 144. 72. 130. 0.

ORIGINAL OUTPUT COUNTS--
217. 74. 156. 1495.

TOTAL ORIGINAL INPUT = 1941. TOTAL ORIGINAL OUTPUT= 1942.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 13 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
794. 59. 727. 46. 151. 64. 115. 0.

ORIGINAL OUTPUT COUNTS--
193. 71. 137. 1557.

TOTAL ORIGINAL INPUT = 1956. TOTAL ORIGINAL OUTPUT= 1958.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 14 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
810. 67. 642. 53. 186. 71. 121. 0.

ORIGINAL OUTPUT COUNTS--
184. 58. 133. 1574.

TOTAL ORIGINAL INPUT = 1950. TOTAL ORIGINAL OUTPUT= 1949.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 15 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
826. 58. 593. 70. 153. 60. 120. 0.

ORIGINAL OUTPUT COUNTS--
171. 64. 147. 1498.

TOTAL ORIGINAL INPUT = 1880. TOTAL ORIGINAL OUTPUT= 1880.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 16 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
868. 58. 578. 83. 150. 59. 125. 0.

ORIGINAL OUTPUT COUNTS--
180. 71. 148. 1522.

TOTAL ORIGINAL INPUT = 1921. TOTAL ORIGINAL OUTPUT= 1921.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

***** INPUT HAS BEEN COMPLETED *****

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	2840.	0.	2840.	2840.	0.	2840.	8000.	0.	0.	0.	.35	60.	11.8	B	20.4	12.6
2	4	1887.	0.	424.	2840.	0.	424.	2840.	8000.	0.	0.	0.	.35	60.	11.8	B	20.4	12.6
3	3	4825.	0.	0.	2416.	0.	0.	2416.	6000.	0.	0.	0.	.40	60.	13.4	B	21.1	12.4
4	4	1045.	104.	0.	2520.	104.	0.	2520.	8000.	0.	0.	0.	.31	60.	10.5	A	20.4	12.6
5	3	1555.	0.	0.	2520.	0.	0.	2520.	6000.	0.	0.	0.	.42	60.	14.0	B	20.4	12.6
6	5	800.	2036.	0.	4556.	2036.	0.	4556.	10000.	0.	0.	0.	.46	55.	16.6	B	22.6	11.5
7	4	160.	0.	0.	4556.	0.	0.	4556.	8000.	0.	0.	0.	.57	55.	20.7	C	22.6	11.5
8	4	1730.	88.	0.	4644.	88.	0.	4644.	8000.	0.	0.	0.	.58	55.	21.1	C	22.3	11.5
9	5	2900.	148.	0.	4792.	148.	0.	4792.	9997.	3.	0.	0.	.48	55.	17.4	B	22.3	11.5
10	4	2150.	0.	0.	4792.	0.	0.	4792.	7997.	3.	0.	0.	.60	55.	21.8	C	22.3	11.5
11	4	1380.	136.	184.	4928.	136.	184.	4928.	7999.	1.	0.	0.	.62	55.	22.4	C	22.3	11.5
12	4	3550.	0.	392.	4744.	0.	392.	4744.	8000.	0.	0.	0.	.59	55.	21.6	C	22.3	11.5
13	4	1916.	0.	0.	4352.	0.	0.	4352.	8000.	0.	0.	0.	.54	55.	19.8	C	22.3	11.5
14	4	1304.	340.	0.	4692.	340.	0.	4692.	8000.	0.	0.	0.	.59	55.	21.3	C	22.3	11.5
15	4	3000.	0.	4692.	4692.	0.	4692.	4692.	6600.	0.	0.	0.	.71	55.	21.3	C	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 0.71	LOWEST LOS = C		AVG = 56.		17.6		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	100. VEH-HRS	125. PASS-HRS	100. VEH-HRS	125. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	100. VEH-HRS	125. PASS-HRS	100. VEH-HRS	125. PASS-HRS
TOTAL TRAV DISTANCE =	5589. VEH-MI.	7042. PASS-MI.	5589. VEH-MI.	7042. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	18. VPMPL		18. VPMPL	
TOTAL FUEL =	255. GALLONS		255. GALLONS	
TOTAL EMISSIONS =	66. KILOGRAMS		66. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3040.	0.	3040.	3040.	0.	3040.	8000.	0.	0.	0.	.38	60.	12.7	B	20.4	12.6
2	4	1887.	0.	492.	3040.	0.	492.	3040.	8000.	0.	0.	0.	.38	60.	12.7	B	20.4	12.6
3	3	4825.	0.	0.	2548.	0.	0.	2548.	6000.	0.	0.	0.	.42	60.	14.2	B	21.1	12.4
4	4	1045.	116.	0.	2664.	116.	0.	2664.	8000.	0.	0.	0.	.33	60.	11.1	B	20.4	12.6
5	3	1555.	0.	0.	2664.	0.	0.	2664.	6000.	0.	0.	0.	.44	60.	14.8	B	20.4	12.6
6	5	800.	2156.	0.	4820.	2156.	0.	4820.	10000.	0.	0.	0.	.48	55.	17.5	B	22.6	11.5
7	4	160.	0.	0.	4820.	0.	0.	4820.	8000.	0.	0.	0.	.60	55.	21.9	C	22.6	11.5
8	4	1730.	156.	0.	4976.	156.	0.	4976.	8000.	0.	0.	0.	.62	55.	22.6	C	22.3	11.5
9	5	2900.	228.	0.	5204.	228.	0.	5204.	9994.	6.	0.	0.	.52	55.	18.9	C	22.3	11.5
10	4	2150.	0.	0.	5204.	0.	0.	5204.	7994.	6.	0.	0.	.65	55.	23.7	C	22.3	11.5
11	4	1380.	164.	160.	5368.	164.	160.	5368.	7998.	2.	0.	0.	.67	55.	24.4	C	22.3	11.5
12	4	3550.	0.	436.	5208.	0.	436.	5208.	8000.	0.	0.	0.	.65	55.	23.7	C	22.3	11.5
13	4	1916.	0.	0.	4772.	0.	0.	4772.	8000.	0.	0.	0.	.60	55.	21.7	C	22.3	11.5
14	4	1304.	356.	0.	5128.	356.	0.	5128.	8000.	0.	0.	0.	.64	55.	23.3	C	22.3	11.5
15	4	3000.	0.	5128.	5128.	0.	5128.	5128.	6600.	0.	0.	0.	.78	55.	23.3	C	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.78		LOWEST LOS = C		AVG = 56.		19.0		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	108. VEH-HRS	136. PASS-HRS	207. VEH-HRS	261. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	108. VEH-HRS	136. PASS-HRS	207. VEH-HRS	261. PASS-HRS
TOTAL TRAV DISTANCE =	6045. VEH-MI.	7616. PASS-MI.	11633. VEH-MI.	14658. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	19. VPMPL		18. VPMPL	
TOTAL FUEL =	276. GALLONS		532. GALLONS	
TOTAL EMISSIONS =	71. KILOGRAMS		137. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
** **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	2984.	0.	2984.	2984.	0.	2984.	8000.	0.	0.	0.	.37	60.	12.4	B	20.4	12.6
2	4	1887.	0.	616.	2984.	0.	616.	2984.	8000.	0.	0.	0.	.37	60.	12.4	B	20.4	12.6
3	3	4825.	0.	0.	2368.	0.	0.	2368.	6000.	0.	0.	0.	.39	60.	13.2	B	21.1	12.4
4	4	1045.	144.	0.	2512.	144.	0.	2512.	8000.	0.	0.	0.	.31	60.	10.5	A	20.4	12.6
5	3	1555.	0.	0.	2512.	0.	0.	2512.	6000.	0.	0.	0.	.42	60.	14.0	B	20.4	12.6
6	5	800.	2308.	0.	4820.	2308.	0.	4820.	10000.	0.	0.	0.	.48	55.	17.5	B	22.6	11.5
7	4	160.	0.	0.	4820.	0.	0.	4820.	8000.	0.	0.	0.	.60	55.	21.9	C	22.6	11.5
8	4	1730.	220.	0.	5040.	220.	0.	5040.	8000.	0.	0.	0.	.63	55.	22.9	C	22.3	11.5
9	5	2900.	228.	0.	5268.	228.	0.	5268.	9997.	3.	0.	0.	.53	55.	19.2	C	22.3	11.5
10	4	2150.	0.	0.	5268.	0.	0.	5268.	7997.	3.	0.	0.	.66	55.	23.9	C	22.3	11.5
11	4	1380.	144.	136.	5412.	144.	136.	5412.	7999.	1.	0.	0.	.68	55.	24.6	C	22.3	11.5
12	4	3550.	0.	388.	5276.	0.	388.	5276.	8000.	0.	0.	0.	.66	55.	24.0	C	22.3	11.5
13	4	1916.	0.	0.	4888.	0.	0.	4888.	8000.	0.	0.	0.	.61	55.	22.2	C	22.3	11.5
14	4	1304.	448.	0.	5336.	448.	0.	5336.	8000.	0.	0.	0.	.67	55.	24.3	C	22.3	11.5
15	4	3000.	0.	5336.	5336.	0.	5336.	5336.	6600.	0.	0.	0.	.81	55.	24.3	C	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 0.81	LOWEST LOS = C		AVG = 56.		19.0		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	108. VEH-HRS	136. PASS-HRS	315. VEH-HRS	397. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	108. VEH-HRS	136. PASS-HRS	315. VEH-HRS	397. PASS-HRS
TOTAL TRAV DISTANCE =	6062. VEH-MI.	7638. PASS-MI.	17695. VEH-MI.	22296. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	19. VPMPL		19. VPMPL	
TOTAL FUEL =	277. GALLONS		808. GALLONS	
TOTAL EMISSIONS =	71. KILOGRAMS		208. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
** **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3192.	0.	3192.	3192.	0.	3192.	8000.	0.	0.	0.	.40	60.	13.3	B	20.4	12.6
2	4	1887.	0.	684.	3192.	0.	684.	3192.	8000.	0.	0.	0.	.40	60.	13.3	B	20.4	12.6
3	3	4825.	0.	0.	2508.	0.	0.	2508.	6000.	0.	0.	0.	.42	60.	13.9	B	21.1	12.4
4	4	1045.	168.	0.	2676.	168.	0.	2676.	8000.	0.	0.	0.	.33	60.	11.1	B	20.4	12.6
5	3	1555.	0.	0.	2676.	0.	0.	2676.	6000.	0.	0.	0.	.45	60.	14.9	B	20.4	12.6
6	5	800.	2308.	0.	4984.	2308.	0.	4984.	10000.	0.	0.	0.	.50	55.	18.1	C	22.6	11.5
7	4	160.	0.	0.	4984.	0.	0.	4984.	8000.	0.	0.	0.	.62	55.	22.7	C	22.6	11.5
8	4	1730.	220.	0.	5204.	220.	0.	5204.	8000.	0.	0.	0.	.65	55.	23.7	C	22.3	11.5
9	5	2900.	276.	0.	5480.	276.	0.	5480.	9991.	9.	0.	0.	.55	55.	19.9	C	22.3	11.5
10	4	2150.	0.	0.	5480.	0.	0.	5480.	7991.	9.	0.	0.	.69	55.	24.9	C	22.3	11.5
11	4	1380.	196.	220.	5676.	196.	220.	5676.	7998.	2.	0.	0.	.71	55.	25.8	C	22.3	11.5
12	4	3550.	0.	432.	5456.	0.	432.	5456.	8000.	0.	0.	0.	.68	55.	24.8	C	22.3	11.5
13	4	1916.	0.	0.	5024.	0.	0.	5024.	8000.	0.	0.	0.	.63	55.	22.8	C	22.3	11.5
14	4	1304.	444.	0.	5468.	444.	0.	5468.	8000.	0.	0.	0.	.68	55.	24.9	C	22.3	11.5
15	4	3000.	0.	5468.	5468.	0.	5468.	5468.	6600.	0.	0.	0.	.83	55.	24.9	C	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 0.83	LOWEST LOS = C		AVG = 56.		19.8		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	112. VEH-HRS	142. PASS-HRS	428. VEH-HRS	539. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	112. VEH-HRS	142. PASS-HRS	428. VEH-HRS	539. PASS-HRS
TOTAL TRAV DISTANCE =	6311. VEH-MI.	7952. PASS-MI.	24007. VEH-MI.	30248. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	20. VPMPL		19. VPMPL	
TOTAL FUEL =	288. GALLONS		1097. GALLONS	
TOTAL EMISSIONS =	74. KILOGRAMS		282. KILOGRAMS	

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** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	2808.	0.	2808.	2808.	0.	2808.	8000.	0.	0.	0.	.35	60.	11.7	B	20.4	12.6
2	4	1887.	0.	736.	2808.	0.	736.	2808.	8000.	0.	0.	0.	.35	60.	11.7	B	20.4	12.6
3	3	4825.	0.	0.	2072.	0.	0.	2072.	6000.	0.	0.	0.	.35	60.	11.5	B	21.1	12.4
4	4	1045.	152.	0.	2224.	152.	0.	2224.	8000.	0.	0.	0.	.28	60.	9.3	A	20.4	12.6
5	3	1555.	0.	0.	2224.	0.	0.	2224.	6000.	0.	0.	0.	.37	60.	12.4	B	20.4	12.6
6	5	800.	2344.	0.	4568.	2344.	0.	4568.	10000.	0.	0.	0.	.46	55.	16.6	B	22.6	11.5
7	4	160.	0.	0.	4568.	0.	0.	4568.	8000.	0.	0.	0.	.57	55.	20.8	C	22.6	11.5
8	4	1730.	192.	0.	4760.	192.	0.	4760.	8000.	0.	0.	0.	.60	55.	21.6	C	22.3	11.5
9	5	2900.	608.	0.	5368.	608.	0.	5368.	9985.	15.	0.	0.	.54	55.	19.5	C	22.3	11.5
10	4	2150.	0.	0.	5368.	0.	0.	5368.	7985.	15.	0.	0.	.67	55.	24.4	C	22.3	11.5
11	4	1380.	220.	196.	5588.	220.	196.	5588.	7996.	4.	0.	0.	.70	55.	25.4	C	22.3	11.5
12	4	3550.	0.	476.	5392.	0.	476.	5392.	8000.	0.	0.	0.	.67	55.	24.5	C	22.3	11.5
13	4	1916.	0.	0.	4916.	0.	0.	4916.	8000.	0.	0.	0.	.61	55.	22.3	C	22.3	11.5
14	4	1304.	460.	0.	5376.	460.	0.	5376.	8000.	0.	0.	0.	.67	55.	24.4	C	22.3	11.5
15	4	3000.	0.	5376.	5376.	0.	5376.	5376.	6600.	0.	0.	0.	.81	55.	24.4	C	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.81		LOWEST LOS = C		AVG = 56.		18.6		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	106. VEH-HRS	134. PASS-HRS	534. VEH-HRS	673. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	106. VEH-HRS	134. PASS-HRS	534. VEH-HRS	673. PASS-HRS
TOTAL TRAV DISTANCE =	5958. VEH-MI.	7507. PASS-MI.	29965. VEH-MI.	37755. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	19. VPMPL		19. VPMPL	
TOTAL FUEL =	272. GALLONS		1368. GALLONS	
TOTAL EMISSIONS =	70. KILOGRAMS		352. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	2908.	0.	2908.	2908.	0.	2908.	8000.	0.	0.	0.	.36	60.	12.1	B	20.4	12.6
2	4	1887.	0.	744.	2908.	0.	744.	2908.	8000.	0.	0.	0.	.36	60.	12.1	B	20.4	12.6
3	3	4825.	0.	0.	2164.	0.	0.	2164.	6000.	0.	0.	0.	.36	60.	12.0	B	21.1	12.4
4	4	1045.	184.	0.	2348.	184.	0.	2348.	8000.	0.	0.	0.	.29	60.	9.8	A	20.4	12.6
5	3	1555.	0.	0.	2348.	0.	0.	2348.	6000.	0.	0.	0.	.39	60.	13.0	B	20.4	12.6
6	5	800.	2776.	0.	5124.	2776.	0.	5124.	10000.	0.	0.	0.	.51	55.	18.6	C	22.6	11.5
7	4	160.	0.	0.	5124.	0.	0.	5124.	8000.	0.	0.	0.	.64	55.	23.3	C	22.6	11.5
8	4	1730.	168.	0.	5292.	168.	0.	5292.	8000.	0.	0.	0.	.66	55.	24.1	C	22.3	11.5
9	5	2900.	604.	0.	5896.	604.	0.	5896.	9987.	13.	0.	0.	.59	55.	21.4	C	22.3	11.5
10	4	2150.	0.	0.	5896.	0.	0.	5896.	7987.	13.	0.	0.	.74	55.	26.8	D	22.3	11.5
11	4	1380.	208.	172.	6104.	208.	172.	6104.	7997.	3.	0.	0.	.76	55.	27.7	D	22.3	11.5
12	4	3550.	0.	564.	5932.	0.	564.	5932.	8000.	0.	0.	0.	.74	55.	27.0	D	22.3	11.5
13	4	1916.	0.	0.	5368.	0.	0.	5368.	8000.	0.	0.	0.	.67	55.	24.4	C	22.3	11.5
14	4	1304.	460.	0.	5828.	460.	0.	5828.	8000.	0.	0.	0.	.73	55.	26.5	D	22.3	11.5
15	4	3000.	0.	5828.	5828.	0.	5828.	5828.	6600.	0.	0.	0.	.88	55.	26.5	D	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 0.88	LOWEST LOS = D		AVG = 56.		20.2		22.0	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	116. VEH-HRS	146. PASS-HRS	650. VEH-HRS	819. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	116. VEH-HRS	146. PASS-HRS	650. VEH-HRS	819. PASS-HRS
TOTAL TRAV DISTANCE =	6465. VEH-MI.	8146. PASS-MI.	36430. VEH-MI.	45902. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	20. VPMPL		19. VPMPL	
TOTAL FUEL =	295. GALLONS		1663. GALLONS	
TOTAL EMISSIONS =	76. KILOGRAMS		427. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3132.	0.	3132.	3132.	0.	3132.	8000.	0.	0.	0.	.39	60.	13.0	B	20.4	12.6
2	4	1887.	0.	812.	3132.	0.	812.	3132.	8000.	0.	0.	0.	.39	60.	13.0	B	20.4	12.6
3	3	4825.	0.	0.	2320.	0.	0.	2320.	6000.	0.	0.	0.	.39	60.	12.9	B	21.1	12.4
4	4	1045.	244.	0.	2564.	244.	0.	2564.	8000.	0.	0.	0.	.32	60.	10.7	A	20.4	12.6
5	3	1555.	0.	0.	2564.	0.	0.	2564.	6000.	0.	0.	0.	.43	60.	14.2	B	20.4	12.6
6	5	800.	2936.	0.	5500.	2936.	0.	5500.	10000.	0.	0.	0.	.55	55.	20.0	C	22.6	11.5
7	4	160.	0.	0.	5500.	0.	0.	5500.	8000.	0.	0.	0.	.69	55.	25.0	C	22.6	11.5
8	4	1730.	200.	0.	5700.	200.	0.	5700.	8000.	0.	0.	0.	.71	55.	25.9	C	22.3	11.5
9	5	2900.	608.	0.	6308.	608.	0.	6308.	9987.	13.	0.	0.	.63	55.	22.9	C	22.3	11.5
10	4	2150.	0.	0.	6308.	0.	0.	6308.	7987.	13.	0.	0.	.79	55.	28.7	D	22.3	11.5
11	4	1380.	252.	188.	6560.	252.	188.	6560.	7997.	3.	0.	0.	.82	55.	29.8	D	22.3	11.5
12	4	3550.	0.	652.	6372.	0.	652.	6372.	8000.	0.	0.	0.	.80	55.	29.0	D	22.3	11.5
13	4	1916.	0.	0.	5720.	0.	0.	5720.	8000.	0.	0.	0.	.71	55.	26.0	C	22.3	11.5
14	4	1304.	564.	0.	6284.	564.	0.	6284.	8000.	0.	0.	0.	.79	55.	28.6	D	22.3	11.5
15	4	3000.	0.	6284.	6284.	0.	6284.	6284.	6600.	0.	0.	0.	.95	55.	28.6	D	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 0.95	LOWEST LOS = D		AVG = 56.		21.7		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	124. VEH-HRS	156. PASS-HRS	774. VEH-HRS	975. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	124. VEH-HRS	156. PASS-HRS	774. VEH-HRS	975. PASS-HRS
TOTAL TRAV DISTANCE =	6947. VEH-MI.	8753. PASS-MI.	43376. VEH-MI.	54654. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	22. VPMPL		19. VPMPL	
TOTAL FUEL =	316. GALLONS		1979. GALLONS	
TOTAL EMISSIONS =	81. KILOGRAMS		509. KILOGRAMS	

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** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3200.	0.	3200.	3200.	0.	3200.	8000.	0.	0.	0.	.40	60.	13.3	B	20.4	12.6
2	4	1887.	0.	812.	3200.	0.	812.	3200.	8000.	0.	0.	0.	.40	60.	13.3	B	20.4	12.6
3	3	4825.	0.	0.	2388.	0.	0.	2388.	6000.	0.	0.	0.	.40	60.	13.3	B	21.1	12.4
4	4	1045.	184.	0.	2572.	184.	0.	2572.	8000.	0.	0.	0.	.32	60.	10.7	A	20.4	12.6
5	3	1555.	0.	0.	2572.	0.	0.	2572.	6000.	0.	0.	0.	.43	60.	14.3	B	20.4	12.6
6	5	800.	3040.	0.	5612.	3040.	0.	5612.	10000.	0.	0.	0.	.56	55.	20.4	C	22.6	11.5
7	4	160.	0.	0.	5612.	0.	0.	5612.	8000.	0.	0.	0.	.70	55.	25.5	C	22.6	11.5
8	4	1730.	212.	0.	5824.	212.	0.	5824.	8000.	0.	0.	0.	.73	55.	26.5	D	22.3	11.5
9	5	2900.	608.	0.	6432.	608.	0.	6432.	9981.	19.	0.	0.	.64	55.	23.4	C	22.3	11.5
10	4	2150.	0.	0.	6432.	0.	0.	6432.	7981.	19.	0.	0.	.81	55.	29.2	D	22.3	11.5
11	4	1380.	328.	276.	6760.	328.	276.	6760.	7995.	5.	0.	0.	.85	55.	30.7	D	22.3	11.5
12	4	3550.	0.	656.	6484.	0.	656.	6484.	8000.	0.	0.	0.	.81	55.	29.5	D	22.3	11.5
13	4	1916.	0.	0.	5828.	0.	0.	5828.	8000.	0.	0.	0.	.73	55.	26.5	D	22.3	11.5
14	4	1304.	552.	0.	6380.	552.	0.	6380.	8000.	0.	0.	0.	.80	55.	29.0	D	22.3	11.5
15	4	3000.	0.	6380.	6380.	0.	6380.	6380.	6600.	0.	0.	0.	.97	55.	29.0	D	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 0.97	LOWEST LOS = D		AVG = 56.		22.1		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	127. VEH-HRS	159. PASS-HRS	900. VEH-HRS	1135. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	127. VEH-HRS	159. PASS-HRS	900. VEH-HRS	1135. PASS-HRS
TOTAL TRAV DISTANCE =	7082. VEH-MI.	8923. PASS-MI.	50458. VEH-MI.	63577. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	22. VPMPL		20. VPMPL	
TOTAL FUEL =	323. GALLONS		2302. GALLONS	
TOTAL EMISSIONS =	83. KILOGRAMS		591. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3320.	0.	3320.	3320.	0.	3320.	8000.	0.	0.	0.	.41	60.	13.8	B	20.4	12.6
2	4	1887.	0.	868.	3320.	0.	868.	3320.	8000.	0.	0.	0.	.41	60.	13.8	B	20.4	12.6
3	3	4825.	0.	0.	2452.	0.	0.	2452.	6000.	0.	0.	0.	.41	60.	13.6	B	21.1	12.4
4	4	1045.	180.	0.	2632.	180.	0.	2632.	8000.	0.	0.	0.	.33	60.	11.0	A	20.4	12.6
5	3	1555.	0.	0.	2632.	0.	0.	2632.	6000.	0.	0.	0.	.44	60.	14.6	B	20.4	12.6
6	5	800.	2636.	0.	5268.	2636.	0.	5268.	10000.	0.	0.	0.	.53	55.	19.2	C	22.6	11.5
7	4	160.	0.	0.	5268.	0.	0.	5268.	8000.	0.	0.	0.	.66	55.	23.9	C	22.6	11.5
8	4	1730.	188.	0.	5456.	188.	0.	5456.	8000.	0.	0.	0.	.68	55.	24.8	C	22.3	11.5
9	5	2900.	636.	0.	6092.	636.	0.	6092.	9978.	22.	0.	0.	.61	55.	22.2	C	22.3	11.5
10	4	2150.	0.	0.	6092.	0.	0.	6092.	7978.	22.	0.	0.	.76	55.	27.7	D	22.3	11.5
11	4	1380.	324.	272.	6416.	324.	272.	6416.	7994.	6.	0.	0.	.80	55.	29.2	D	22.3	11.5
12	4	3550.	0.	596.	6144.	0.	596.	6144.	8000.	0.	0.	0.	.77	55.	27.9	D	22.3	11.5
13	4	1916.	0.	0.	5548.	0.	0.	5548.	8000.	0.	0.	0.	.69	55.	25.2	C	22.3	11.5
14	4	1304.	536.	0.	6084.	536.	0.	6084.	8000.	0.	0.	0.	.76	55.	27.7	D	22.3	11.5
15	4	3000.	0.	6084.	6084.	0.	6084.	6084.	6600.	0.	0.	0.	.92	55.	27.7	D	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.92		LOWEST LOS = D		AVG = 56.		21.4		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	122. VEH-HRS	154. PASS-HRS	1022. VEH-HRS	1288. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	122. VEH-HRS	154. PASS-HRS	1022. VEH-HRS	1288. PASS-HRS
TOTAL TRAV DISTANCE =	6833. VEH-MI.	8610. PASS-MI.	57292. VEH-MI.	72187. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	21. VPMPL		20. VPMPL	
TOTAL FUEL =	312. GALLONS		2613. GALLONS	
TOTAL EMISSIONS =	80. KILOGRAMS		672. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3152.	0.	3152.	3152.	0.	3152.	8000.	0.	0.	0.	.39	60.	13.1	B	20.4	12.6
2	4	1887.	0.	868.	3152.	0.	868.	3152.	8000.	0.	0.	0.	.39	60.	13.1	B	20.4	12.6
3	3	4825.	0.	0.	2284.	0.	0.	2284.	6000.	0.	0.	0.	.38	60.	12.7	B	21.1	12.4
4	4	1045.	200.	0.	2484.	200.	0.	2484.	8000.	0.	0.	0.	.31	60.	10.4	A	20.4	12.6
5	3	1555.	0.	0.	2484.	0.	0.	2484.	6000.	0.	0.	0.	.41	60.	13.8	B	20.4	12.6
6	5	800.	2624.	0.	5108.	2624.	0.	5108.	10000.	0.	0.	0.	.51	55.	18.6	C	22.6	11.5
7	4	160.	0.	0.	5108.	0.	0.	5108.	8000.	0.	0.	0.	.64	55.	23.2	C	22.6	11.5
8	4	1730.	180.	0.	5288.	180.	0.	5288.	8000.	0.	0.	0.	.66	55.	24.0	C	22.3	11.5
9	5	2900.	792.	0.	6080.	792.	0.	6080.	9972.	28.	0.	0.	.61	55.	22.1	C	22.3	11.5
10	4	2150.	0.	0.	6080.	0.	0.	6080.	7972.	28.	0.	0.	.76	55.	27.6	D	22.3	11.5
11	4	1380.	320.	300.	6400.	320.	300.	6400.	7993.	7.	0.	0.	.80	55.	29.1	D	22.3	11.5
12	4	3550.	0.	648.	6100.	0.	648.	6100.	8000.	0.	0.	0.	.76	55.	27.7	D	22.3	11.5
13	4	1916.	0.	0.	5452.	0.	0.	5452.	8000.	0.	0.	0.	.68	55.	24.8	C	22.3	11.5
14	4	1304.	556.	0.	6008.	556.	0.	6008.	8000.	0.	0.	0.	.75	55.	27.3	D	22.3	11.5
15	4	3000.	0.	6008.	6008.	0.	6008.	6008.	6600.	0.	0.	0.	.91	55.	27.3	D	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.91		LOWEST LOS = D		AVG = 56.		20.9		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	119. VEH-HRS	151. PASS-HRS	1142. VEH-HRS	1439. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	119. VEH-HRS	151. PASS-HRS	1142. VEH-HRS	1439. PASS-HRS
TOTAL TRAV DISTANCE =	6689. VEH-MI.	8429. PASS-MI.	63981. VEH-MI.	80616. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	21. VPMPL		20. VPMPL	
TOTAL FUEL =	305. GALLONS		2918. GALLONS	
TOTAL EMISSIONS =	78. KILOGRAMS		750. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3316.	0.	3316.	3316.	0.	3316.	8000.	0.	0.	0.	.41	60.	13.8	B	20.4	12.6
2	4	1887.	0.	868.	3316.	0.	868.	3316.	8000.	0.	0.	0.	.41	60.	13.8	B	20.4	12.6
3	3	4825.	0.	0.	2448.	0.	0.	2448.	6000.	0.	0.	0.	.41	60.	13.6	B	21.1	12.4
4	4	1045.	264.	0.	2712.	264.	0.	2712.	8000.	0.	0.	0.	.34	60.	11.3	B	20.4	12.6
5	3	1555.	0.	0.	2712.	0.	0.	2712.	6000.	0.	0.	0.	.45	60.	15.1	B	20.4	12.6
6	5	800.	2700.	0.	5412.	2700.	0.	5412.	10000.	0.	0.	0.	.54	55.	19.7	C	22.6	11.5
7	4	160.	0.	0.	5412.	0.	0.	5412.	8000.	0.	0.	0.	.68	55.	24.6	C	22.6	11.5
8	4	1730.	264.	0.	5676.	264.	0.	5676.	8000.	0.	0.	0.	.71	55.	25.8	C	22.3	11.5
9	5	2900.	668.	0.	6344.	668.	0.	6344.	9978.	22.	0.	0.	.64	55.	23.1	C	22.3	11.5
10	4	2150.	0.	0.	6344.	0.	0.	6344.	7978.	22.	0.	0.	.80	55.	28.8	D	22.3	11.5
11	4	1380.	292.	292.	6636.	292.	292.	6636.	7994.	6.	0.	0.	.83	55.	30.2	D	22.3	11.5
12	4	3550.	0.	644.	6344.	0.	644.	6344.	8000.	0.	0.	0.	.79	55.	28.8	D	22.3	11.5
13	4	1916.	0.	0.	5700.	0.	0.	5700.	8000.	0.	0.	0.	.71	55.	25.9	C	22.3	11.5
14	4	1304.	536.	0.	6236.	536.	0.	6236.	8000.	0.	0.	0.	.78	55.	28.3	D	22.3	11.5
15	4	3000.	0.	6236.	6236.	0.	6236.	6236.	6600.	0.	0.	0.	.94	55.	28.3	D	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.94		LOWEST LOS = D		AVG = 56.		22.0		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	125. VEH-HRS	158. PASS-HRS	1267. VEH-HRS	1597. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	125. VEH-HRS	158. PASS-HRS	1267. VEH-HRS	1597. PASS-HRS
TOTAL TRAV DISTANCE =	7019. VEH-MI.	8844. PASS-MI.	71000. VEH-MI.	89460. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	22. VPMPL		20. VPMPL	
TOTAL FUEL =	320. GALLONS		3238. GALLONS	
TOTAL EMISSIONS =	82. KILOGRAMS		832. KILOGRAMS	

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** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3336.	0.	3336.	3336.	0.	3336.	8000.	0.	0.	0.	.42	60.	13.9	B	20.4	12.6
2	4	1887.	0.	868.	3336.	0.	868.	3336.	8000.	0.	0.	0.	.42	60.	13.9	B	20.4	12.6
3	3	4825.	0.	0.	2468.	0.	0.	2468.	6000.	0.	0.	0.	.41	60.	13.7	B	21.1	12.4
4	4	1045.	208.	0.	2676.	208.	0.	2676.	8000.	0.	0.	0.	.33	60.	11.2	B	20.4	12.6
5	3	1555.	0.	0.	2676.	0.	0.	2676.	6000.	0.	0.	0.	.45	60.	14.9	B	20.4	12.6
6	5	800.	2600.	0.	5276.	2600.	0.	5276.	10000.	0.	0.	0.	.53	55.	19.2	C	22.6	11.5
7	4	160.	0.	0.	5276.	0.	0.	5276.	8000.	0.	0.	0.	.66	55.	24.0	C	22.6	11.5
8	4	1730.	236.	0.	5512.	236.	0.	5512.	8000.	0.	0.	0.	.69	55.	25.1	C	22.3	11.5
9	5	2900.	576.	0.	6088.	576.	0.	6088.	9978.	22.	0.	0.	.61	55.	22.1	C	22.3	11.5
10	4	2150.	0.	0.	6088.	0.	0.	6088.	7978.	22.	0.	0.	.76	55.	27.7	D	22.3	11.5
11	4	1380.	288.	296.	6376.	288.	296.	6376.	7994.	6.	0.	0.	.80	55.	29.0	D	22.3	11.5
12	4	3550.	0.	624.	6080.	0.	624.	6080.	8000.	0.	0.	0.	.76	55.	27.6	D	22.3	11.5
13	4	1916.	0.	0.	5456.	0.	0.	5456.	8000.	0.	0.	0.	.68	55.	24.8	C	22.3	11.5
14	4	1304.	520.	0.	5976.	520.	0.	5976.	8000.	0.	0.	0.	.75	55.	27.2	D	22.3	11.5
15	4	3000.	0.	5976.	5976.	0.	5976.	5976.	6600.	0.	0.	0.	.91	55.	27.2	D	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.91		LOWEST LOS = D		AVG = 56.		21.3		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	121. VEH-HRS	153. PASS-HRS	1389. VEH-HRS	1750. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	121. VEH-HRS	153. PASS-HRS	1389. VEH-HRS	1750. PASS-HRS
TOTAL TRAV DISTANCE =	6806. VEH-MI.	8575. PASS-MI.	77806. VEH-MI.	98035. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	21. VPMPL		20. VPMPL	
TOTAL FUEL =	310. GALLONS		3549. GALLONS	
TOTAL EMISSIONS =	80. KILOGRAMS		912. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3176.	0.	3176.	3176.	0.	3176.	8000.	0.	0.	0.	.40	60.	13.2	B	20.4	12.6
2	4	1887.	0.	772.	3176.	0.	772.	3176.	8000.	0.	0.	0.	.40	60.	13.2	B	20.4	12.6
3	3	4825.	0.	0.	2404.	0.	0.	2404.	6000.	0.	0.	0.	.40	60.	13.4	B	21.1	12.4
4	4	1045.	240.	0.	2644.	240.	0.	2644.	8000.	0.	0.	0.	.33	60.	11.0	B	20.4	12.6
5	3	1555.	0.	0.	2644.	0.	0.	2644.	6000.	0.	0.	0.	.44	60.	14.7	B	20.4	12.6
6	5	800.	2904.	0.	5548.	2904.	0.	5548.	10000.	0.	0.	0.	.55	55.	20.2	C	22.6	11.5
7	4	160.	0.	0.	5548.	0.	0.	5548.	8000.	0.	0.	0.	.69	55.	25.2	C	22.6	11.5
8	4	1730.	184.	0.	5732.	184.	0.	5732.	8000.	0.	0.	0.	.72	55.	26.1	D	22.3	11.5
9	5	2900.	604.	0.	6336.	604.	0.	6336.	9981.	19.	0.	0.	.63	55.	23.0	C	22.3	11.5
10	4	2150.	0.	0.	6336.	0.	0.	6336.	7981.	19.	0.	0.	.79	55.	28.8	D	22.3	11.5
11	4	1380.	256.	284.	6592.	256.	284.	6592.	7995.	5.	0.	0.	.82	55.	30.0	D	22.3	11.5
12	4	3550.	0.	548.	6308.	0.	548.	6308.	8000.	0.	0.	0.	.79	55.	28.7	D	22.3	11.5
13	4	1916.	0.	0.	5760.	0.	0.	5760.	8000.	0.	0.	0.	.72	55.	26.2	D	22.3	11.5
14	4	1304.	460.	0.	6220.	460.	0.	6220.	8000.	0.	0.	0.	.78	55.	28.3	D	22.3	11.5
15	4	3000.	0.	6220.	6220.	0.	6220.	6220.	6600.	0.	0.	0.	.94	55.	28.3	D	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.94		LOWEST LOS = D		AVG = 56.		21.8		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	125. VEH-HRS	157. PASS-HRS	1513. VEH-HRS	1907. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	125. VEH-HRS	157. PASS-HRS	1513. VEH-HRS	1907. PASS-HRS
TOTAL TRAV DISTANCE =	6977. VEH-MI.	8791. PASS-MI.	84783. VEH-MI.	106826. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	22. VPMPL		20. VPMPL	
TOTAL FUEL =	318. GALLONS		3867. GALLONS	
TOTAL EMISSIONS =	82. KILOGRAMS		994. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3240.	0.	3240.	3240.	0.	3240.	8000.	0.	0.	0.	.41	60.	13.5	B	20.4	12.6
2	4	1887.	0.	736.	3240.	0.	736.	3240.	8000.	0.	0.	0.	.41	60.	13.5	B	20.4	12.6
3	3	4825.	0.	0.	2504.	0.	0.	2504.	6000.	0.	0.	0.	.42	60.	13.9	B	21.1	12.4
4	4	1045.	264.	0.	2768.	264.	0.	2768.	8000.	0.	0.	0.	.35	60.	11.5	B	20.4	12.6
5	3	1555.	0.	0.	2768.	0.	0.	2768.	6000.	0.	0.	0.	.46	60.	15.4	B	20.4	12.6
6	5	800.	2568.	0.	5336.	2568.	0.	5336.	10000.	0.	0.	0.	.53	55.	19.4	C	22.6	11.5
7	4	160.	0.	0.	5336.	0.	0.	5336.	8000.	0.	0.	0.	.67	55.	24.3	C	22.6	11.5
8	4	1730.	212.	0.	5548.	212.	0.	5548.	8000.	0.	0.	0.	.69	55.	25.2	C	22.3	11.5
9	5	2900.	744.	0.	6292.	744.	0.	6292.	9978.	22.	0.	0.	.63	55.	22.9	C	22.3	11.5
10	4	2150.	0.	0.	6292.	0.	0.	6292.	7978.	22.	0.	0.	.79	55.	28.6	D	22.3	11.5
11	4	1380.	288.	236.	6580.	288.	236.	6580.	7994.	6.	0.	0.	.82	55.	29.9	D	22.3	11.5
12	4	3550.	0.	532.	6344.	0.	532.	6344.	8000.	0.	0.	0.	.79	55.	28.8	D	22.3	11.5
13	4	1916.	0.	0.	5812.	0.	0.	5812.	8000.	0.	0.	0.	.73	55.	26.4	D	22.3	11.5
14	4	1304.	484.	0.	6296.	484.	0.	6296.	8000.	0.	0.	0.	.79	55.	28.6	D	22.3	11.5
15	4	3000.	0.	6296.	6296.	0.	6296.	6296.	6600.	0.	0.	0.	.95	55.	28.6	D	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.95		LOWEST LOS = D		AVG = 56.		22.0		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	125. VEH-HRS	158. PASS-HRS	1639. VEH-HRS	2065. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	125. VEH-HRS	158. PASS-HRS	1639. VEH-HRS	2065. PASS-HRS
TOTAL TRAV DISTANCE =	7017. VEH-MI.	8842. PASS-MI.	91800. VEH-MI.	115668. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	22. VPMPL		21. VPMPL	
TOTAL FUEL =	320. GALLONS		4187. GALLONS	
TOTAL EMISSIONS =	82. KILOGRAMS		1076. KILOGRAMS	

****
** **
** FREEWAY TRAVEL TIME (MINUTES) **
** **
****

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3304.	0.	3304.	3304.	0.	3304.	8000.	0.	0.	0.	.41	60.	13.8	B	20.4	12.6
2	4	1887.	0.	684.	3304.	0.	684.	3304.	8000.	0.	0.	0.	.41	60.	13.8	B	20.4	12.6
3	3	4825.	0.	0.	2620.	0.	0.	2620.	6000.	0.	0.	0.	.44	60.	14.6	B	21.1	12.4
4	4	1045.	228.	0.	2848.	228.	0.	2848.	8000.	0.	0.	0.	.36	60.	11.9	B	20.4	12.6
5	3	1555.	0.	0.	2848.	0.	0.	2848.	6000.	0.	0.	0.	.47	60.	15.8	B	20.4	12.6
6	5	800.	2372.	0.	5220.	2372.	0.	5220.	10000.	0.	0.	0.	.52	55.	19.0	C	22.6	11.5
7	4	160.	0.	0.	5220.	0.	0.	5220.	8000.	0.	0.	0.	.65	55.	23.7	C	22.6	11.5
8	4	1730.	280.	0.	5500.	280.	0.	5500.	8000.	0.	0.	0.	.69	55.	25.0	C	22.3	11.5
9	5	2900.	612.	0.	6112.	612.	0.	6112.	9981.	19.	0.	0.	.61	55.	22.2	C	22.3	11.5
10	4	2150.	0.	0.	6112.	0.	0.	6112.	7981.	19.	0.	0.	.77	55.	27.8	D	22.3	11.5
11	4	1380.	240.	252.	6352.	240.	252.	6352.	7995.	5.	0.	0.	.79	55.	28.9	D	22.3	11.5
12	4	3550.	0.	588.	6100.	0.	588.	6100.	8000.	0.	0.	0.	.76	55.	27.7	D	22.3	11.5
13	4	1916.	0.	0.	5512.	0.	0.	5512.	8000.	0.	0.	0.	.69	55.	25.1	C	22.3	11.5
14	4	1304.	480.	0.	5992.	480.	0.	5992.	8000.	0.	0.	0.	.75	55.	27.2	D	22.3	11.5
15	4	3000.	0.	5992.	5992.	0.	5992.	5992.	6600.	0.	0.	0.	.91	55.	27.2	D	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 0.91	LOWEST LOS = D		AVG = 56.		21.5		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	123. VEH-HRS	154. PASS-HRS	1761. VEH-HRS	2219. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	123. VEH-HRS	154. PASS-HRS	1761. VEH-HRS	2219. PASS-HRS
TOTAL TRAV DISTANCE =	6868. VEH-MI.	8654. PASS-MI.	98668. VEH-MI.	124321. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	22. VPMPL		21. VPMPL	
TOTAL FUEL =	313. GALLONS		4500. GALLONS	
TOTAL EMISSIONS =	81. KILOGRAMS		1156. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3472.	0.	3472.	3472.	0.	3472.	8000.	0.	0.	0.	.43	60.	14.5	B	20.4	12.6
2	4	1887.	0.	720.	3472.	0.	720.	3472.	8000.	0.	0.	0.	.43	60.	14.5	B	20.4	12.6
3	3	4825.	0.	0.	2752.	0.	0.	2752.	6000.	0.	0.	0.	.46	60.	15.3	B	21.1	12.4
4	4	1045.	232.	0.	2984.	232.	0.	2984.	8000.	0.	0.	0.	.37	60.	12.4	B	20.4	12.6
5	3	1555.	0.	0.	2984.	0.	0.	2984.	6000.	0.	0.	0.	.50	60.	16.6	B	20.4	12.6
6	5	800.	2312.	0.	5296.	2312.	0.	5296.	10000.	0.	0.	0.	.53	55.	19.3	C	22.6	11.5
7	4	160.	0.	0.	5296.	0.	0.	5296.	8000.	0.	0.	0.	.66	55.	24.1	C	22.6	11.5
8	4	1730.	336.	0.	5632.	336.	0.	5632.	8000.	0.	0.	0.	.70	55.	25.6	C	22.3	11.5
9	5	2900.	604.	0.	6236.	604.	0.	6236.	9978.	22.	0.	0.	.62	55.	22.7	C	22.3	11.5
10	4	2150.	0.	0.	6236.	0.	0.	6236.	7978.	22.	0.	0.	.78	55.	28.3	D	22.3	11.5
11	4	1380.	236.	288.	6472.	236.	288.	6472.	7994.	6.	0.	0.	.81	55.	29.4	D	22.3	11.5
12	4	3550.	0.	592.	6184.	0.	592.	6184.	8000.	0.	0.	0.	.77	55.	28.1	D	22.3	11.5
13	4	1916.	0.	0.	5592.	0.	0.	5592.	8000.	0.	0.	0.	.70	55.	25.4	C	22.3	11.5
14	4	1304.	500.	0.	6092.	500.	0.	6092.	8000.	0.	0.	0.	.76	55.	27.7	D	22.3	11.5
15	4	3000.	0.	6092.	6092.	0.	6092.	6092.	6600.	0.	0.	0.	.92	55.	27.7	D	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.92		LOWEST LOS = D			AVG = 56.	22.1		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	126. VEH-HRS	158. PASS-HRS	1887. VEH-HRS	2377. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	126. VEH-HRS	158. PASS-HRS	1887. VEH-HRS	2377. PASS-HRS
TOTAL TRAV DISTANCE =	7039. VEH-MI.	8870. PASS-MI.	105707. VEH-MI.	133191. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	22. VPMPL		21. VPMPL	
TOTAL FUEL =	321. GALLONS		4822. GALLONS	
TOTAL EMISSIONS =	83. KILOGRAMS		1239. KILOGRAMS	

FREEWAY SUMMARY TABLE
SIMULATION BEFORE CONTROL

TIME SLICE	FREEWAY TRAVEL TIME VEH-HR	FREEWAY TRAVEL TIME PAS-HR	RAMP DELAY VEH-HR	RAMP DELAY PAS-HR	TOTAL FREEWAY TRAVEL TIME VEH-HR	TOTAL FREEWAY TRAVEL TIME PAS-HR	TOTAL TRAVEL DISTANCE VEH-MI	TOTAL TRAVEL DISTANCE PAS-MI	AVERAGE SPEED MPH	GASOLINE CONSUMED GALLONS	HYDROCARB EMISSIONS KILOGRAMS	CARBON MONOXIDE KILOGRAMS	NITROUS OXIDES KILOGRAMS	BEGIN TIME
1	100.	125.	0.	0.	100.	125.	5589.	7042.	56.2	255.	5.	56.	4.	15:00
2	108.	136.	0.	0.	108.	136.	6045.	7616.	56.1	276.	5.	61.	5.	15:15
3	108.	136.	0.	0.	108.	136.	6062.	7638.	56.1	277.	5.	61.	5.	15:30
4	112.	142.	0.	0.	112.	142.	6311.	7952.	56.1	288.	6.	64.	5.	15:45
5	106.	134.	0.	0.	106.	134.	5958.	7507.	56.0	272.	5.	60.	5.	16:00
6	116.	146.	0.	0.	116.	146.	6465.	8146.	56.0	295.	6.	65.	5.	16:15
7	124.	156.	0.	0.	124.	156.	6947.	8753.	56.0	316.	6.	70.	5.	16:30
8	127.	159.	0.	0.	127.	159.	7082.	8923.	56.0	323.	6.	71.	5.	16:45
9	122.	154.	0.	0.	122.	154.	6833.	8610.	56.0	312.	6.	69.	5.	17:00
10	119.	151.	0.	0.	119.	151.	6689.	8429.	56.0	305.	6.	67.	5.	17:15
11	125.	158.	0.	0.	125.	158.	7019.	8844.	56.0	320.	6.	71.	5.	17:30
12	121.	153.	0.	0.	121.	153.	6806.	8575.	56.0	310.	6.	68.	5.	17:45
13	125.	157.	0.	0.	125.	157.	6977.	8791.	56.0	318.	6.	70.	5.	18:00
14	125.	158.	0.	0.	125.	158.	7017.	8842.	56.0	320.	6.	71.	5.	18:15
15	123.	154.	0.	0.	123.	154.	6868.	8654.	56.1	313.	6.	69.	5.	18:30
16	126.	158.	0.	0.	126.	158.	7039.	8870.	56.1	321.	6.	71.	5.	18:45
TOTAL	1887.	2377.	0.	0.	1887.	2377.	105707.	133191.	56.0	4822.	94.	1063.	81.	

CONTOUR DIAGRAM OF
QUEUE LENGTH
BEFORE ENTRY CONTROL

```
TIME                                                                                                  BEGIN
SLICE ..................................................................................................  TIME
      .                                                                                              .
    1 .                                                                                              . - 15:00
    2 .                                                                                              . - 15:15
    3 .                                                                                              . - 15:30
    4 .                                                                                              . - 15:45
    5 .                                                                                              . - 16:00
    6 .                                                                                              . - 16:15
    7 .                                                                                              . - 16:30
    8 .                                                                                              . - 16:45
    9 .                                                                                              . - 17:00
   10 .                                                                                              . - 17:15
   11 .                                                                                              . - 17:30
   12 .                                                                                              . - 17:45
   13 .                                                                                              . - 18:00
   14 .                                                                                              . - 18:15
   15 .                                                                                              . - 18:30
   16 .                                                                                              . - 18:45
      .                                                                                              .
      ..................................................................................................
       :      :     :              :  :    :  ::     :         :      :    :           :     :   :
       01     02    03             04 05   06  08    09        10     11   12          13    14  15
```

BLANK DENOTES MOVING TRAFFIC. ASTERISK DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION.
M DENOTES QUEUED VEHICLES DUE TO MERGING. B DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION AND MERGING. (WHEN BOTH QUEUES EXIST, LENGTH OF DISPLAY REPRESENTS MAINLINE CONGESTION.)

CONTOUR DIAGRAM OF
VOLUME/CAPACITY RATIO
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ..............................................................................................................   TIME
      .                                                                                                            .
    1 .333333333333344444444444444433344444444555555544444444445555555666665555555555555555555557777777777. - 15:00
    2 .333333333333344444444444444433344444444666666655555555556666666666666666666666666555555666677777777777. - 15:15
    3 .333333333333333333333333333333444444444666666655555555556666666666666666666666666666666666688888888888. - 15:30
    4 .333333333333344444444444444433344444444666666655555555556666666677777666666666666666666666668888888888. - 15:45
    5 .333333333333333333333333333322233333444555555555555555556666666666666666666666666666666666688888888888. - 16:00
    6 .333333333333333333333333333322233333555666666655555555557777777777777777777777777666666777788888888888. - 16:15
    7 .333333333333333333333333333333444444555677777766666666667777777888887777777777777777777777779999999999. - 16:30
    8 .444444444444433333333333333333444444555777777766666666668888888888888888888888888777777777779999999999. - 16:45
    9 .444444444444444444444444444433344444555666666666666666667777777888887777777777777666666777799999999999. - 17:00
   10 .333333333333333333333333333333444444555666666666666666667777777888887777777777777666666777799999999999. - 17:15
   11 .444444444444444444444444444433344444555677777766666666667777777888887777777777777777777777779999999999. - 17:30
   12 .444444444444444444444444444433344444555666666666666666667777777777777777777777777666666777799999999999. - 17:45
   13 .333333333333344444444444444433344444555677777766666666667777777888887777777777777777777777779999999999. - 18:00
   14 .444444444444444444444444444433344444555666666666666666667777777888887777777777777777777777779999999999. - 18:15
   15 .444444444444444444444444444433344444555666666666666666667777777777777777777777777666666777799999999999. - 18:30
   16 .444444444444444444444444444433344444555677777766666666667777777888887777777777777666666777799999999999. - 18:45
      .                                                                                                            .
      ..............................................................................................................
       :      :     :              :  :    :  ::     :         :      :    :           :     :   :
       01     02    03             04 05   06  08    09        10     11   12          13    14  15
```

THE DIGIT LEVELS DENOTE V/C IN VALUES FROM 0 TO 10 (CORRESPONDING TO 0.0 TO 1.0). THE ASTERISK DENOTES SATURATION.

I-880 SOUTHBOUND P.M.

```
FFFFFFFFFF RRRRRRRRR  EEEEEEEEEE     QQQQQQQ         1111      222222     PPPPPPPPP     EEEEEEEEEE
FFFFFFFFFF RRRRRRRRRR EEEEEEEEEE   Q*A.D.MAY*Q     111111     222  222    PPPPPPPPPP    EEEEEEEEEE
FFF        RRR    RRR EEE         QQQQQ    QQQQQ     1111    222    222   PPP    PPP    EEE
FFF        RRR    RRR EEE        QQQQ        QQQQ    1111           222   PPP    PPP    EEE
FFFFFFF    RRRRRRRRRR EEEEEEE    QQQQ        QQQQ    1111          222    PPPPPPPPPP    EEEEEEE
FFFFFFF    RRRRRRRRR  EEEEEEE    QQQQ        QQQQ    1111        2222     PPPPPPPPP     EEEEEEE
FFF        RRR RRR    EEE        QQQQ    QQQ QQQQ    1111      2222       PPP           EEE
FFF        RRR  RRR   EEE         Q*UC*    QQQQQ     1111     222         PPP           EEE
FFF        RRR   RRR  EEEEEEEEEE   Q*REGENTS*QQ      1111    222          PPP           EEEEEEEEEE
FFF        RRR    RRR EEEEEEEEEE     Q*1999*Q QQQ  11111111  2222222222   PPP           EEEEEEEEEE
```

FREQ12PE 880 SB Existing PM ver 8 - adj ML start and dummy on

1. THIS IS A SIMULATION ONLY EXECUTION.

2. THERE ARE 4.0 TIME SLICES PER HOUR.

3. WEAVING ANALYSIS IS ENGAGED WITH FACTOR = 0.5

4. NO ALTERNATE ROUTE IS PROVIDED.

5. SPEED FLOW DATA IS SUPPLIED BY THE PROGRAM. DEFAULT FREE-FLOW SPEED = 60
   LOWER LIMB (AT V/C=1) = 30

6. FUEL DATA ARE SUPPLIED BY THE PROGRAM.

7. EMISSION RATES SELECTED FROM PROGRAM TABLES: EMFAC2002 2005 - 75 DEGREES F.

FREEWAY AND ARTERIAL DESIGN FEATURES

SUB SEC	NO. LNS	SSEC CAP	SSEC LENGTH	DESIGN SPEED	ORG DES	TRK FAC	SSEC GRAD	PCT TRK	PCT DES TRUCKS	SPECIAL RAMP	FF.SPD. ALT.RTE	CAP. ALT.RTE	ART TYPE	GRADE ALT.RTE	SUBSECTION LOCATION
1	4	8000.	2000.	60	O	0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Dummy Link
2	4	8000.	1887.	60	D	0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Main to Union off
3	3	6000.	4825.	60		0.94	0.0	6	0	NO	0.0	0.	GOOD	0.0	Union off to Union on
4	4	8000.	1045.	60	O	0.99	0.0	9	0	YES	0.0	0.	GOOD	0.0	Union on to Merge
5	3	6000.	1700.	60		0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Merge to 980 on
6	5	10000.	800.	55	O	0.94	0.0	6	0	YES	0.0	0.	GOOD	0.0	980 on to Merge
7	4	8000.	160.	55		0.94	0.0	6	0	NO	0.0	0.	GOOD	0.0	Merge to Broadway on
8	4	8000.	1730.	55	O	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Broadway on to Oak on
9	5	10000.	2500.	55	O	0.93	0.0	7	0	YES	0.0	0.	GOOD	0.0	Oak on to merge
10	4	8000.	1750.	55		0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Merge to Embarc on
11	4	8000.	1380.	55	OD	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Embarc on to Embarc off
12	4	8000.	3550.	55	D	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Embarc off to 23rd off
13	4	8000.	1916.	55		0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	23rd off to 23rd on
14	4	8000.	1304.	55	O	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	23rd on to Mainline
15	4	6600.	3000.	55	OD	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Dummy Lnk With Dummy Rmp

ON-RAMP CAPACITY LIMITS

1	2	3	4	5	6	7	8
8000.	1500.	3000.	1500.	1500.	1500.	1500.	1500.

OFF-RAMP CAPACITY LIMITS

1	2	3	4
3000.	1500.	1500.	6600.

ON-RAMP 1 IS THE MAINLINE ORIGIN
OFF-RAMP 4 IS THE MAINLINE DESTINATION

TIME SLICE 1 OF 16

ON-RAMP LOCATIONS
1 4 6 8 9 11 14 15

OFF-RAMP LOCATIONS
2 11 12 15

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
978. 69. 492. 143. 230. 83. 169. 200.

ORIGINAL OUTPUT COUNTS--
169. 76. 155. 1965.

TOTAL ORIGINAL INPUT = 2364. TOTAL ORIGINAL OUTPUT= 2365.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 2 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
881. 46. 471. 134. 230. 69. 162. 100.

ORIGINAL OUTPUT COUNTS--
166. 83. 143. 1700.

TOTAL ORIGINAL INPUT = 2093. TOTAL ORIGINAL OUTPUT= 2092.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 3 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
900. 64. 519. 142. 231. 84. 154. 100.

ORIGINAL OUTPUT COUNTS--
178. 67. 137. 1811.

TOTAL ORIGINAL INPUT = 2194. TOTAL ORIGINAL OUTPUT= 2193.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 4 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
952. 72. 465. 121. 231. 75. 139. 75.

ORIGINAL OUTPUT COUNTS--
185. 58. 137. 1751.

TOTAL ORIGINAL INPUT = 2130. TOTAL ORIGINAL OUTPUT= 2131.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 5 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
968. 86. 465. 140. 252. 107. 151. 25.

ORIGINAL OUTPUT COUNTS--
179. 68. 133. 1816.

TOTAL ORIGINAL INPUT = 2194. TOTAL ORIGINAL OUTPUT= 2196.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 6 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
958. 66. 433. 106. 252. 95. 148. 50.

ORIGINAL OUTPUT COUNTS--
228. 62. 120. 1689.

TOTAL ORIGINAL INPUT = 2108. TOTAL ORIGINAL OUTPUT= 2099.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 7 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
972. 86. 503. 128. 252. 110. 161. 38.

ORIGINAL OUTPUT COUNTS--
242. 60. 112. 1837.

TOTAL ORIGINAL INPUT = 2250. TOTAL ORIGINAL OUTPUT= 2251.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 8 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1030. 73. 439. 139. 252. 111. 138. 50.

ORIGINAL OUTPUT COUNTS--
377. 61. 104. 1692.

TOTAL ORIGINAL INPUT = 2232. TOTAL ORIGINAL OUTPUT= 2234.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 9 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
836. 79. 465. 173. 277. 134. 158. 150.

ORIGINAL OUTPUT COUNTS--
369. 58. 91. 1754.

TOTAL ORIGINAL INPUT = 2272. TOTAL ORIGINAL OUTPUT= 2272.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 10 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
827. 64. 515. 126. 248. 121. 161. 200.

ORIGINAL OUTPUT COUNTS--
392. 61. 95. 1714.

TOTAL ORIGINAL INPUT = 2262. TOTAL ORIGINAL OUTPUT= 2262.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 11 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
840. 60. 493. 100. 245. 111. 158. 250.

ORIGINAL OUTPUT COUNTS--
410. 53. 100. 1694.

TOTAL ORIGINAL INPUT = 2257. TOTAL ORIGINAL OUTPUT= 2257.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

9 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 12 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
797. 55. 384. 84. 236. 107. 170. 100.

ORIGINAL OUTPUT COUNTS--
372. 56. 116. 1389.

TOTAL ORIGINAL INPUT = 1933. TOTAL ORIGINAL OUTPUT= 1933.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 13 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
800. 58. 383. 154. 235. 113. 160. 125.

ORIGINAL OUTPUT COUNTS--
240. 56. 109. 1622.

TOTAL ORIGINAL INPUT = 2028. TOTAL ORIGINAL OUTPUT= 2027.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 14 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
849. 55. 416. 108. 228. 100. 133. 0.

ORIGINAL OUTPUT COUNTS--
240. 57. 122. 1470.

TOTAL ORIGINAL INPUT = 1889. TOTAL ORIGINAL OUTPUT= 1889.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 15 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
784. 53. 350. 68. 201. 103. 138. 0.

ORIGINAL OUTPUT COUNTS--
204. 54. 139. 1300.

TOTAL ORIGINAL INPUT = 1697. TOTAL ORIGINAL OUTPUT= 1697.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 16 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
748. 56. 370. 11. 184. 69. 113. 0.

ORIGINAL OUTPUT COUNTS--
175. 64. 168. 1144.

TOTAL ORIGINAL INPUT = 1551. TOTAL ORIGINAL OUTPUT= 1551.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

***** INPUT HAS BEEN COMPLETED *****

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	3.90	4.68	7.61
2	0.00	2.25	3.03	5.96
3	0.00	1.73	2.51	5.44
4	0.00	1.53	2.31	5.24
5	0.00	1.17	1.95	4.88
6	0.00	0.29	1.08	4.00
7	0.00	0.00	0.00	1.74
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3916.	0.	3916.	3916.	0.	3916.	8000.	0.	0.	0.	.49	60.	16.3	B	20.4	12.6
2	4	1887.	0.	676.	3916.	0.	676.	3916.	8000.	0.	0.	0.	.49	60.	16.3	B	20.4	12.6
3	3	4825.	0.	0.	3240.	0.	0.	3240.	6000.	0.	0.	0.	.54	60.	18.0	B	21.1	12.4
4	4	1045.	276.	0.	3516.	276.	0.	3516.	8000.	0.	0.	0.	.44	60.	14.7	B	20.4	12.6
5	3	1700.	0.	0.	3516.	0.	0.	3516.	6000.	0.	0.	0.	.59	60.	19.5	C	20.4	12.6
6	5	800.	1968.	0.	5484.	1968.	0.	5484.	10000.	0.	0.	0.	.55	55.	19.9	C	22.6	11.5
7	4	160.	0.	0.	5484.	0.	0.	5484.	8000.	0.	0.	0.	.69	55.	24.9	C	22.6	11.5
8	4	1730.	572.	0.	6056.	572.	0.	6056.	8000.	0.	0.	0.	.76	55.	27.5	D	22.3	11.5
9	5	2500.	924.	0.	6980.	924.	0.	6980.	9970.	30.	0.	0.	.70	55.	25.4	C	22.3	11.5
10	4	1750.	0.	0.	6980.	0.	0.	6980.	7970.	30.	0.	0.	.88	55.	31.7	D	22.3	11.5
11	4	1380.	332.	304.	7312.	332.	304.	7312.	7961.	39.	0.	0.	.92	53.	34.2	D	22.6	11.4
12	4	3550.	0.	624.	7008.	0.	624.	5748.	8000.	0.	* 740.	1260.	.72	52.	27.9	F	22.2	11.6
13	4	1916.	0.	0.	6384.	0.	0.	5124.	8000.	0.	** 1916.	1260.	.64	18.	70.1	F	16.2	16.5
14	4	1304.	676.	0.	7060.	676.	0.	5800.	8000.	0.	** 1304.	1260.	.73	13.	109.2	F	14.4	20.1
15	4	3000.	800.	7860.	7860.	800.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 43.	30.4		20.8	12.5

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	177. VEH-HRS	223. PASS-HRS	177. VEH-HRS	223. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	177. VEH-HRS	223. PASS-HRS	177. VEH-HRS	223. PASS-HRS
TOTAL TRAV DISTANCE =	7556. VEH-MI.	9521. PASS-MI.	7556. VEH-MI.	9521. PASS-MI.
AVERAGE SYSTEM SPEED =	43. MPH.		43. MPH.	
AVERAGE DENSITY =	30. VPMPL		30. VPMPL	
TOTAL FUEL =	364. GALLONS		364. GALLONS	
TOTAL EMISSIONS =	95. KILOGRAMS		95. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	3.89	5.36	9.17
2	0.00	2.24	3.71	7.52
3	0.00	1.72	3.19	7.00
4	0.00	1.52	2.99	6.81
5	0.00	1.16	2.63	6.45
6	0.00	0.29	1.75	5.57
7	0.00	0.00	0.00	1.73
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3524.	0.	3524.	3524.	0.	3524.	8000.	0.	0.	0.	.44	60.	14.7	B	20.4	12.6
2	4	1887.	0.	664.	3524.	0.	664.	3524.	8000.	0.	0.	0.	.44	60.	14.7	B	20.4	12.6
3	3	4825.	0.	0.	2860.	0.	0.	2860.	6000.	0.	0.	0.	.48	60.	15.9	B	21.1	12.4
4	4	1045.	184.	0.	3044.	184.	0.	3044.	8000.	0.	0.	0.	.38	60.	12.7	B	20.4	12.6
5	3	1700.	0.	0.	3044.	0.	0.	3044.	6000.	0.	0.	0.	.51	60.	16.9	B	20.4	12.6
6	5	800.	1880.	0.	4924.	1880.	0.	4924.	10000.	0.	0.	0.	.49	55.	17.9	B	22.6	11.5
7	4	160.	0.	0.	4924.	0.	0.	4924.	8000.	0.	0.	0.	.62	55.	22.4	C	22.6	11.5
8	4	1730.	540.	0.	5464.	540.	0.	5464.	8000.	0.	0.	0.	.68	55.	24.8	C	22.3	11.5
9	5	2500.	920.	0.	6384.	920.	0.	6384.	9967.	33.	0.	0.	.64	55.	23.2	C	22.3	11.5
10	4	1750.	0.	0.	6384.	0.	0.	6384.	7967.	33.	0.	0.	.80	55.	29.0	D	22.3	11.5
11	4	1380.	276.	328.	6660.	276.	328.	6660.	7989.	11.	0.	0.	.83	55.	30.3	D	22.3	11.5
12	4	3550.	0.	572.	6332.	0.	572.	6124.	8000.	0.	* 1512.	208.	.77	27.	55.7	F	19.0	14.4
13	4	1916.	0.	0.	5760.	0.	0.	5552.	8000.	0.	** 1916.	208.	.69	10.	133.3	F	12.9	22.8
14	4	1304.	648.	0.	6408.	648.	0.	6200.	8000.	0.	** 1304.	208.	.77	13.	115.7	F	14.5	20.4
15	4	3000.	400.	6808.	6808.	400.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 34.	36.6		19.8	13.5

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	204. VEH-HRS	257. PASS-HRS	381. VEH-HRS	480. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	204. VEH-HRS	257. PASS-HRS	381. VEH-HRS	480. PASS-HRS
TOTAL TRAV DISTANCE =	6966. VEH-MI.	8777. PASS-MI.	14522. VEH-MI.	18298. PASS-MI.
AVERAGE SYSTEM SPEED =	34. MPH.		38. MPH.	
AVERAGE DENSITY =	37. VPMPL		33. VPMPL	
TOTAL FUEL =	352. GALLONS		716. GALLONS	
TOTAL EMISSIONS =	94. KILOGRAMS		189. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	3.91	6.40	10.20
2	0.00	2.26	4.75	8.55
3	0.00	1.74	4.23	8.03
4	0.00	1.55	4.04	7.83
5	0.00	1.19	3.68	7.47
6	0.00	0.31	2.80	6.59
7	0.00	0.00	0.00	1.73
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3596.	0.	3596.	3596.	0.	3596.	8000.	0.	0.	0.	.45	60.	15.0	B	20.4	12.6
2	4	1887.	0.	712.	3596.	0.	712.	3596.	8000.	0.	0.	0.	.45	60.	15.0	B	20.4	12.6
3	3	4825.	0.	0.	2884.	0.	0.	2884.	6000.	0.	0.	0.	.48	60.	16.0	B	21.1	12.4
4	4	1045.	256.	0.	3140.	256.	0.	3140.	8000.	0.	0.	0.	.39	60.	13.1	B	20.4	12.6
5	3	1700.	0.	0.	3140.	0.	0.	3140.	6000.	0.	0.	0.	.52	60.	17.4	B	20.4	12.6
6	5	800.	2076.	0.	5216.	2076.	0.	5216.	10000.	0.	0.	0.	.52	55.	19.0	C	22.6	11.5
7	4	160.	0.	0.	5216.	0.	0.	5216.	8000.	0.	0.	0.	.65	55.	23.7	C	22.6	11.5
8	4	1730.	568.	0.	5784.	568.	0.	5784.	8000.	0.	0.	0.	.72	55.	26.3	D	22.3	11.5
9	5	2500.	924.	0.	6708.	924.	0.	6708.	9973.	27.	0.	0.	.67	55.	24.4	C	22.3	11.5
10	4	1750.	0.	0.	6708.	0.	0.	6708.	7973.	27.	0.	0.	.84	55.	30.5	D	22.3	11.5
11	4	1380.	336.	264.	7044.	336.	264.	6396.	7991.	9.	* 478.	648.	.80	51.	31.6	F	22.2	11.7
12	4	3550.	0.	548.	6780.	0.	548.	6132.	8000.	0.	** 3550.	648.	.77	16.	94.6	F	15.8	18.3
13	4	1916.	0.	0.	6232.	0.	0.	5584.	8000.	0.	** 1916.	648.	.70	11.	132.5	F	12.9	22.7
14	4	1304.	616.	0.	6848.	616.	0.	6200.	8000.	0.	** 1304.	648.	.77	13.	115.7	F	14.5	20.4
15	4	3000.	400.	7248.	7248.	400.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 30.	41.7		19.2	14.0

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	234. VEH-HRS	295. PASS-HRS	615. VEH-HRS	775. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	234. VEH-HRS	295. PASS-HRS	615. VEH-HRS	775. PASS-HRS
TOTAL TRAV DISTANCE =	7132. VEH-MI.	8986. PASS-MI.	21654. VEH-MI.	27284. PASS-MI.
AVERAGE SYSTEM SPEED =	30. MPH.		35. MPH.	
AVERAGE DENSITY =	42. VPMPL		36. VPMPL	
TOTAL FUEL =	371. GALLONS		1087. GALLONS	
TOTAL EMISSIONS =	100. KILOGRAMS		289. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
** **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.61	7.51	11.13
2	0.00	2.96	5.86	9.48
3	0.00	2.44	5.34	8.96
4	0.00	2.24	5.14	8.77
5	0.00	1.89	4.78	8.41
6	0.00	0.89	3.79	7.42
7	0.00	0.00	0.00	1.68
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3812.	0.	3812.	3812.	0.	3812.	8000.	0.	0.	0.	.48	60.	15.9	B	20.4	12.6
2	4	1887.	0.	740.	3812.	0.	740.	3812.	8000.	0.	0.	0.	.48	60.	15.9	B	20.4	12.6
3	3	4825.	0.	0.	3072.	0.	0.	3072.	6000.	0.	0.	0.	.51	60.	17.1	B	21.1	12.4
4	4	1045.	288.	0.	3360.	288.	0.	3360.	8000.	0.	0.	0.	.42	60.	14.0	B	20.4	12.6
5	3	1700.	0.	0.	3360.	0.	0.	3360.	6000.	0.	0.	0.	.56	60.	18.7	C	20.4	12.6
6	5	800.	1864.	0.	5224.	1864.	0.	5224.	10000.	0.	0.	0.	.52	55.	19.0	C	22.6	11.5
7	4	160.	0.	0.	5224.	0.	0.	5224.	8000.	0.	0.	0.	.65	55.	23.7	C	22.6	11.5
8	4	1730.	484.	0.	5708.	484.	0.	5708.	8000.	0.	0.	0.	.71	55.	25.9	C	22.3	11.5
9	5	2500.	924.	0.	6632.	924.	0.	6632.	9976.	24.	0.	0.	.66	55.	24.1	C	22.3	11.5
10	4	1750.	0.	0.	6632.	0.	0.	6228.	7976.	24.	* 784.	404.	.78	42.	37.3	F	21.2	12.4
11	4	1380.	304.	236.	6936.	304.	236.	6532.	7992.	8.	** 1380.	404.	.82	18.	93.0	F	16.6	17.6
12	4	3550.	0.	552.	6700.	0.	552.	6296.	8000.	0.	** 3550.	404.	.79	14.	113.1	F	14.9	20.0
13	4	1916.	0.	0.	6148.	0.	0.	5744.	8000.	0.	** 1916.	404.	.72	11.	128.1	F	13.3	22.2
14	4	1304.	556.	0.	6704.	556.	0.	6300.	8000.	0.	** 1304.	404.	.79	14.	113.0	F	14.9	20.0
15	4	3000.	300.	7004.	7004.	300.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES						MAX(V/C) = 1.00		LOWEST LOS = F		AVG = 27.		47.1		18.7	14.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	263. VEH-HRS	331. PASS-HRS	878. VEH-HRS	1106. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	263. VEH-HRS	331. PASS-HRS	878. VEH-HRS	1106. PASS-HRS
TOTAL TRAV DISTANCE =	7213. VEH-MI.	9088. PASS-MI.	28867. VEH-MI.	36372. PASS-MI.
AVERAGE SYSTEM SPEED =	27. MPH.		33. MPH.	
AVERAGE DENSITY =	47. VPMPL		39. VPMPL	
TOTAL FUEL =	386. GALLONS		1473. GALLONS	
TOTAL EMISSIONS =	106. KILOGRAMS		395. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DESTINATIONS ACROSS
DOWN

	1	2	3	4
1	0.74	5.79	8.54	11.97
2	0.00	4.14	6.89	10.32
3	0.00	3.62	6.37	9.80
4	0.00	3.42	6.17	9.60
5	0.00	3.07	5.81	9.25
6	0.00	0.94	3.69	7.12
7	0.00	0.00	0.00	1.60
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3872.	0.	3872.	3872.	0.	3872.	8000.	0.	0.	0.	.48	60.	16.1	B	20.4	12.6
2	4	1887.	0.	716.	3872.	0.	716.	3872.	8000.	0.	0.	0.	.48	60.	16.1	B	20.4	12.6
3	3	4825.	0.	0.	3156.	0.	0.	3156.	6000.	0.	0.	0.	.53	60.	17.5	B	21.1	12.4
4	4	1045.	344.	0.	3500.	344.	0.	3500.	8000.	0.	0.	0.	.44	60.	14.6	B	20.4	12.6
5	3	1700.	0.	0.	3500.	0.	0.	3500.	6000.	0.	0.	0.	.58	60.	19.4	C	20.4	12.6
6	5	800.	1860.	0.	5360.	1860.	0.	5360.	10000.	0.	0.	0.	.54	55.	19.5	C	22.6	11.5
7	4	160.	0.	0.	5360.	0.	0.	5360.	8000.	0.	0.	0.	.67	55.	24.4	C	22.6	11.5
8	4	1730.	560.	0.	5920.	560.	0.	5920.	8000.	0.	0.	0.	.74	55.	26.9	D	22.3	11.5
9	5	2500.	1004.	0.	6924.	1004.	0.	6268.	9973.	27.	* 904.	656.	.63	35.	35.9	F	20.1	12.9
10	4	1750.	0.	0.	6924.	0.	0.	6268.	7973.	27.	** 1750.	656.	.79	15.	103.6	F	15.4	19.1
11	4	1380.	428.	268.	7352.	428.	268.	6696.	7941.	59.	** 1380.	656.	.84	17.	100.1	F	16.3	18.1
12	4	3550.	0.	532.	7084.	0.	532.	6428.	8000.	0.	** 3550.	656.	.80	15.	109.5	F	15.4	19.3
13	4	1916.	0.	0.	6552.	0.	0.	5896.	8000.	0.	** 1916.	656.	.74	12.	124.0	F	13.6	21.6
14	4	1304.	604.	0.	7156.	604.	0.	6500.	8000.	0.	** 1304.	656.	.81	15.	107.5	F	15.7	19.0
15	4	3000.	100.	7256.	7256.	100.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 25.	51.7		18.3	15.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	291. VEH-HRS	367. PASS-HRS	1169. VEH-HRS	1473. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	291. VEH-HRS	367. PASS-HRS	1169. VEH-HRS	1473. PASS-HRS
TOTAL TRAV DISTANCE =	7344. VEH-MI.	9254. PASS-MI.	36211. VEH-MI.	45626. PASS-MI.
AVERAGE SYSTEM SPEED =	25. MPH.		31. MPH.	
AVERAGE DENSITY =	52. VPMPL		41. VPMPL	
TOTAL FUEL =	402. GALLONS		1875. GALLONS	
TOTAL EMISSIONS =	111. KILOGRAMS		506. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	7.02	9.93	13.46
2	0.00	5.37	8.28	11.81
3	0.00	4.85	7.76	11.29
4	0.00	4.66	7.56	11.09
5	0.00	4.30	7.20	10.74
6	0.00	1.01	3.92	7.45
7	0.00	0.00	0.00	1.64
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3832.	0.	3832.	3832.	0.	3832.	8000.	0.	0.	0.	.48	60.	16.0	B	20.4	12.6
2	4	1887.	0.	916.	3832.	0.	916.	3832.	8000.	0.	0.	0.	.48	60.	16.0	B	20.4	12.6
3	3	4825.	0.	0.	2916.	0.	0.	2916.	6000.	0.	0.	0.	.49	60.	16.2	B	21.1	12.4
4	4	1045.	264.	0.	3180.	264.	0.	3180.	8000.	0.	0.	0.	.40	60.	13.3	B	20.4	12.6
5	3	1700.	0.	0.	3180.	0.	0.	3180.	6000.	0.	0.	0.	.53	60.	17.7	B	20.4	12.6
6	5	800.	1732.	0.	4912.	1732.	0.	4912.	10000.	0.	0.	0.	.49	55.	17.9	B	22.6	11.5
7	4	160.	0.	0.	4912.	0.	0.	4912.	8000.	0.	0.	0.	.61	55.	22.3	C	22.6	11.5
8	4	1730.	424.	0.	5336.	424.	0.	5336.	8000.	0.	0.	0.	.67	55.	24.3	C	22.3	11.5
9	5	2500.	1008.	0.	6344.	1008.	0.	6156.	9973.	27.	* 1296.	188.	.62	16.	77.4	F	15.1	17.5
10	4	1750.	0.	0.	6344.	0.	0.	6156.	7973.	27.	** 1750.	188.	.77	13.	115.9	F	14.5	20.5
11	4	1380.	384.	248.	6728.	384.	248.	6540.	7980.	20.	** 1380.	188.	.82	15.	105.7	F	15.8	18.8
12	4	3550.	0.	484.	6480.	0.	484.	6292.	8000.	0.	** 3550.	188.	.79	14.	113.2	F	14.9	20.0
13	4	1916.	0.	0.	5996.	0.	0.	5808.	8000.	0.	** 1916.	188.	.73	11.	126.4	F	13.4	22.0
14	4	1304.	592.	0.	6588.	592.	0.	6400.	8000.	0.	** 1304.	188.	.80	15.	110.2	F	15.3	19.5
15	4	3000.	200.	6788.	6788.	200.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 22.	56.3		17.4	16.0

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	321. VEH-HRS	404. PASS-HRS	1489. VEH-HRS	1877. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	321. VEH-HRS	404. PASS-HRS	1489. VEH-HRS	1877. PASS-HRS
TOTAL TRAV DISTANCE =	7041. VEH-MI.	8871. PASS-MI.	43252. VEH-MI.	54498. PASS-MI.
AVERAGE SYSTEM SPEED =	22. MPH.		29. MPH.	
AVERAGE DENSITY =	56. VPMPL		44. VPMPL	
TOTAL FUEL =	406. GALLONS		2281. GALLONS	
TOTAL EMISSIONS =	113. KILOGRAMS		618. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	8.31	11.26	14.78
2	0.00	6.66	9.61	13.13
3	0.00	6.14	9.09	12.61
4	0.00	5.94	8.89	12.41
5	0.00	5.53	8.48	12.00
6	0.00	1.02	3.97	7.49
7	0.00	0.00	0.00	1.62
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3888.	0.	3888.	3888.	0.	3888.	8000.	0.	0.	0.	.49	60.	16.2	B	20.4	12.6
2	4	1887.	0.	968.	3888.	0.	968.	3888.	8000.	0.	0.	0.	.49	60.	16.2	B	20.4	12.6
3	3	4825.	0.	0.	2920.	0.	0.	2920.	6000.	0.	0.	0.	.49	60.	16.2	B	21.1	12.4
4	4	1045.	344.	0.	3264.	344.	0.	3264.	8000.	0.	0.	0.	.41	60.	13.6	B	20.4	12.6
5	3	1700.	0.	0.	3264.	0.	0.	3264.	6000.	0.	0.	0.	.54	60.	18.1	C	20.4	12.6
6	5	800.	2012.	0.	5276.	2012.	0.	5276.	10000.	0.	0.	0.	.53	55.	19.2	C	22.6	11.5
7	4	160.	0.	0.	5276.	0.	0.	5276.	8000.	0.	0.	0.	.66	55.	24.0	C	22.6	11.5
8	4	1730.	512.	0.	5788.	512.	0.	5040.	8000.	0.	* 456.	748.	.63	48.	26.1	F	21.7	11.8
9	5	2500.	1008.	0.	6796.	1008.	0.	6048.	9976.	24.	** 2500.	748.	.61	10.	125.4	F	11.6	22.7
10	4	1750.	0.	0.	6796.	0.	0.	6048.	7976.	24.	** 1750.	748.	.76	13.	119.0	F	14.1	21.0
11	4	1380.	444.	240.	7240.	444.	240.	6492.	7947.	53.	** 1380.	748.	.82	15.	105.9	F	15.8	18.9
12	4	3550.	0.	448.	7000.	0.	448.	6252.	8000.	0.	** 3550.	748.	.78	14.	114.3	F	14.7	20.2
13	4	1916.	0.	0.	6552.	0.	0.	5804.	8000.	0.	** 1916.	748.	.73	11.	126.5	F	13.4	22.0
14	4	1304.	644.	0.	7196.	644.	0.	6448.	8000.	0.	** 1304.	748.	.81	15.	108.9	F	15.5	19.3
15	4	3000.	152.	7348.	7348.	152.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 20.	60.9		16.7	16.6

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	354. VEH-HRS	446. PASS-HRS	1843. VEH-HRS	2323. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	354. VEH-HRS	446. PASS-HRS	1843. VEH-HRS	2323. PASS-HRS
TOTAL TRAV DISTANCE =	7090. VEH-MI.	8933. PASS-MI.	50342. VEH-MI.	63431. PASS-MI.
AVERAGE SYSTEM SPEED =	20. MPH.		27. MPH.	
AVERAGE DENSITY =	61. VPMPL		46. VPMPL	
TOTAL FUEL =	424. GALLONS		2705. GALLONS	
TOTAL EMISSIONS =	117. KILOGRAMS		736. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	9.58	12.51	16.01
2	0.00	7.93	10.86	14.36
3	0.00	7.41	10.34	13.84
4	0.00	7.21	10.14	13.64
5	0.00	6.11	9.04	12.55
6	0.00	1.01	3.94	7.45
7	0.00	0.00	0.00	1.64
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4124.	0.	4124.	4124.	0.	4124.	8000.	0.	0.	0.	.52	60.	17.2	B	20.4	12.6
2	4	1887.	0.	1508.	4124.	0.	1508.	4124.	8000.	0.	0.	0.	.52	60.	17.2	B	20.4	12.6
3	3	4825.	0.	0.	2616.	0.	0.	2616.	6000.	0.	0.	0.	.44	60.	14.5	B	21.1	12.4
4	4	1045.	296.	0.	2912.	296.	0.	2912.	8000.	0.	0.	0.	.36	60.	12.1	B	20.4	12.6
5	3	1700.	0.	0.	2912.	0.	0.	2912.	6000.	0.	0.	0.	.49	60.	16.2	B	20.4	12.6
6	5	800.	1756.	0.	4668.	1756.	0.	4668.	10000.	0.	0.	0.	.47	55.	17.0	B	22.6	11.5
7	4	160.	0.	0.	4668.	0.	0.	4668.	8000.	0.	0.	0.	.58	55.	21.2	C	22.6	11.5
8	4	1730.	556.	0.	5224.	556.	0.	5060.	8000.	0.	* 896.	164.	.63	18.	70.4	F	16.0	16.6
9	5	2500.	1008.	0.	6232.	1008.	0.	6068.	9973.	27.	** 2500.	164.	.61	8.	151.6	F	10.4	25.6
10	4	1750.	0.	0.	6232.	0.	0.	6068.	7973.	27.	** 1750.	164.	.76	13.	118.3	F	14.2	20.9
11	4	1380.	444.	244.	6676.	444.	244.	6512.	7946.	54.	** 1380.	164.	.82	15.	105.3	F	15.8	18.8
12	4	3550.	0.	420.	6432.	0.	420.	6268.	8000.	0.	** 3550.	164.	.78	14.	113.8	F	14.8	20.1
13	4	1916.	0.	0.	6012.	0.	0.	5848.	8000.	0.	** 1916.	164.	.73	12.	125.3	F	13.5	21.8
14	4	1304.	552.	0.	6564.	552.	0.	6400.	8000.	0.	** 1304.	164.	.80	15.	110.2	F	15.3	19.5
15	4	3000.	200.	6764.	6764.	200.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 18.		65.1		16.1	17.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	379. VEH-HRS	478. PASS-HRS	2222. VEH-HRS	2800. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	379. VEH-HRS	478. PASS-HRS	2222. VEH-HRS	2800. PASS-HRS
TOTAL TRAV DISTANCE =	6933. VEH-MI.	8736. PASS-MI.	57275. VEH-MI.	72167. PASS-MI.
AVERAGE SYSTEM SPEED =	18. MPH.		26. MPH.	
AVERAGE DENSITY =	65. VPMPL		49. VPMPL	
TOTAL FUEL =	430. GALLONS		3134. GALLONS	
TOTAL EMISSIONS =	119. KILOGRAMS		855. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	12.34	15.95	20.01
2	0.00	10.69	14.30	18.36
3	0.00	10.17	13.78	17.84
4	0.00	9.96	13.57	17.63
5	0.00	7.54	11.15	15.21
6	0.00	1.25	4.85	8.91
7	0.00	0.00	0.00	1.82
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3344.	0.	3344.	3344.	0.	3344.	8000.	0.	0.	0.	.42	60.	13.9	B	20.4	12.6
2	4	1887.	0.	1476.	3344.	0.	1476.	3344.	8000.	0.	0.	0.	.42	60.	13.9	B	20.4	12.6
3	3	4825.	0.	0.	1868.	0.	0.	1868.	6000.	0.	0.	0.	.31	60.	10.4	A	21.1	12.4
4	4	1045.	320.	0.	2188.	320.	0.	2188.	8000.	0.	0.	0.	.27	60.	9.1	A	20.4	12.6
5	3	1700.	0.	0.	2188.	0.	0.	2188.	6000.	0.	0.	0.	.36	60.	12.2	B	20.4	12.6
6	5	800.	1864.	0.	4052.	1864.	0.	4052.	10000.	0.	0.	0.	.41	55.	14.7	B	22.6	11.5
7	4	160.	0.	0.	4052.	0.	0.	3636.	8000.	0.	* 97.	416.	.45	41.	22.0	F	21.4	12.0
8	4	1730.	692.	0.	4744.	692.	0.	4328.	8000.	0.	** 1730.	416.	.54	8.	133.1	F	10.6	23.8
9	5	2500.	1108.	0.	5852.	1108.	0.	5436.	9970.	30.	** 2500.	416.	.55	7.	165.2	F	9.2	27.3
10	4	1750.	0.	0.	5852.	0.	0.	5436.	7970.	30.	** 1750.	416.	.68	10.	135.4	F	12.7	23.1
11	4	1380.	536.	232.	6388.	536.	232.	5972.	7906.	94.	** 1380.	416.	.76	13.	118.5	F	14.0	21.1
12	4	3550.	0.	372.	6156.	0.	372.	5740.	8000.	0.	** 3550.	416.	.72	11.	128.2	F	13.3	22.2
13	4	1916.	0.	0.	5784.	0.	0.	5368.	8000.	0.	** 1916.	416.	.67	10.	138.3	F	12.3	23.5
14	4	1304.	632.	0.	6416.	632.	0.	6000.	8000.	0.	** 1304.	416.	.75	12.	121.1	F	13.9	21.2
15	4	3000.	600.	7016.	7016.	600.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 14.	73.2		14.5	18.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	427. VEH-HRS	538. PASS-HRS	2650. VEH-HRS	3338. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	427. VEH-HRS	538. PASS-HRS	2650. VEH-HRS	3338. PASS-HRS
TOTAL TRAV DISTANCE =	6116. VEH-MI.	7706. PASS-MI.	63391. VEH-MI.	79873. PASS-MI.
AVERAGE SYSTEM SPEED =	14. MPH.		24. MPH.	
AVERAGE DENSITY =	73. VPMPL		51. VPMPL	
TOTAL FUEL =	421. GALLONS		3556. GALLONS	
TOTAL EMISSIONS =	115. KILOGRAMS		970. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	14.03	17.93	22.28
2	0.00	12.38	16.28	20.63
3	0.00	11.86	15.76	20.11
4	0.00	11.00	14.90	19.24
5	0.00	7.94	11.84	16.19
6	0.00	1.35	5.25	9.59
7	0.00	0.00	0.00	1.91
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3308.	0.	3308.	3308.	0.	3308.	8000.	0.	0.	0.	.41	60.	13.8	B	20.4	12.6
2	4	1887.	0.	1568.	3308.	0.	1568.	3308.	8000.	0.	0.	0.	.41	60.	13.8	B	20.4	12.6
3	3	4825.	0.	0.	1740.	0.	0.	1740.	6000.	0.	0.	0.	.29	60.	9.7	A	21.1	12.4
4	4	1045.	256.	0.	1996.	256.	0.	1996.	8000.	0.	0.	0.	.25	60.	8.3	A	20.4	12.6
5	3	1700.	0.	0.	1996.	0.	0.	1996.	6000.	0.	0.	0.	.33	60.	11.1	B	20.4	12.6
6	5	800.	2060.	0.	4056.	2060.	0.	3804.	10000.	0.	* 312.	252.	.38	17.	44.3	F	17.6	14.3
7	4	160.	0.	0.	4056.	0.	0.	3804.	8000.	0.	** 160.	252.	.48	5.	176.8	F	8.5	28.3
8	4	1730.	504.	0.	4560.	504.	0.	4308.	8000.	0.	** 1730.	252.	.54	6.	167.2	F	9.1	27.5
9	5	2500.	992.	0.	5552.	992.	0.	5300.	9970.	30.	** 2500.	252.	.53	6.	168.2	F	9.0	27.7
10	4	1750.	0.	0.	5552.	0.	0.	5300.	7970.	30.	** 1750.	252.	.67	10.	139.1	F	12.0	23.7
11	4	1380.	484.	248.	6036.	484.	248.	5784.	7923.	77.	** 1380.	252.	.73	12.	124.3	F	13.5	21.8
12	4	3550.	0.	380.	5788.	0.	380.	5536.	8000.	0.	** 3550.	252.	.69	10.	133.8	F	12.8	22.9
13	4	1916.	0.	0.	5408.	0.	0.	5156.	8000.	0.	** 1916.	252.	.64	9.	144.1	F	11.3	24.5
14	4	1304.	644.	0.	6052.	644.	0.	5800.	8000.	0.	** 1304.	252.	.73	11.	126.6	F	13.4	22.0
15	4	3000.	800.	6852.	6852.	800.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 13.	78.6		13.8	19.5

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	459. VEH-HRS	578. PASS-HRS	3108. VEH-HRS	3917. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	459. VEH-HRS	578. PASS-HRS	3108. VEH-HRS	3917. PASS-HRS
TOTAL TRAV DISTANCE =	5938. VEH-MI.	7482. PASS-MI.	69329. VEH-MI.	87355. PASS-MI.
AVERAGE SYSTEM SPEED =	13. MPH.		22. MPH.	
AVERAGE DENSITY =	79. VPMPL		54. VPMPL	
TOTAL FUEL =	429. GALLONS		3984. GALLONS	
TOTAL EMISSIONS =	116. KILOGRAMS		1086. KILOGRAMS	

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** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	15.61	19.77	24.40
2	0.00	13.96	18.12	22.75
3	0.00	13.44	17.60	22.23
4	0.00	11.70	15.86	20.49
5	0.00	8.46	12.62	17.25
6	0.00	1.48	5.64	10.27
7	0.00	0.00	0.00	2.02
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3360.	0.	3360.	3360.	0.	3360.	8000.	0.	0.	0.	.42	60.	14.0	B	20.4	12.6
2	4	1887.	0.	1640.	3360.	0.	1640.	3360.	8000.	0.	0.	0.	.42	60.	14.0	B	20.4	12.6
3	3	4825.	0.	0.	1720.	0.	0.	1720.	6000.	0.	0.	0.	.29	60.	9.6	A	21.1	12.4
4	4	1045.	240.	0.	1960.	240.	0.	1960.	8000.	0.	0.	0.	.24	60.	8.2	A	20.4	12.6
5	3	1700.	0.	0.	1960.	0.	0.	1960.	6000.	0.	0.	0.	.33	60.	10.9	A	20.4	12.6
6	5	800.	1972.	0.	3932.	1972.	0.	3756.	10000.	0.	* 559.	176.	.38	7.	114.5	F	11.7	26.8
7	4	160.	0.	0.	3932.	0.	0.	3756.	8000.	0.	** 160.	176.	.47	5.	182.2	F	8.3	28.9
8	4	1730.	400.	0.	4332.	400.	0.	4156.	8000.	0.	** 1730.	176.	.52	6.	171.4	F	8.8	27.9
9	5	2500.	980.	0.	5312.	980.	0.	5136.	9973.	27.	** 2500.	176.	.51	6.	171.9	F	8.8	28.1
10	4	1750.	0.	0.	5312.	0.	0.	5136.	7973.	27.	** 1750.	176.	.64	9.	143.7	F	11.3	24.5
11	4	1380.	444.	212.	5756.	444.	212.	5580.	7973.	27.	** 1380.	176.	.70	11.	131.6	F	13.0	22.7
12	4	3550.	0.	400.	5544.	0.	400.	5368.	8000.	0.	** 3550.	176.	.67	10.	138.3	F	12.3	23.5
13	4	1916.	0.	0.	5144.	0.	0.	4968.	8000.	0.	** 1916.	176.	.62	8.	149.2	F	10.7	25.2
14	4	1304.	632.	0.	5776.	632.	0.	5600.	8000.	0.	** 1304.	176.	.70	11.	132.0	F	13.0	22.7
15	4	3000.	1000.	6776.	6776.	1000.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES								MAX(V/C) = 1.00		LOWEST LOS = F		AVG = 12.	82.8	13.4	26.0

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	485. VEH-HRS	612. PASS-HRS	3594. VEH-HRS	4528. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	485. VEH-HRS	612. PASS-HRS	3594. VEH-HRS	4528. PASS-HRS
TOTAL TRAV DISTANCE =	5815. VEH-MI.	7326. PASS-MI.	75144. VEH-MI.	94681. PASS-MI.
AVERAGE SYSTEM SPEED =	12. MPH.		21. MPH.	
AVERAGE DENSITY =	83. VPMPL		57. VPMPL	
TOTAL FUEL =	435. GALLONS		4419. GALLONS	
TOTAL EMISSIONS =	116. KILOGRAMS		1202. KILOGRAMS	

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** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	11.56	14.84	18.68
2	0.00	9.91	13.19	17.03
3	0.00	9.39	12.67	16.51
4	0.00	8.83	12.10	15.94
5	0.00	6.77	10.04	13.89
6	0.00	1.15	4.43	8.27
7	0.00	0.00	0.00	1.73
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3184.	0.	3184.	3184.	0.	3184.	8000.	0.	0.	0.	.40	60.	13.3	B	20.4	12.6
2	4	1887.	0.	1488.	3184.	0.	1488.	3184.	8000.	0.	0.	0.	.40	60.	13.3	B	20.4	12.6
3	3	4825.	0.	0.	1696.	0.	0.	1696.	6000.	0.	0.	0.	.28	60.	9.4	A	21.1	12.4
4	4	1045.	220.	0.	1916.	220.	0.	1916.	8000.	0.	0.	0.	.24	60.	8.0	A	20.4	12.6
5	3	1700.	0.	0.	1916.	0.	0.	1916.	6000.	0.	0.	0.	.32	60.	10.6	A	20.4	12.6
6	5	800.	1540.	0.	3456.	1540.	0.	3456.	10000.	0.	0.	0.	.35	21.	32.9	D	17.8	14.2
7	4	160.	0.	0.	3456.	0.	0.	3456.	8000.	0.	0.	0.	.43	13.	65.0	F	14.0	18.4
8	4	1730.	340.	0.	3796.	340.	0.	4836.	8000.	0.	* 268.	-1040.	.60	10.	126.4	F	11.6	22.8
9	5	2500.	944.	0.	4740.	944.	0.	5780.	9973.	27.	** 2500.	-1040.	.58	7.	157.8	F	9.8	26.4
10	4	1750.	0.	0.	4740.	0.	0.	5780.	7973.	27.	** 1750.	-1040.	.72	11.	126.2	F	13.4	22.0
11	4	1380.	432.	224.	5172.	432.	224.	6212.	7972.	28.	** 1380.	-1040.	.78	14.	114.4	F	14.7	26.2
12	4	3550.	0.	468.	4948.	0.	468.	5988.	8000.	0.	** 3550.	-1040.	.75	12.	121.5	F	13.9	21.3
13	4	1916.	0.	0.	4480.	0.	0.	5520.	8000.	0.	** 1916.	-1040.	.69	10.	134.2	F	12.8	22.9
14	4	1304.	680.	0.	5160.	680.	0.	6200.	8000.	0.	** 1304.	-1040.	.77	13.	115.7	F	14.5	26.4
15	4	3000.	400.	5560.	5560.	400.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 15.		70.4		14.8	18.6

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	409. VEH-HRS	516. PASS-HRS	4003. VEH-HRS	5044. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	409. VEH-HRS	516. PASS-HRS	4003. VEH-HRS	5044. PASS-HRS
TOTAL TRAV DISTANCE =	6159. VEH-MI.	7761. PASS-MI.	81303. VEH-MI.	102442. PASS-MI.
AVERAGE SYSTEM SPEED =	15. MPH.		20. MPH.	
AVERAGE DENSITY =	70. VPMPL		58. VPMPL	
TOTAL FUEL =	415. GALLONS		4834. GALLONS	
TOTAL EMISSIONS =	115. KILOGRAMS		1317. KILOGRAMS	

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** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	9.93	13.32	17.26
2	0.00	8.28	11.67	15.61
3	0.00	7.76	11.15	15.09
4	0.00	7.56	10.95	14.89
5	0.00	7.02	10.42	14.35
6	0.00	1.19	4.59	8.52
7	0.00	0.00	0.00	1.77
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3200.	0.	3200.	3200.	0.	3200.	8000.	0.	0.	0.	.40	60.	13.3	B	20.4	12.6
2	4	1887.	0.	960.	3200.	0.	960.	3200.	8000.	0.	0.	0.	.40	60.	13.3	B	20.4	12.6
3	3	4825.	0.	0.	2240.	0.	0.	2240.	6000.	0.	0.	0.	.37	60.	12.4	B	21.1	12.4
4	4	1045.	232.	0.	2472.	232.	0.	2472.	8000.	0.	0.	0.	.31	60.	10.3	A	20.4	12.6
5	3	1700.	0.	0.	2472.	0.	0.	2472.	6000.	0.	0.	0.	.41	60.	13.7	B	20.4	12.6
6	5	800.	1532.	0.	4004.	1532.	0.	4004.	10000.	0.	0.	0.	.40	55.	14.6	B	22.6	11.5
7	4	160.	0.	0.	4004.	0.	0.	4004.	8000.	0.	0.	0.	.50	55.	18.2	C	22.6	11.5
8	4	1730.	616.	0.	4620.	616.	0.	4728.	8000.	0.	0.	-108.	.59	37.	32.3	D	20.3	12.7
9	5	2500.	940.	0.	5560.	940.	0.	5668.	9973.	27.	** 2500.	-108.	.57	7.	160.3	F	9.6	26.7
10	4	1750.	0.	0.	5560.	0.	0.	5668.	7973.	27.	** 1750.	-108.	.71	11.	129.2	F	13.1	22.4
11	4	1380.	452.	224.	6012.	452.	224.	6120.	7961.	39.	** 1380.	-108.	.77	13.	116.5	F	14.4	26.6
12	4	3550.	0.	436.	5788.	0.	436.	5896.	8000.	0.	** 3550.	-108.	.74	12.	124.0	F	13.6	21.6
13	4	1916.	0.	0.	5352.	0.	0.	5460.	8000.	0.	** 1916.	-108.	.68	10.	135.8	F	12.7	23.1
14	4	1304.	640.	0.	5992.	640.	0.	6100.	8000.	0.	** 1304.	-108.	.76	13.	118.4	F	14.2	26.8
15	4	3000.	500.	6492.	6492.	500.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 16.		66.0		15.4	17.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	384. VEH-HRS	484. PASS-HRS	4388. VEH-HRS	5528. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	384. VEH-HRS	484. PASS-HRS	4388. VEH-HRS	5528. PASS-HRS
TOTAL TRAV DISTANCE =	6324. VEH-MI.	7968. PASS-MI.	87627. VEH-MI.	110411. PASS-MI.
AVERAGE SYSTEM SPEED =	16. MPH.		20. MPH.	
AVERAGE DENSITY =	66. VPMPL		59. VPMPL	
TOTAL FUEL =	409. GALLONS		5244. GALLONS	
TOTAL EMISSIONS =	113. KILOGRAMS		1430. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	7.47	10.08	13.35
2	0.00	5.82	8.43	11.70
3	0.00	5.30	7.91	11.18
4	0.00	5.10	7.71	10.98
5	0.00	4.74	7.35	10.63
6	0.00	0.92	3.53	6.80
7	0.00	0.00	0.00	1.56
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3396.	0.	3396.	3396.	0.	3396.	8000.	0.	0.	0.	.42	60.	14.1	B	20.4	12.6
2	4	1887.	0.	960.	3396.	0.	960.	3396.	8000.	0.	0.	0.	.42	60.	14.1	B	20.4	12.6
3	3	4825.	0.	0.	2436.	0.	0.	2436.	6000.	0.	0.	0.	.41	60.	13.5	B	21.1	12.4
4	4	1045.	220.	0.	2656.	220.	0.	2656.	8000.	0.	0.	0.	.33	60.	11.1	B	20.4	12.6
5	3	1700.	0.	0.	2656.	0.	0.	2656.	6000.	0.	0.	0.	.44	60.	14.8	B	20.4	12.6
6	5	800.	1664.	0.	4320.	1664.	0.	4320.	10000.	0.	0.	0.	.43	55.	15.7	B	22.6	11.5
7	4	160.	0.	0.	4320.	0.	0.	4320.	8000.	0.	0.	0.	.54	55.	19.6	C	22.6	11.5
8	4	1730.	432.	0.	4752.	432.	0.	4752.	8000.	0.	0.	0.	.59	55.	21.6	C	22.3	11.5
9	5	2500.	912.	0.	5664.	912.	0.	6384.	9973.	27.	* 968.	-720.	.64	12.	110.5	F	13.0	26.9
10	4	1750.	0.	0.	5664.	0.	0.	6384.	7973.	27.	** 1750.	-720.	.80	15.	109.7	F	15.3	19.5
11	4	1380.	400.	232.	6064.	400.	232.	6784.	7981.	19.	** 1380.	-720.	.85	17.	99.1	F	16.5	17.9
12	4	3550.	0.	484.	5832.	0.	484.	6552.	8000.	0.	** 3550.	-720.	.82	15.	106.1	F	15.8	18.8
13	4	1916.	0.	0.	5348.	0.	0.	6068.	8000.	0.	** 1916.	-720.	.76	13.	119.3	F	14.1	21.0
14	4	1304.	532.	0.	5880.	532.	0.	6600.	8000.	0.	** 1304.	-720.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	5880.	5880.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 21.		55.7		17.3	16.1

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	319. VEH-HRS	402. PASS-HRS	4707. VEH-HRS	5930. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	319. VEH-HRS	402. PASS-HRS	4707. VEH-HRS	5930. PASS-HRS
TOTAL TRAV DISTANCE =	6811. VEH-MI.	8582. PASS-MI.	94438. VEH-MI.	118992. PASS-MI.
AVERAGE SYSTEM SPEED =	21. MPH.		20. MPH.	
AVERAGE DENSITY =	56. VPMPL		58. VPMPL	
TOTAL FUEL =	394. GALLONS		5637. GALLONS	
TOTAL EMISSIONS =	110. KILOGRAMS		1540. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	5.15	7.69	10.97
2	0.00	3.50	6.04	9.32
3	0.00	2.98	5.52	8.81
4	0.00	2.78	5.32	8.61
5	0.00	2.42	4.96	8.25
6	0.00	0.78	3.32	6.61
7	0.00	0.00	0.00	1.56
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3132.	0.	3132.	3132.	0.	3132.	8000.	0.	0.	0.	.39	60.	13.1	B	20.4	12.6
2	4	1887.	0.	816.	3132.	0.	816.	3132.	8000.	0.	0.	0.	.39	60.	13.0	B	20.4	12.6
3	3	4825.	0.	0.	2316.	0.	0.	2316.	6000.	0.	0.	0.	.39	60.	12.9	B	21.1	12.4
4	4	1045.	208.	0.	2524.	208.	0.	2524.	8000.	0.	0.	0.	.32	60.	10.5	A	20.4	12.6
5	3	1700.	0.	0.	2524.	0.	0.	2524.	6000.	0.	0.	0.	.42	60.	14.0	B	20.4	12.6
6	5	800.	1400.	0.	3924.	1400.	0.	3924.	10000.	0.	0.	0.	.39	55.	14.3	B	22.6	11.5
7	4	160.	0.	0.	3924.	0.	0.	3924.	8000.	0.	0.	0.	.49	55.	17.8	B	22.6	11.5
8	4	1730.	272.	0.	4196.	272.	0.	4196.	8000.	0.	0.	0.	.52	55.	19.1	C	22.3	11.5
9	5	2500.	804.	0.	5000.	804.	0.	5000.	9977.	23.	0.	0.	.50	39.	25.7	C	20.7	12.5
10	4	1750.	0.	0.	5000.	0.	0.	5000.	7977.	23.	0.	0.	.63	22.	57.3	F	17.9	15.8
11	4	1380.	412.	216.	5412.	412.	216.	5412.	7983.	17.	0.	0.	.68	20.	67.4	F	17.5	16.5
12	4	3550.	0.	556.	5196.	0.	556.	6604.	8000.	0.	* 2820.	-1408.	.83	16.	103.9	F	16.0	18.6
13	4	1916.	0.	0.	4640.	0.	0.	6048.	8000.	0.	** 1916.	-1408.	.76	13.	119.8	F	14.1	21.0
14	4	1304.	552.	0.	5192.	552.	0.	6600.	8000.	0.	** 1304.	-1408.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	5192.	5192.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES						MAX(V/C) = 1.00		LOWEST LOS = F		AVG = 26.		43.2		18.5	14.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	248. VEH-HRS	312. PASS-HRS	4954. VEH-HRS	6242. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	248. VEH-HRS	312. PASS-HRS	4954. VEH-HRS	6242. PASS-HRS
TOTAL TRAV DISTANCE =	6454. VEH-MI.	8132. PASS-MI.	100893. VEH-MI.	127125. PASS-MI.
AVERAGE SYSTEM SPEED =	26. MPH.		20. MPH.	
AVERAGE DENSITY =	43. VPMPL		57. VPMPL	
TOTAL FUEL =	348. GALLONS		5986. GALLONS	
TOTAL EMISSIONS =	96. KILOGRAMS		1636. KILOGRAMS	

QUEUE CLEAR SECTION 14 T2 =0.233

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
** **
****

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	3.89	5.00	7.87
2	0.00	2.24	3.35	6.22
3	0.00	1.72	2.83	5.70
4	0.00	1.52	2.63	5.51
5	0.00	1.16	2.27	5.15
6	0.00	0.29	1.40	4.27
7	0.00	0.00	0.00	1.56
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	2992.	0.	2992.	2992.	0.	2992.	8000.	0.	0.	0.	.37	60.	12.5	B	20.4	12.6
2	4	1887.	0.	700.	2992.	0.	700.	2992.	8000.	0.	0.	0.	.37	60.	12.5	B	20.4	12.6
3	3	4825.	0.	0.	2292.	0.	0.	2292.	6000.	0.	0.	0.	.38	60.	12.7	B	21.1	12.4
4	4	1045.	224.	0.	2516.	224.	0.	2516.	8000.	0.	0.	0.	.31	60.	10.5	A	20.4	12.6
5	3	1700.	0.	0.	2516.	0.	0.	2516.	6000.	0.	0.	0.	.42	60.	14.0	B	20.4	12.6
6	5	800.	1480.	0.	3996.	1480.	0.	3996.	10000.	0.	0.	0.	.40	55.	14.5	B	22.6	11.5
7	4	160.	0.	0.	3996.	0.	0.	3996.	8000.	0.	0.	0.	.50	55.	18.2	C	22.6	11.5
8	4	1730.	44.	0.	4040.	44.	0.	4040.	8000.	0.	0.	0.	.50	55.	18.4	C	22.3	11.5
9	5	2500.	732.	0.	4772.	732.	0.	4772.	9974.	26.	0.	0.	.48	55.	17.4	B	22.3	11.5
10	4	1750.	0.	0.	4772.	0.	0.	4772.	7974.	26.	0.	0.	.60	55.	21.7	C	22.3	11.5
11	4	1380.	272.	256.	5044.	272.	256.	5044.	7993.	7.	0.	0.	.63	55.	22.9	C	22.3	11.5
12	4	3550.	0.	664.	4788.	0.	664.	4788.	8000.	0.	0.	0.	.60	36.	33.0	D	20.6	13.0
13	4	1916.	0.	0.	4124.	0.	0.	4124.	8000.	0.	0.	0.	.52	17.	62.4	F	15.8	18.0
14	4	1304.	452.	0.	4576.	452.	0.	6374.	8000.	0.	0.	-1798.	.80	16.	100.7	F	15.8	18.6
15	4	3000.	0.	4576.	4576.	0.	6374.	6374.	6600.	0.	0.	0.	.97	55.	29.0	D	22.3	11.5
TOTAL		29547. =	5.6 MILES										MAX(V/C) = 0.97	LOWEST LOS = F		AVG = 39.	25.7	20.5	12.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	148. VEH-HRS	186. PASS-HRS	5102. VEH-HRS	6429. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	148. VEH-HRS	186. PASS-HRS	5102. VEH-HRS	6429. PASS-HRS
TOTAL TRAV DISTANCE =	5803. VEH-MI.	7312. PASS-MI.	106695. VEH-MI.	134436. PASS-MI.
AVERAGE SYSTEM SPEED =	39. MPH.		21. MPH.	
AVERAGE DENSITY =	26. VPMPL		55. VPMPL	
TOTAL FUEL =	284. GALLONS		6270. GALLONS	
TOTAL EMISSIONS =	75. KILOGRAMS		1711. KILOGRAMS	

FREEWAY SUMMARY TABLE
SIMULATION BEFORE CONTROL

TIME SLICE	FREEWAY TRAVEL TIME VEH-HR	FREEWAY TRAVEL TIME PAS-HR	RAMP DELAY VEH-HR	RAMP DELAY PAS-HR	TOTAL FREEWAY TRAVEL TIME VEH-HR	TOTAL FREEWAY TRAVEL TIME PAS-HR	TOTAL TRAVEL DISTANCE VEH-MI	TOTAL TRAVEL DISTANCE PAS-MI	AVERAGE SPEED MPH	GASOLINE CONSUMED GALLONS	HYDROCARB EMISSIONS KILOGRAMS	CARBON MONOXIDE KILOGRAMS	NITROUS OXIDES KILOGRAMS	BEGIN TIME
1	177.	223.	0.	0.	177.	223.	7556.	9521.	42.8	364.	8.	81.	6.	15:00
2	204.	257.	0.	0.	204.	257.	6966.	8777.	34.1	352.	8.	80.	6.	15:15
3	234.	295.	0.	0.	234.	295.	7132.	8986.	30.4	371.	9.	85.	6.	15:30
4	263.	331.	0.	0.	263.	331.	7213.	9088.	27.4	386.	10.	89.	6.	15:45
5	291.	367.	0.	0.	291.	367.	7344.	9254.	25.2	402.	11.	94.	6.	16:00
6	321.	404.	0.	0.	321.	404.	7041.	8871.	22.0	406.	12.	95.	6.	16:15
7	354.	446.	0.	0.	354.	446.	7090.	8933.	20.0	424.	13.	98.	6.	16:30
8	379.	478.	0.	0.	379.	478.	6933.	8736.	18.3	430.	13.	100.	6.	16:45
9	427.	538.	0.	0.	427.	538.	6116.	7706.	14.3	421.	14.	96.	6.	17:00
10	459.	578.	0.	0.	459.	578.	5938.	7482.	12.9	429.	14.	96.	6.	17:15
11	485.	612.	0.	0.	485.	612.	5815.	7326.	12.0	435.	15.	96.	6.	17:30
12	409.	516.	0.	0.	409.	516.	6159.	7761.	15.0	415.	14.	95.	6.	17:45
13	384.	484.	0.	0.	384.	484.	6324.	7968.	16.5	409.	13.	94.	6.	18:00
14	319.	402.	0.	0.	319.	402.	6811.	8582.	21.3	394.	12.	92.	6.	18:15
15	248.	312.	0.	0.	248.	312.	6454.	8132.	26.1	348.	10.	82.	5.	18:30
16	148.	186.	0.	0.	148.	186.	5803.	7312.	39.2	284.	6.	64.	5.	18:45
TOTAL	5102.	6429.	0.	0.	5102.	6429.	106695.	134436.	20.9	6270.	182.	1437.	92.	

CONTOUR DIAGRAM OF
QUEUE LENGTH
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ..........................................................................................................   TIME
      .                                                                                                          .
    1 .                                                                                  *************          . - 15:00
    2 .                                                                               ****************          . - 15:15
    3 .                                                                         ************************          . - 15:30
    4 .                                                                   ******************************          . - 15:45
    5 .                                                             ************************************          . - 16:00
    6 .                                                            *************************************          . - 16:15
    7 .                                                        ********************************************          . - 16:30
    8 .                                                      **********************************************          . - 16:45
    9 .                                                   ************************************************          . - 17:00
   10 .                                               ***************************************************          . - 17:15
   11 .                                               ***************************************************          . - 17:30
   12 .                                                         ******************************************          . - 17:45
   13 .                                                          *****************************************          . - 18:00
   14 .                                                             ************************************          . - 18:15
   15 .                                                                              ********************          . - 18:30
   16 .                                                                                                          . - 18:45
      .                                                                                                          .
      ..........................................................................................................
       :     :    :              :  :    :  ::    :      :    :   :          :    :  :
       01    02   03             04 05   06 08   09     10   11  12         13   14 15
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BLANK DENOTES MOVING TRAFFIC. ASTERISK DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION.
M DENOTES QUEUED VEHICLES DUE TO MERGING. B DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION AND MERGING. (WHEN BOTH QUEUES EXIST, LENGTH OF DISPLAY REPRESENTS MAINLINE CONGESTION.)

CONTOUR DIAGRAM OF
VOLUME/CAPACITY RATIO
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ..............................................................................................................   TIME
      .                                                                                                              .
    1 .44444444444445555555555555555444455555555567777777777777788888899999777777777777666666777 **********. - 15:00
    2 .44444444444444444444444444444333355555544466666666666666688888888888777777777777666666777 **********. - 15:15
    3 .44444444444444444444444444444333355555555567777776666666688888888888777777777777666666777 **********. - 15:30
    4 .44444444444445555555555555555444455555555567777776666666677777788888777777777777777777777 **********. - 15:45
    5 .44444444444445555555555555555444455555555567777776666666677777788888888888888888777777888 **********. - 16:00
    6 .44444444444444444444444444444333355555544466666666666666677777788888777777777777777777888 **********. - 16:15
    7 .44444444444444444444444444444444455555555566666666666666677777788888777777777777777777888 **********. - 16:30
    8 .55555555555554444444444444444333344444444456666666666666677777788888777777777777777777888 **********. - 16:45
    9 .44444444444443333333333333333222233333344445555555555555566666677777777777777777666666777 **********. - 17:00
   10 .44444444444442222222222222222222233333333345555555555555566666677777666666666666666666777 **********. - 17:15
   11 .44444444444442222222222222222222233333333345555555555555566666666666666666666666666666666 **********. - 17:30
   12 .33333333333332222222222222222222233333333346666665555555577777777777777777777777666666777 **********. - 17:45
   13 .33333333333333333333333333333333344444444455555555555555577777777777777777777777666666777 **********. - 18:00
   14 .44444444444444444444444444444333344444444455555555666666668888888888888888888888777777888 **********. - 18:15
   15 .33333333333333333333333333333333344444443334555555555555566666666666888888888888777777888 **********. - 18:30
   16 .33333333333333333333333333333333344444443334555555444444445555556666655555555555555555577779999999999. - 18:45
      .                                                                                                              .
      ..............................................................................................................
       :      :     :              :   :     :  ::     :       :     :    :           :     :   :
       01     02    03             04  05    06  08    09      10    11   12          13    14  15
```

THE DIGIT LEVELS DENOTE V/C IN VALUES FROM 0 TO 10 (CORRESPONDING TO 0.0 TO 1.0). THE ASTERISK DENOTES SATURATION.

Appendix F

FREQ Model Calibration Summaries

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TABLE F.1: VOLUME CALIBRATION FOR I-880 NORTHBOUND AM

Location		Observed (veh)				Simulated (veh)				Simulated - Observed (veh)				Simulated - Observed % Diff				Meets Target			
Code	Description	6-7	7-8	8-9	9-10	6-7	7-8	8-9	9-10	6-7	7-8	8-9	9-10	6-7	7-8	8-9	9-10	6-7	7-8	8-9	9-10
R1	23rd Ave off	533	620	514	563	554	636	502	549	21	16	-12	-14	4%	3%	-2%	-2%	Y	Y	Y	Y
M1	Mainline count between 23rd Ave Off and 23rd Ave On	5423	6243	5398	5110	5405	6066	5680	5173	-18	-177	282	63	0%	-3%	5%	1%	Y	Y	Y	Y
R2	23rd Ave (Diagonal) On	517	956	1144	825	515	956	1145	826	-2	0	1	1	0%	0%	0%	0%	Y	Y	Y	Y
R3	23rd (Loop) On	504	809	937	607	501	807	937	609	-3	-2	0	2	-1%	0%	0%	0%	Y	Y	Y	Y
R4	5th Ave Off	142	212	225	236	147	211	224	231	5	-1	-1	-5	4%	0%	0%	-2%	Y	Y	Y	Y
R5	Oak St Off	334	715	950	671	346	715	944	662	12	0	-6	-9	4%	0%	-1%	-1%	Y	Y	Y	Y
R6	Broadway Off	655	957	989	840	680	960	981	826	25	3	-8	-14	4%	0%	-1%	-2%	Y	Y	Y	Y
R7	Jackson St On	1029	1861	1870	1464	1030	1811	1918	1464	1	-50	48	0	0%	-3%	3%	0%	Y	Y	Y	Y
R8	EB I-980 Off	1617	2610	2984	2526	1676	2597	2988	2488	59	-13	4	-39	4%	-1%	0%	-2%	Y	Y	Y	Y
R9	Market St Off	417	633	540	364	433	634	541	357	16	1	1	-6	4%	0%	0%	-2%	Y	Y	Y	Y
R10	Union St On	357	546	409	351	357	546	409	351	0	0	0	0	0%	0%	0%	0%	Y	Y	Y	Y
M3	Mainline count after Union St On	4364	4982	4497	3979	4526	4994	4493	3911	162	11	-5	-68	4%	0%	0%	-2%	Y	Y	Y	Y

TABLE F.2: TRAVEL TIME CALIBRATION FOR I-880 NORTHBOUND AM

	Travel Time by Time slice															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Simulated	5.4	5.4	5.4	5.5	5.6	6.0	6.7	7.0	7.1	7.3	7.5	6.6	5.7	5.4	5.4	5.4
Observed	5.0	4.9	5.2	5.7	5.5	5.6	5.8	6.5	6.8	7.5	6.9	6.9	6.6	6.3	6.5	5.7
Simulated - Observed	0.4	0.5	0.3	-0.3	0.1	0.4	0.9	0.5	0.3	-0.2	0.6	-0.2	-0.8	-0.9	-1.1	-0.3
% difference	9%	11%	6%	-4%	1%	8%	16%	8%	4%	-3%	9%	-3%	-13%	-15%	-17%	-5%
Meet target	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y

TABLE F.3: VOLUME CALIBRATION FOR I-880 NORTHBOUND PM

Location		Observed (veh)				Simulated (veh)				Simulated - Observed (veh)				Simulated - Observed % Diff				Meets Target			
Code	Description	3-4	4-5	5-6	6-7	3-4	4-5	5-6	6-7	3-4	4-5	5-6	6-7	3-4	4-5	5-6	6-7	3-4	4-5	5-6	6-7
	Mainline Start	6674	6603	6497	5760	6676	6602	6497	5760	2	-1	0	0	0%	0%	0%	0%	Y	Y	Y	Y
R1	23rd Ave off	642	680	784	615	641	699	804	637	-1	19	20	22	0%	3%	3%	4%	Y	Y	Y	Y
M1	Mainline count between 23rd Ave Off and 23rd Ave On	6032	6039	5815	5166	6035	5903	5693	5123	3	-136	-122	-43	0%	-2%	-2%	-1%	Y	Y	Y	Y
R2	23rd Ave (Diagonal) On	837	733	753	605	840	735	752	606	3	2	-1	1	0%	0%	0%	0%	Y	Y	Y	Y
R3	23rd (Loop) On	545	507	544	410	545	509	542	409	0	2	-2	-1	0%	0%	0%	0%	Y	Y	Y	Y
R4	5th Ave Off	269	284	313	298	268	292	318	309	-1	8	5	11	0%	3%	1%	4%	Y	Y	Y	Y
R5	Oak St Off	572	532	565	406	571	546	578	421	-1	14	13	15	0%	3%	2%	4%	Y	Y	Y	Y
R6	Broadway Off	635	693	830	585	634	711	849	605	-1	18	19	20	0%	3%	2%	3%	Y	Y	Y	Y
R7	Jackson St On	1414	1664	1677	1429	1415	1666	1677	1429	1	2	0	0	0%	0%	0%	0%	Y	Y	Y	Y
R8	EB I-980 Off	3581	3470	3403	3087	3572	3550	3484	3197	-9	80	81	110	0%	2%	2%	4%	Y	Y	Y	Y
R9	Market St Off	334	352	412	286	334	363	421	295	0	11	9	9	0%	3%	2%	3%	Y	Y	Y	Y
R10	Union St On	253	268	299	212	252	268	299	212	-1	0	0	0	0%	0%	0%	0%	Y	Y	Y	Y
M3	Mainline count after Union St On	3714	3536	3237	2848	3708	3619	3313	2952	-6	83	76	104	0%	2%	2%	4%	Y	Y	Y	Y

TABLE F.4: TRAVEL TIME CALIBRATION FOR I-880 NORTHBOUND PM

	Travel Time by Time slice															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Simulated	5.4	5.3	5.4	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Observed	5.3	5.5	5.3	5.1	5.0	4.9	5.1	4.9	5.1	5.0	4.9	5.0	4.8	4.9	4.8	5.1
Simulated - Observed	0.1	-0.2	0.1	0.2	0.3	0.4	0.2	0.4	0.2	0.3	0.3	0.2	0.5	0.4	0.4	0.2
% difference	1%	-4%	2%	5%	6%	7%	4%	8%	4%	6%	6%	5%	10%	8%	9%	4%
Meet target	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

TABLE F.5: VOLUME CALIBRATION FOR I-880 SOUTHBOUND AM

Location		Observed (veh)				Simulated (veh)				Simulated - Observed (veh)				Simulated - Observed % Diff				Meets Target			
Code	Description	6-7	7-8	8-9	9-10	6-7	7-8	8-9	9-10	6-7	7-8	8-9	9-10	6-7	7-8	8-9	9-10	6-7	7-8	8-9	9-10
M4	Mainline n/o Union off	3014	3012	3281	3299	3014	3012	3281	3298	0	0	0	-1	0%	0%	0%	0%	Y	Y	Y	Y
R11	Union Street off	553	776	868	727	554	776	868	728	1	0	0	1	0%	0%	0%	0%	Y	Y	Y	Y
R12	5th Street/Union Street on	133	192	213	241	133	191	213	241	0	-1	0	0	0%	-1%	0%	0%	Y	Y	Y	Y
R13	Westbound I-980 on to southbound I-880 (calc 13A - 13B)	2204	2774	2642	2541	2202	2774	2640	2539	-2	0	-2	-2	0%	0%	0%	0%	Y	Y	Y	Y
R14	Broadway on to southbound I-880 (calc 14A - (14B-13B))	169	193	218	252	171	193	217	253	2	0	-1	1	1%	0%	0%	0%	Y	Y	Y	Y
R15	Oak Street/5th Street on	220	608	669	640	220	607	668	641	0	-1	-1	1	0%	0%	0%	0%	Y	Y	Y	Y
R16	Embarcadero/10th Avenue on	159	252	307	253	160	252	306	255	1	0	-1	2	1%	0%	0%	1%	Y	Y	Y	Y
R17	Embarcadero off	176	210	291	264	175	208	290	265	-1	-2	-1	1	0%	-1%	0%	1%	Y	Y	Y	Y
R18	23rd Avenue/Kennedy Street off	410	587	628	566	412	587	628	565	2	0	0	-1	0%	0%	0%	0%	Y	Y	Y	Y
M2	I-880 southbound between 23rd Avenue/Kennedy Street off and on	4840	5417	5780	5550	4759	5458	5539	5669	-81	41	-241	119	-2%	1%	-4%	2%	Y	Y	Y	Y
R19	23rd Avenue/Kennedy Street on	396	510	537	482	397	509	537	481	1	-1	0	-1	0%	0%	0%	0%	Y	Y	Y	Y

TABLE F.6: TRAVEL TIME CALIBRATION FOR I-880 SOUTHBOUND AM

	Travel Time by Time slice															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Simulated	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Observed	4.8	4.7	4.9	4.8	4.9	4.8	4.9	4.9	5.1	5.1	5.0	4.9	4.9	5.2	5.0	4.9
Simulated - Observed	0.2	0.3	0.1	0.2	0.2	0.3	0.2	0.1	0.0	0.0	0.1	0.1	0.2	-0.1	0.1	0.1
% difference	4%	6%	3%	5%	3%	6%	3%	3%	0%	0%	1%	2%	4%	-2%	1%	2%
Meet target	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	y	Y

TABLE F.7: VOLUME CALIBRATION FOR I-880 SOUTHBOUND PM

Location		Observed (veh)				Simulated (veh)				Simulated - Observed (veh)				Simulated - Observed % Diff				Meets Target			
Code	Description	3-4	4-5	5-6	6-7	3-4	4-5	5-6	6-7	3-4	4-5	5-6	6-7	3-4	4-5	5-6	6-7	3-4	4-5	5-6	6-7
M4	Mainline n/o Union off	3111	3331	3299	3182	3712	3929	3299	3180	601	599	0	-2	19%	18%	0%	0%	N	N	Y	Y
R11	Union Street off	698	1026	1543	859	698	1027	1543	859	0	1	0	0	0%	0%	0%	0%	Y	Y	Y	Y
R12	5th Street/Union Street on	251	311	257	222	251	312	259	221	0	1	2	-1	0%	0%	1%	0%	Y	Y	Y	Y
R13	Westbound I-980 on to southbound I-880 (calc 13A - 13B)	1947	1841	1857	1518	1947	1840	1859	1519	0	-1	2	1	0%	0%	0%	0%	Y	Y	Y	Y
R14	Broadway on to southbound I-880 (calc 14A - (14B-13B))	540	514	484	342	541	513	484	341	1	-1	0	-1	0%	0%	0%	0%	Y	Y	Y	Y
R15	Oak Street/5th Street on	922	1008	1006	848	923	1007	1006	847	1	-1	0	-1	0%	0%	0%	0%	Y	Y	Y	Y
R16	Embarcadero/10th Avenue on	311	423	473	384	312	425	474	384	1	2	1	0	0%	0%	0%	0%	Y	Y	Y	Y
R17	Embarcadero off	284	250	228	232	283	250	229	232	-1	0	1	0	0%	0%	0%	0%	Y	Y	Y	Y
R18	23rd Avenue/Kennedy Street off	573	469	402	538	574	471	405	535	1	2	3	-3	0%	0%	1%	0%	Y	Y	Y	Y
M2	I-880 southbound between 23rd Avenue/Kennedy Street off and on	5514	5850	5223	5840	5501	5839	5253	5425	-13	-11	30	-415	0%	0%	1%	-7%	Y	Y	Y	N
R19	23rd Avenue/Kennedy Street on	624	599	648	543	624	598	647	544	0	-1	-1	1	0%	0%	0%	0%	Y	Y	Y	Y

TABLE F.8: TRAVEL TIME CALIBRATION FOR I-880 SOUTHBOUND PM

	Travel Time by Time slice															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Simulated	6.6	8.3	9.2	10.1	10.9	12.5	13.7	14.9	18.8	21.8	23.2	18.0	16.3	12.3	9.9	6.8
Observed	7.8	8.8	8.9	9.9	10.7	13.0	14.0	17.2	20.1	19.5	21.0	16.3	16.9	12.2	10.7	6.8
Simulated - Observed	-1.2	-0.5	0.3	0.2	0.2	-0.5	-0.4	-2.3	-1.3	2.3	2.2	1.7	-0.6	0.1	-0.8	0.0
% difference	-15%	-5%	3%	2%	1%	-4%	-3%	-14%	-6%	12%	11%	10%	-4%	1%	-7%	0%
Meet target	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	y	Y

Appendix G

Existing Conditions SimTraffic Model Reports

A.M. PEAK HOUR

1: Broadway & 4th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.2	0.2	0.0	0.1
Total Del/Veh (s)	7.5	9.9	1.1	1.8	4.5
Total Stops	39	295	7	35	376
Stop/Veh	1.00	1.00	0.03	0.09	0.40
Vehicles Entered	38	296	216	381	931
Vehicles Exited	39	295	216	381	931
Hourly Exit Rate	39	295	216	381	931
Input Volume	37	293	213	373	916
% of Volume	105	101	101	102	102

2: Union St & 5th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.5	0.0	0.3
Total Del/Veh (s)	13.6	17.4	12.1	13.3	13.5
Total Stops	84	249	545	239	1117
Stop/Veh	0.47	0.72	0.61	0.64	0.62
Vehicles Entered	177	343	890	369	1779
Vehicles Exited	177	343	892	369	1781
Hourly Exit Rate	177	343	892	369	1781
Input Volume	171	336	868	363	1738
% of Volume	104	102	103	102	102

3: Adeline Street & 5th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	2.0	0.0	0.3
Total Del/Veh (s)	13.5	15.8	15.9	17.4	14.9
Total Stops	439	209	136	155	939
Stop/Veh	0.57	0.59	0.81	0.78	0.63
Vehicles Entered	766	352	166	197	1481
Vehicles Exited	766	354	167	198	1485
Hourly Exit Rate	766	354	167	198	1485
Input Volume	753	352	172	199	1476
% of Volume	102	101	97	99	101

4: Market St & 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	5.6	16.6	31.3	12.2
Total Stops	202	61	159	422
Stop/Veh	0.33	0.66	0.82	0.47
Vehicles Entered	618	92	190	900
Vehicles Exited	618	91	193	902
Hourly Exit Rate	618	91	193	902
Input Volume	624	97	200	921
% of Volume	99	94	96	98

5: Brush St & 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	12.1	3.4	11.1	11.5
Total Stops	255	10	383	648
Stop/Veh	0.39	0.56	0.63	0.51
Vehicles Entered	644	18	607	1269
Vehicles Exited	642	18	607	1267
Hourly Exit Rate	642	18	607	1267
Input Volume	653	16	609	1278
% of Volume	98	112	100	99

6: Martin Luther King & 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	1.6	14.7	18.2	3.3
Total Stops	76	38	49	163
Stop/Veh	0.07	0.64	0.64	0.13
Vehicles Entered	1088	59	77	1224
Vehicles Exited	1086	58	77	1221
Hourly Exit Rate	1086	58	77	1221
Input Volume	1091	60	86	1237
% of Volume	100	97	90	99

7: 5th St & Washington St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	1.6	0.0	0.1
Total Del/Veh (s)	2.2	14.9	24.0	5.0
Total Stops	35	42	87	164
Stop/Veh	0.04	0.79	0.72	0.14
Vehicles Entered	984	52	119	1155
Vehicles Exited	984	52	119	1155
Hourly Exit Rate	984	52	119	1155
Input Volume	995	58	120	1173
% of Volume	99	90	99	98

8: Broadway/Broadway #10 & 5th St/I-880 NB on-ramp and 5th St & SB Alameda Tunnel #10 Performanc

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.9	19.0	24.0	17.0
Total Stops	606	293	476	1375
Stop/Veh	0.65	0.70	0.68	0.67
Vehicles Entered	938	414	697	2049
Vehicles Exited	937	413	697	2047
Hourly Exit Rate	937	413	697	2047
Input Volume	952	411	688	2051
% of Volume	98	100	101	100

9: Jackson St & 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.3	652.8	0.0	97.0
Total Del/Veh (s)	16.1	210.9	8.5	33.8
Total Stops	914	60	55	1029
Stop/Veh	0.74	0.43	0.48	0.69
Vehicles Entered	1231	139	113	1483
Vehicles Exited	1231	131	114	1476
Hourly Exit Rate	1231	131	114	1476
Input Volume	1217	226	120	1563
% of Volume	101	58	95	94

10: Madison St & 5th St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	12.0	4.7	7.7
Total Stops	425	127	552
Stop/Veh	0.84	0.18	0.45
Vehicles Entered	505	721	1226
Vehicles Exited	505	721	1226
Hourly Exit Rate	505	721	1226
Input Volume	505	740	1245
% of Volume	100	97	98

11: Oak St & 5th St/I-880 SB On-Ramp Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	1.3	0.0	0.3
Total Del/Veh (s)	12.7	13.1	12.3	12.8
Total Stops	588	213	91	892
Stop/Veh	0.55	0.72	0.78	0.60
Vehicles Entered	1061	295	116	1472
Vehicles Exited	1062	295	116	1473
Hourly Exit Rate	1062	295	116	1473
Input Volume	1078	292	122	1492
% of Volume	99	101	95	99

12: Oak St & 6th St & I-880 NB Off-ramp Performance by approach

Approach	WB	NB	SW	All
Denied Del/Veh (s)	2.9	0.0	0.1	1.8
Total Del/Veh (s)	11.8	21.2	11.9	15.2
Total Stops	627	495	8	1130
Stop/Veh	0.64	0.88	0.89	0.73
Vehicles Entered	962	560	9	1531
Vehicles Exited	963	562	9	1534
Hourly Exit Rate	963	562	9	1534
Input Volume	950	561	9	1520
% of Volume	101	100	100	101

13: Madison St & 6th St Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	12.9	9.0	9.6
Total Stops	118	485	603
Stop/Veh	0.68	0.53	0.55
Vehicles Entered	172	912	1084
Vehicles Exited	173	913	1086
Hourly Exit Rate	173	913	1086
Input Volume	175	919	1094
% of Volume	99	99	99

14: Jackson St/Jackson St #3 & I-880 NB on-Ramp & 6th St #3/6th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	1.9	0.0	0.5
Total Del/Veh (s)	20.8	84.8	16.4	35.8
Total Stops	220	288	474	982
Stop/Veh	0.60	0.69	0.62	0.64
Vehicles Entered	362	409	762	1533
Vehicles Exited	362	404	761	1527
Hourly Exit Rate	362	404	761	1527
Input Volume	352	491	781	1624
% of Volume	103	82	97	94

15: Broadway #10/Broadway #9 & 6th St/I-880 NB off-ramp #10 #9 Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	2.0	0.0	0.0	1.3
Total Del/Veh (s)	18.5	27.8	20.0	19.9
Total Stops	1041	168	278	1487
Stop/Veh	0.94	0.88	0.79	0.90
Vehicles Entered	1099	189	350	1638
Vehicles Exited	1093	190	350	1633
Hourly Exit Rate	1093	190	350	1633
Input Volume	1090	186	359	1635
% of Volume	100	102	97	100

16: Washington St & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.1	6.6	5.4	7.6
Total Stops	123	18	51	192
Stop/Veh	0.58	0.35	0.42	0.50
Vehicles Entered	211	51	121	383
Vehicles Exited	211	51	120	382
Hourly Exit Rate	211	51	120	382
Input Volume	214	55	118	387
% of Volume	99	93	102	99

17: Martin Luther King & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.5	8.8	2.8	5.0
Total Stops	70	29	8	107
Stop/Veh	0.39	0.51	0.13	0.36
Vehicles Entered	181	57	63	301
Vehicles Exited	180	57	63	300
Hourly Exit Rate	180	57	63	300
Input Volume	186	58	69	313
% of Volume	97	98	91	96

18: Market St & 6th St/I-880 off-ramp Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	1.3	0.0	0.0	0.8
Total Del/Veh (s)	18.2	17.1	4.8	15.1
Total Stops	411	73	65	549
Stop/Veh	0.75	0.80	0.35	0.67
Vehicles Entered	544	90	184	818
Vehicles Exited	545	90	184	819
Hourly Exit Rate	545	90	184	819
Input Volume	570	94	187	851
% of Volume	96	96	98	96

19: Union St & 7th St #1 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1	0.1
Total Del/Veh (s)	14.9	22.8	7.0	13.0	18.6
Total Stops	151	527	98	28	804
Stop/Veh	0.49	0.61	0.52	0.51	0.57
Vehicles Entered	304	859	185	55	1403
Vehicles Exited	304	861	186	55	1406
Hourly Exit Rate	304	861	186	55	1406
Input Volume	305	869	174	54	1402
% of Volume	100	99	107	102	100

20: Adeline Street & 7th St #1 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	3.5	9.8	19.6	17.4	9.5
Total Stops	83	317	45	149	594
Stop/Veh	0.19	0.34	0.64	0.69	0.36
Vehicles Entered	439	938	68	212	1657
Vehicles Exited	439	940	69	213	1661
Hourly Exit Rate	439	940	69	213	1661
Input Volume	432	953	71	218	1674
% of Volume	102	99	97	98	99

21: Market St & 7th St #1 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	1.1	0.1
Total Del/Veh (s)	11.6	10.7	16.2	10.4	11.7
Total Stops	194	436	157	129	916
Stop/Veh	0.47	0.50	0.60	0.58	0.52
Vehicles Entered	409	861	261	221	1752
Vehicles Exited	406	859	261	220	1746
Hourly Exit Rate	406	859	261	220	1746
Input Volume	404	875	270	224	1773
% of Volume	100	98	97	98	98

22: Brush St & 7th St #1 Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	1.5	1.1
Total Del/Veh (s)	10.4	22.0	14.9	14.8
Total Stops	114	174	827	1115
Stop/Veh	0.32	0.83	0.57	0.55
Vehicles Entered	357	206	1455	2018
Vehicles Exited	357	206	1452	2015
Hourly Exit Rate	357	206	1452	2015
Input Volume	353	216	1459	2028
% of Volume	101	95	100	99

23: Castro St & 7th St #1 Performance by approach

Approach	EB	NB	SW	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	10.5	18.6	9.8	11.3
Total Stops	163	69	104	336
Stop/Veh	0.29	0.68	0.52	0.39
Vehicles Entered	549	102	197	848
Vehicles Exited	548	102	199	849
Hourly Exit Rate	548	102	199	849
Input Volume	546	100	208	854
% of Volume	100	102	96	99

24: Martin Luther King & 7th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.5	8.2	4.8	6.5
Total Stops	182	37	17	236
Stop/Veh	0.41	0.55	0.23	0.40
Vehicles Entered	442	67	75	584
Vehicles Exited	442	67	75	584
Hourly Exit Rate	442	67	75	584
Input Volume	436	66	84	586
% of Volume	101	102	89	100

25: Washington St & 7th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.4	7.5	5.2	7.9
Total Stops	296	49	17	362
Stop/Veh	0.64	0.61	0.26	0.60
Vehicles Entered	460	78	65	603
Vehicles Exited	459	80	66	605
Hourly Exit Rate	459	80	66	605
Input Volume	456	78	65	599
% of Volume	101	103	102	101

26: Broadway #9/Broadway & 7th St #1/7th St #1 #9 Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	16.9	14.6	13.0	14.8
Total Stops	242	469	208	919
Stop/Veh	0.60	0.64	0.54	0.60
Vehicles Entered	396	725	383	1504
Vehicles Exited	396	723	382	1501
Hourly Exit Rate	396	723	382	1501
Input Volume	397	733	395	1525
% of Volume	100	99	97	98

27: Webster St #9/Webster St & 7th St #1 #9/7th St #1 Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	8.2	13.2	10.9
Total Stops	322	409	731
Stop/Veh	0.49	0.53	0.51
Vehicles Entered	653	769	1422
Vehicles Exited	653	769	1422
Hourly Exit Rate	653	769	1422
Input Volume	656	771	1427
% of Volume	100	100	100

28: #3/Harrison St & 7th St #1/7th St #3 Performance by approach

Approach	EB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	5.1	9.8	8.9
Total Stops	64	771	835
Stop/Veh	0.15	0.46	0.39
Vehicles Entered	435	1680	2115
Vehicles Exited	435	1679	2114
Hourly Exit Rate	435	1679	2114
Input Volume	441	1743	2184
% of Volume	99	96	97

29: Jackson St #3/Jackson St & 7th St #3/7th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Del/Veh (s)	23.5	24.4	31.0	24.9
Total Stops	1066	356	235	1657
Stop/Veh	0.88	1.03	0.83	0.90
Vehicles Entered	1198	341	279	1818
Vehicles Exited	1197	339	277	1813
Hourly Exit Rate	1197	339	277	1813
Input Volume	1243	317	283	1843
% of Volume	96	107	98	98

30: Madison St & 7th St #1 Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	16.1	15.7	15.9
Total Stops	547	522	1069
Stop/Veh	0.74	0.68	0.71
Vehicles Entered	726	767	1493
Vehicles Exited	727	767	1494
Hourly Exit Rate	727	767	1494
Input Volume	760	764	1524
% of Volume	96	100	98

31: Harrison St & 8th St Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.2	0.0	0.1
Total Del/Veh (s)	6.8	17.1	12.8
Total Stops	254	846	1100
Stop/Veh	0.40	0.96	0.73
Vehicles Entered	625	880	1505
Vehicles Exited	626	880	1506
Hourly Exit Rate	626	880	1506
Input Volume	614	912	1526
% of Volume	102	96	99

32: Webster St & 8th St Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	28.7	49.4	37.2
Total Stops	667	609	1276
Stop/Veh	0.76	1.00	0.85
Vehicles Entered	864	611	1475
Vehicles Exited	867	611	1478
Hourly Exit Rate	867	611	1478
Input Volume	870	608	1478
% of Volume	100	100	100

33: Franklin St & 8th St Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.0	0.2	0.0
Total Del/Veh (s)	23.4	30.6	24.8
Total Stops	542	141	683
Stop/Veh	0.77	0.82	0.78
Vehicles Entered	708	170	878
Vehicles Exited	708	170	878
Hourly Exit Rate	708	170	878
Input Volume	706	179	885
% of Volume	100	95	99

34: Broadway & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Del/Veh (s)	9.9	12.1	9.1	10.5
Total Stops	289	254	163	706
Stop/Veh	0.51	0.51	0.48	0.50
Vehicles Entered	561	500	336	1397
Vehicles Exited	560	501	337	1398
Hourly Exit Rate	560	501	337	1398
Input Volume	556	510	348	1414
% of Volume	101	98	97	99

35: Washington St & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	10.4	7.7	3.6	9.7
Total Stops	278	44	12	334
Stop/Veh	0.62	0.59	0.43	0.61
Vehicles Entered	445	75	28	548
Vehicles Exited	444	74	28	546
Hourly Exit Rate	444	74	28	546
Input Volume	444	71	27	542
% of Volume	100	104	104	101

36: Martin Luther King & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.9	13.9	6.1	4.7
Total Stops	50	45	54	149
Stop/Veh	0.12	0.74	0.48	0.26
Vehicles Entered	401	60	113	574
Vehicles Exited	402	60	113	575
Hourly Exit Rate	402	60	113	575
Input Volume	402	60	122	584
% of Volume	100	100	93	98

37: Webster St & 9th St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	39.4	22.6	25.2
Total Stops	108	472	580
Stop/Veh	0.77	0.63	0.65
Vehicles Entered	140	734	874
Vehicles Exited	140	741	881
Hourly Exit Rate	140	741	881
Input Volume	137	736	873
% of Volume	102	101	101

38: Brush St & I-980 On-Ramp & 11 St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	46.2	5.2	8.7
Total Stops	200	630	830
Stop/Veh	0.89	0.27	0.32
Vehicles Entered	221	2357	2578
Vehicles Exited	220	2372	2592
Hourly Exit Rate	220	2372	2592
Input Volume	233	2478	2711
% of Volume	94	96	96

39: I-980 Off Ramp & Castro St & 11 St Performance by approach

Approach	EB	NB	NW	All
Denied Del/Veh (s)	0.0	0.2	10.3	2.7
Total Del/Veh (s)	25.0	49.9	69.9	39.8
Total Stops	718	172	286	1176
Stop/Veh	0.74	0.89	0.69	0.74
Vehicles Entered	961	193	407	1561
Vehicles Exited	954	190	407	1551
Hourly Exit Rate	954	190	407	1551
Input Volume	1009	184	402	1595
% of Volume	95	103	101	97

40: Webster St & 11th St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	5.0	21.5	13.6
Total Stops	174	407	581
Stop/Veh	0.38	0.79	0.60
Vehicles Entered	462	504	966
Vehicles Exited	461	507	968
Hourly Exit Rate	461	507	968
Input Volume	470	515	985
% of Volume	98	98	98

41: Harrison St & 11th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.9	0.0	0.6
Total Del/Veh (s)	5.0	13.8	19.1	11.1
Total Stops	108	464	43	615
Stop/Veh	0.27	0.63	0.66	0.52
Vehicles Entered	394	725	64	1183
Vehicles Exited	394	727	65	1186
Hourly Exit Rate	394	727	65	1186
Input Volume	413	742	65	1220
% of Volume	95	98	100	97

42: Harrison St & 12th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.1	0.1
Total Del/Veh (s)	8.4	31.1	10.8	18.1
Total Stops	343	469	44	856
Stop/Veh	0.45	0.77	0.70	0.60
Vehicles Entered	759	605	64	1428
Vehicles Exited	759	605	62	1426
Hourly Exit Rate	759	605	62	1426
Input Volume	761	617	72	1450
% of Volume	100	98	86	98

43: Webster St & 12th St Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	4.5	13.4	7.1
Total Stops	179	227	406
Stop/Veh	0.22	0.68	0.35
Vehicles Entered	831	331	1162
Vehicles Exited	829	329	1158
Hourly Exit Rate	829	329	1158
Input Volume	856	335	1191
% of Volume	97	98	97

44: Castro St & 12th St & I-980 on-ramp Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	34.3	9.4	18.3
Total Stops	260	167	427
Stop/Veh	0.76	0.27	0.45
Vehicles Entered	335	609	944
Vehicles Exited	335	607	942
Hourly Exit Rate	335	607	942
Input Volume	333	609	942
% of Volume	101	100	100

45: Brush St & 12th St & I-980 off-ramp Performance by approach

Approach	EB	WB	SB	SW	All
Denied Del/Veh (s)	0.1	0.0	0.1	56.3	37.7
Total Del/Veh (s)	15.7	63.0	46.8	124.4	99.2
Total Stops	1	186	635	4209	5031
Stop/Veh	1.00	0.95	0.89	2.39	1.88
Vehicles Entered	1	192	702	1713	2608
Vehicles Exited	1	195	696	1674	2566
Hourly Exit Rate	1	195	696	1674	2566
Input Volume	2	197	708	1783	2690
% of Volume	50	99	98	94	95

46: Brush St & 17th St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	32.2	4.7	7.2
Total Stops	225	450	675
Stop/Veh	0.81	0.16	0.22
Vehicles Entered	274	2837	3111
Vehicles Exited	272	2835	3107
Hourly Exit Rate	272	2835	3107
Input Volume	278	2839	3117
% of Volume	98	100	100

47: Castro St & 17th St Performance by approach

Approach	EB	NB	NE	All
Denied Del/Veh (s)	0.0	0.2	519.8	122.7
Total Del/Veh (s)	17.5	31.7	82.1	32.7
Total Stops	946	368	412	1726
Stop/Veh	0.67	0.84	0.92	0.75
Vehicles Entered	1417	435	434	2286
Vehicles Exited	1414	436	435	2285
Hourly Exit Rate	1414	436	435	2285
Input Volume	1448	425	563	2436
% of Volume	98	103	77	94

48: Castro St & 18th St & I-980 on-ramp Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	33.1	3.6	11.2
Total Stops	283	105	388
Stop/Veh	0.84	0.11	0.30
Vehicles Entered	330	963	1293
Vehicles Exited	332	962	1294
Hourly Exit Rate	332	962	1294
Input Volume	335	1069	1404
% of Volume	99	90	92

49: Brush St & 18th St Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	2.9	2.7
Total Del/Veh (s)	22.2	3.0	4.3
Total Stops	147	208	355
Stop/Veh	0.71	0.07	0.11
Vehicles Entered	203	2929	3132
Vehicles Exited	204	2929	3133
Hourly Exit Rate	204	2929	3133
Input Volume	223	2920	3143
% of Volume	91	100	100

50: Webster St. & Atlantic Ave. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.8	0.0	35.2	0.0	11.6
Total Del/Veh (s)	27.8	19.0	54.1	13.8	30.9
Total Stops	428	272	710	284	1694
Stop/Veh	0.80	0.64	0.93	0.44	0.71
Vehicles Entered	534	423	750	645	2352
Vehicles Exited	531	422	754	644	2351
Hourly Exit Rate	531	422	754	644	2351
Input Volume	539	417	753	644	2353
% of Volume	99	101	100	100	100

51: Webster St. Performance by approach

Approach	EB	WB	NB	SE	All
Denied Del/Veh (s)	0.6	0.1	0.0	1.6	0.9
Total Del/Veh (s)	31.1	2.2	14.4	8.3	15.1
Total Stops	513	0	444	341	1298
Stop/Veh	0.93	0.00	0.53	0.29	0.50
Vehicles Entered	547	14	839	1174	2574
Vehicles Exited	545	14	841	1174	2574
Hourly Exit Rate	545	14	841	1174	2574
Input Volume	546	15	830	1170	2561
% of Volume	100	93	101	100	101

52: Constitution Way & Marina Village Pkwy & Constitution Wy Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	1.1	0.0	1.2	0.7
Total Del/Veh (s)	60.5	20.6	13.7	28.3
Total Stops	632	727	365	1724
Stop/Veh	1.23	0.79	0.57	0.83
Vehicles Entered	506	903	635	2044
Vehicles Exited	503	908	637	2048
Hourly Exit Rate	503	908	637	2048
Input Volume	512	908	648	2068
% of Volume	98	100	98	99

53: Constitution Wy & Mariner Sqaure Dr. Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.2	0.0	0.1
Total Del/Veh (s)	16.0	3.1	5.2
Total Stops	130	104	234
Stop/Veh	0.50	0.08	0.15
Vehicles Entered	259	1333	1592
Vehicles Exited	258	1332	1590
Hourly Exit Rate	258	1332	1590
Input Volume	251	1336	1587
% of Volume	103	100	100

54: Constitution Way & Atlantic Ave. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.4	0.8	0.0	0.4
Total Del/Veh (s)	11.9	12.4	16.0	15.9	14.7
Total Stops	226	209	638	278	1351
Stop/Veh	0.62	0.64	0.66	0.65	0.65
Vehicles Entered	361	327	955	426	2069
Vehicles Exited	365	326	958	425	2074
Hourly Exit Rate	365	326	958	425	2074
Input Volume	372	326	955	444	2097
% of Volume	98	100	100	96	99

55: Oak St & 7th St Performance by approach

Approach	EB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	17.5	8.2	11.5
Total Stops	437	604	1041
Stop/Veh	0.64	0.48	0.54
Vehicles Entered	682	1246	1928
Vehicles Exited	683	1250	1933
Hourly Exit Rate	683	1250	1933
Input Volume	705	1224	1929
% of Volume	97	102	100

56: Oak St & 8th St Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.6	0.0	0.3
Total Del/Veh (s)	17.3	3.8	10.8
Total Stops	747	158	905
Stop/Veh	0.70	0.16	0.44
Vehicles Entered	1056	998	2054
Vehicles Exited	1062	988	2050
Hourly Exit Rate	1062	988	2050
Input Volume	1064	971	2035
% of Volume	100	102	101

57: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	937	937
Vehicles Exited	943	943
Hourly Exit Rate	943	943
Input Volume	959	959
% of Volume	98	98

58: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	428	428
Vehicles Exited	427	427
Hourly Exit Rate	427	427
Input Volume	446	446
% of Volume	96	96

59: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.5	0.5
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1048	1048
Vehicles Exited	1047	1047
Hourly Exit Rate	1047	1047
Input Volume	1038	1038
% of Volume	101	101

60: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	147	147
Vehicles Exited	148	148
Hourly Exit Rate	148	148
Input Volume	149	149
% of Volume	99	99

61: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.6	0.6
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	149	149
Vehicles Exited	149	149
Hourly Exit Rate	149	149
Input Volume	140	140
% of Volume	106	106

62: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	168	168
Vehicles Exited	168	168
Hourly Exit Rate	168	168
Input Volume	168	168
% of Volume	100	100

63: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.5	0.5
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	196	196
Vehicles Exited	195	195
Hourly Exit Rate	195	195
Input Volume	191	191
% of Volume	102	102

64: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	359	359
Vehicles Exited	359	359
Hourly Exit Rate	359	359
Input Volume	360	360
% of Volume	100	100

65: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	50	50
Vehicles Exited	50	50
Hourly Exit Rate	50	50
Input Volume	49	49
% of Volume	102	102

66: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	67	67
Vehicles Exited	67	67
Hourly Exit Rate	67	67
Input Volume	63	63
% of Volume	106	106

67: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.6	0.6
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	33	33
Vehicles Exited	34	34
Hourly Exit Rate	34	34
Input Volume	35	35
% of Volume	97	97

70: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	350	350
Vehicles Exited	352	352
Hourly Exit Rate	352	352
Input Volume	357	357
% of Volume	99	99

71: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	221	221
Vehicles Exited	222	222
Hourly Exit Rate	222	222
Input Volume	231	231
% of Volume	96	96

72: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	529	529
Vehicles Exited	529	529
Hourly Exit Rate	529	529
Input Volume	532	532
% of Volume	99	99

75: Bend Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	20.0	20.0
Total Stops	404	404
Stop/Veh	0.49	0.49
Vehicles Entered	817	817
Vehicles Exited	808	808
Hourly Exit Rate	808	808
Input Volume	832	832
% of Volume	97	97

76: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	317	317
Vehicles Exited	317	317
Hourly Exit Rate	317	317
Input Volume	329	329
% of Volume	96	96

78: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	554	554
Vehicles Exited	553	553
Hourly Exit Rate	553	553
Input Volume	553	553
% of Volume	100	100

79: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	343	343
Vehicles Exited	343	343
Hourly Exit Rate	343	343
Input Volume	333	333
% of Volume	103	103

80: Bend Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.1	0.8	0.9
Total Stops	0	2	2
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	440	859	1299
Vehicles Exited	439	859	1298
Hourly Exit Rate	439	859	1298
Input Volume	432	869	1301
% of Volume	102	99	100

81: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	821	821
Vehicles Exited	819	819
Hourly Exit Rate	819	819
Input Volume	814	814
% of Volume	101	101

83: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	145	145
Vehicles Exited	145	145
Hourly Exit Rate	145	145
Input Volume	148	148
% of Volume	98	98

84: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.4	1.4
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	170	170
Vehicles Exited	170	170
Hourly Exit Rate	170	170
Input Volume	175	175
% of Volume	97	97

86: Bend Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.3	2.3
Total Stops	76	76
Stop/Veh	0.07	0.07
Vehicles Entered	1134	1134
Vehicles Exited	1132	1132
Hourly Exit Rate	1132	1132
Input Volume	1160	1160
% of Volume	98	98

88: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	3.3	3.3
Total Stops	24	24
Stop/Veh	0.05	0.05
Vehicles Entered	452	452
Vehicles Exited	451	451
Hourly Exit Rate	451	451
Input Volume	447	447
% of Volume	101	101

89: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1271	1271
Vehicles Exited	1273	1273
Hourly Exit Rate	1273	1273
Input Volume	1266	1266
% of Volume	101	101

91: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	163	163
Vehicles Exited	163	163
Hourly Exit Rate	163	163
Input Volume	166	166
% of Volume	98	98

93: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1002	1002
Vehicles Exited	1001	1001
Hourly Exit Rate	1001	1001
Input Volume	996	996
% of Volume	101	101

96: Bend Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	4.2	1.1	4.0
Total Stops	191	0	191
Stop/Veh	0.29	0.00	0.27
Vehicles Entered	657	50	707
Vehicles Exited	655	50	705
Hourly Exit Rate	655	50	705
Input Volume	670	49	719
% of Volume	98	102	98

97: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	538	538
Vehicles Exited	538	538
Hourly Exit Rate	538	538
Input Volume	550	550
% of Volume	98	98

99: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	497	497
Vehicles Exited	498	498
Hourly Exit Rate	498	498
Input Volume	553	553
% of Volume	90	90

101: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	593	593
Vehicles Exited	594	594
Hourly Exit Rate	594	594
Input Volume	628	628
% of Volume	95	95

102: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.3	1.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	367	367
Vehicles Exited	368	368
Hourly Exit Rate	368	368
Input Volume	381	381
% of Volume	97	97

104: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	375	375
Vehicles Exited	376	376
Hourly Exit Rate	376	376
Input Volume	360	360
% of Volume	104	104

105: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	664	664
Vehicles Exited	663	663
Hourly Exit Rate	663	663
Input Volume	670	670
% of Volume	99	99

106: Bend Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	445	445
Vehicles Exited	445	445
Hourly Exit Rate	445	445
Input Volume	444	444
% of Volume	100	100

107: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	250	250
Vehicles Exited	250	250
Hourly Exit Rate	250	250
Input Volume	261	261
% of Volume	96	96

109: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.8	1.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	323	323
Vehicles Exited	324	324
Hourly Exit Rate	324	324
Input Volume	301	301
% of Volume	108	108

111: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	187	187
Vehicles Exited	187	187
Hourly Exit Rate	187	187
Input Volume	195	195
% of Volume	96	96

113: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.8	1.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	212	212
Vehicles Exited	208	208
Hourly Exit Rate	208	208
Input Volume	213	213
% of Volume	98	98

114: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	61	61
Vehicles Exited	61	61
Hourly Exit Rate	61	61
Input Volume	61	61
% of Volume	100	100

117: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	419	419
Vehicles Exited	419	419
Hourly Exit Rate	419	419
Input Volume	403	403
% of Volume	104	104

118: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1456	1456
Vehicles Exited	1465	1465
Hourly Exit Rate	1465	1465
Input Volume	1524	1524
% of Volume	96	96

119: Bend Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1076	1076
Vehicles Exited	1077	1077
Hourly Exit Rate	1077	1077
Input Volume	1081	1081
% of Volume	100	100

120: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	944	944
Vehicles Exited	942	942
Hourly Exit Rate	942	942
Input Volume	987	987
% of Volume	95	95

121: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	26	26
Vehicles Exited	25	25
Hourly Exit Rate	25	25
Input Volume	28	28
% of Volume	89	89

123: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	53	53
Vehicles Exited	53	53
Hourly Exit Rate	53	53
Input Volume	53	53
% of Volume	100	100

124: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1321	1321
Vehicles Exited	1319	1319
Hourly Exit Rate	1319	1319
Input Volume	1367	1367
% of Volume	96	96

126: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	295	295
Vehicles Exited	295	295
Hourly Exit Rate	295	295
Input Volume	304	304
% of Volume	97	97

134: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	531	531
Vehicles Exited	531	531
Hourly Exit Rate	531	531
Input Volume	529	529
% of Volume	100	100

135: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	896	896
Vehicles Exited	897	897
Hourly Exit Rate	897	897
Input Volume	895	895
% of Volume	100	100

137: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	654	654
Vehicles Exited	653	653
Hourly Exit Rate	653	653
Input Volume	676	676
% of Volume	97	97

140: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	252	252
Vehicles Exited	251	251
Hourly Exit Rate	251	251
Input Volume	255	255
% of Volume	98	98

142: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	528	528
Vehicles Exited	529	529
Hourly Exit Rate	529	529
Input Volume	554	554
% of Volume	95	95

147: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.4	1.4
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	73	73
Vehicles Exited	73	73
Hourly Exit Rate	73	73
Input Volume	80	80
% of Volume	91	91

300: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.5	2.5
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	2686	2686
Vehicles Exited	2682	2682
Hourly Exit Rate	2682	2682
Input Volume	2677	2677
% of Volume	100	100

301: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	142	142
Vehicles Exited	142	142
Hourly Exit Rate	142	142
Input Volume	139	139
% of Volume	102	102

302: Constitution Wy & Posey Tube Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	5.3	0.4	3.0
Total Stops	153	1	154
Stop/Veh	0.11	0.00	0.06
Vehicles Entered	1422	1276	2698
Vehicles Exited	1421	1277	2698
Hourly Exit Rate	1421	1277	2698
Input Volume	1422	1270	2692
% of Volume	100	101	100

305: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	5.3	5.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	679	679
Vehicles Exited	678	678
Hourly Exit Rate	678	678
Input Volume	674	674
% of Volume	101	101

307: Bend Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.1	2.1
Total Stops	32	32
Stop/Veh	0.03	0.03
Vehicles Entered	1267	1267
Vehicles Exited	1267	1267
Hourly Exit Rate	1267	1267
Input Volume	1260	1260
% of Volume	101	101

308: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	368	368
Vehicles Exited	369	369
Hourly Exit Rate	369	369
Input Volume	371	371
% of Volume	99	99

311: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.1	2.1
Total Stops	62	62
Stop/Veh	0.10	0.10
Vehicles Entered	620	620
Vehicles Exited	619	619
Hourly Exit Rate	619	619
Input Volume	631	631
% of Volume	98	98

312: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	463	463
Vehicles Exited	462	462
Hourly Exit Rate	462	462
Input Volume	456	456
% of Volume	101	101

313: Webster St. Performance by approach

Approach	NB	SE	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.3	0.9	1.7
Total Stops	10	1	11
Stop/Veh	0.01	0.00	0.01
Vehicles Entered	868	626	1494
Vehicles Exited	860	629	1489
Hourly Exit Rate	860	629	1489
Input Volume	853	627	1480
% of Volume	101	100	101

401: Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.1	0.1
Total Del/Veh (s)	0.9	0.9
Total Stops	12	12
Stop/Veh	0.02	0.02
Vehicles Entered	617	617
Vehicles Exited	617	617
Hourly Exit Rate	617	617
Input Volume	624	624
% of Volume	99	99

513: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	245	245
Vehicles Exited	246	246
Hourly Exit Rate	246	246
Input Volume	247	247
% of Volume	100	100

514: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.3	1.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	121	121
Vehicles Exited	120	120
Hourly Exit Rate	120	120
Input Volume	117	117
% of Volume	103	103

517: Harrison Tunnel #2 Performance by approach

Approach	NB	NW	All
Denied Del/Veh (s)	0.2	0.2	0.2
Total Del/Veh (s)	0.4	0.4	0.4
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	1306	1295	2601
Vehicles Exited	1304	1296	2600
Hourly Exit Rate	1304	1296	2600
Input Volume	1300	1270	2570
% of Volume	100	102	101

518: Bend Performance by approach

Approach	EB	All
Denied Del/Veh (s)	1.2	1.2
Total Del/Veh (s)	10.4	10.4
Total Stops	133	133
Stop/Veh	0.11	0.11
Vehicles Entered	1209	1209
Vehicles Exited	1216	1216
Hourly Exit Rate	1216	1216
Input Volume	1200	1200
% of Volume	101	101

519: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.6	0.6
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	136	136
Vehicles Exited	135	135
Hourly Exit Rate	135	135
Input Volume	142	142
% of Volume	95	95

520: Bend Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.5	1.5
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	607	607
Vehicles Exited	607	607
Hourly Exit Rate	607	607
Input Volume	608	608
% of Volume	100	100

522: Castro St Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	3.3	1.0	2.0
Total Stops	160	1	161
Stop/Veh	0.99	0.00	0.44
Vehicles Entered	161	199	360
Vehicles Exited	160	200	360
Hourly Exit Rate	160	200	360
Input Volume	160	201	361
% of Volume	100	100	100

600: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	44	44
Stop/Veh	0.03	0.03
Vehicles Entered	1732	1732
Vehicles Exited	1732	1732
Hourly Exit Rate	1732	1732
Input Volume	1894	1894
% of Volume	91	91

601: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.5	0.5
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	566	566
Vehicles Exited	566	566
Hourly Exit Rate	566	566
Input Volume	569	569
% of Volume	99	99

602: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	88	88
Vehicles Exited	88	88
Hourly Exit Rate	88	88
Input Volume	100	100
% of Volume	88	88

604: Jackson on #1/I-880 NB on-Ramp & 6th St #2 #3 Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	28.3	28.3
Total Stops	2041	2041
Stop/Veh	1.11	1.11
Vehicles Entered	1836	1836
Vehicles Exited	1820	1820
Hourly Exit Rate	1820	1820
Input Volume	1994	1994
% of Volume	91	91

605: I-880 NB on-Ramp & 6th St #2 #3/I-880 NB on-Ramp & 6th St #3 & #2 Performance by approach

Approach	WB	SW	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	3.9	47.9	23.2
Total Stops	177	387	564
Stop/Veh	0.17	0.48	0.30
Vehicles Entered	1042	808	1850
Vehicles Exited	1040	795	1835
Hourly Exit Rate	1040	795	1835
Input Volume	1162	832	1994
% of Volume	90	96	92

607: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	271	271
Vehicles Exited	271	271
Hourly Exit Rate	271	271
Input Volume	266	266
% of Volume	102	102

609: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Total Stops	3	3
Stop/Veh	0.00	0.00
Vehicles Entered	1132	1132
Vehicles Exited	1132	1132
Hourly Exit Rate	1132	1132
Input Volume	1160	1160
% of Volume	98	98

610: Harrison St Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.3	0.2	2.2
Total Stops	2	0	2
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	656	50	706
Vehicles Exited	657	50	707
Hourly Exit Rate	657	50	707
Input Volume	670	49	719
% of Volume	98	102	98

901: 5th St & SB I-880 Off-Ramp Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	15.5	15.5
Total Stops	518	518
Stop/Veh	0.42	0.42
Vehicles Entered	1216	1216
Vehicles Exited	1214	1214
Hourly Exit Rate	1214	1214
Input Volume	1200	1200
% of Volume	101	101

1401: 6th St/#2 & Harrison Tunnel #2/#3 Performance by approach

Approach	NB	NE	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	85.1	3.6	85.0
Total Stops	17339	5	17344
Stop/Veh	6.40	1.00	6.39
Vehicles Entered	2601	5	2606
Vehicles Exited	2493	5	2498
Hourly Exit Rate	2493	5	2498
Input Volume	2571	5	2576
% of Volume	97	100	97

1601: Bend Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	180	180
Vehicles Exited	180	180
Hourly Exit Rate	180	180
Input Volume	186	186
% of Volume	97	97

3501: Bend Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.8	1.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	402	402
Vehicles Exited	402	402
Hourly Exit Rate	402	402
Input Volume	402	402
% of Volume	100	100

Total Network Performance

Denied Del/Veh (s)	19.2
Total Del/Veh (s)	60.4
Total Stops	70220
Stop/Veh	2.16
Vehicles Entered	31573
Vehicles Exited	31380
Hourly Exit Rate	31380
Input Volume	141368
% of Volume	22

Arterial Level of Service: EB #10

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
I-880 NB off-ramp #1	15	27.9	34.4	0.0	5	5	28.3
Total		27.9	34.4	0.0	5	5	28.3

Arterial Level of Service: EB #10

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
I-880 NB off-ramp #1	5	27.8	5	27.4	5	28.4	5
Total	5	27.8	5	27.4	5	28.4	5

Arterial Level of Service: WB #10

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Broadway #9	15	27.8	38.4	0.1	8	8	26.8
5th St	8	1.1	10.5	0.0	16	16	1.3
Total		28.9	48.8	0.1	9	10	28.2

Arterial Level of Service: WB #10

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Broadway #9	8	25.8	7	31.2	8	27.1	8
5th St	16	0.9	16	1.1	16	1.3	16
Total	10	26.7	9	32.3	10	28.3	9

Arterial Level of Service: EB #3

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
7th St #3	28	4.6	11.1	0.1	21	21	4.6
Jackson St #3	29	37.2	59.0	0.1	8	8	35.6
I-880 NB on-Ramp &	14	13.0	24.2	0.1	9	9	13.3
#2	605	3.4	10.1	0.0	13	12	4.1
	604	30.7	38.9	0.1	6	5	34.8
Total		88.9	143.3	0.4	9	9	92.3

Arterial Level of Service: EB #3

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
7th St #3	20	5.2	21	4.6	21	4.4	22
Jackson St #3	7	45.7	9	30.7	8	36.7	8
I-880 NB on-Ramp &	9	12.4	9	12.9	9	11.3	8
#2	15	2.2	13	3.5	13	3.2	12
	6	28.0	6	30.0	6	29.4	6
Total	9	93.5	9	81.7	9	85.0	9

Arterial Level of Service: WB #3

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
7th St #1	29	-	-	0.1	-	-	-
Total		-	-	0.1	-	-	-

Arterial Level of Service: WB #3

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
7th St #1	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-

Arterial Level of Service: EB #9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Broadway #9	15	10.2	22.2	0.1	15	14	11.7
7th St #1 #9	26	8.3	21.1	0.1	11	11	8.0
Webster St #9	27	9.7	28.6	0.1	18	19	8.8
Total		28.2	71.8	0.3	15	15	28.4

Arterial Level of Service: EB #9

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Broadway #9	18	6.9	14	10.8	16	9.1	14
7th St #1 #9	11	8.6	11	8.3	11	7.9	11
Webster St #9	17	11.8	19	9.1	18	9.7	18
Total	15	27.2	15	28.2	15	26.8	15

Arterial Level of Service: WB #9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
6th St	15	20.7	28.0	0.1	8	8	20.3
Total		20.7	28.0	0.1	8	8	20.3

Arterial Level of Service: WB #9

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
6th St	8	20.6	8	20.8	8	20.8	8
Total	8	20.6	8	20.8	8	20.8	8

Arterial Level of Service: NB #2

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
#2	1401	83.2	187.9	0.8	16	19	51.5
	75	20.0	35.2	0.1	11	10	21.9
I-880 NB on-Ramp &	605	47.9	63.7	0.1	6	5	62.8
	604	24.7	36.2	0.1	6	6	28.8
Total		175.8	323.1	1.1	12	13	165.0

Arterial Level of Service: NB #2

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
#2	15	97.9	20	45.9	16	81.2	13
	22	2.3	10	21.6	11	19.2	8
I-880 NB on-Ramp &	11	17.0	5	54.6	6	47.8	5
	7	22.3	7	24.5	7	23.5	7
Total	14	139.5	13	146.5	13	171.8	10

Intersection: 1: Broadway & 4th St

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	49	170	25	51	72	50
Average Queue (ft)	24	75	2	5	20	4
95th Queue (ft)	48	133	14	26	53	24
Link Distance (ft)	278	328	232	232	170	170
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Union St & 5th St

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T>	L	L	TR	L	T	TR	R	R>
Maximum Queue (ft)	17	197	90	101	124	75	118	391	140	172
Average Queue (ft)	2	41	22	53	48	28	13	178	63	91
95th Queue (ft)	11	119	63	88	99	58	72	319	124	163
Link Distance (ft)	416	416		560	560		410	410	159	159
Upstream Blk Time (%)		0					0	0	0	1
Queuing Penalty (veh)		0					0	0	0	2
Storage Bay Dist (ft)			290			220				
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 3: Adeline Street & 5th St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	LT	TR
Maximum Queue (ft)	20	162	199	143	98	106	113	56	82	58	81	72
Average Queue (ft)	4	77	105	62	35	40	39	16	35	15	43	33
95th Queue (ft)	15	141	175	116	76	85	83	45	62	40	75	64
Link Distance (ft)	560	560	560	296	296	296	543	543			324	324
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)									150	150		
Storage Blk Time (%)									0			
Queuing Penalty (veh)									0			

Intersection: 4: Market St & 5th St

Movement	EB	EB	EB	NB	NB	SB	SB	SB
Directions Served	LT	T	TR	T	TR	L	T	T
Maximum Queue (ft)	115	80	102	56	99	125	84	80
Average Queue (ft)	72	27	43	12	36	46	43	34
95th Queue (ft)	116	62	88	40	76	92	73	74
Link Distance (ft)	99	99	99	255	255	214	214	214
Upstream Blk Time (%)	2	0	1					
Queuing Penalty (veh)	5	0	1					
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: Brush St & 5th St

Movement	EB	EB	EB	NB	SB	SB	SB
Directions Served	T	T	TR	R	L	L	T
Maximum Queue (ft)	127	107	95	39	132	152	151
Average Queue (ft)	67	55	47	8	61	70	70
95th Queue (ft)	109	93	84	32	105	122	130
Link Distance (ft)	234	234	234	164	321	321	321
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 6: Martin Luther King & 5th St

Movement	EB	EB	EB	NB	NB	SB	SB
Directions Served	LT	T	TR	T	TR	LT	T
Maximum Queue (ft)	63	73	76	76	43	75	38
Average Queue (ft)	23	21	22	18	12	33	7
95th Queue (ft)	53	55	56	50	36	66	29
Link Distance (ft)	536	536	536	188	188	241	241
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 7: 5th St & Washington St

Movement	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	TR	T	R	LT
Maximum Queue (ft)	38	56	35	65	49	146
Average Queue (ft)	14	12	6	22	18	65
95th Queue (ft)	38	39	26	58	49	118
Link Distance (ft)	1002	1002	1002	175		222
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					25	
Storage Blk Time (%)				15	2	
Queuing Penalty (veh)				3	1	

Intersection: 8: Broadway/Broadway #10 & 5th St/I-880 NB on-ramp and 5th St & SB Alameda Tunnel #1

Movement	EB	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	<L	LT	T	R	T	T	R>	<	L	T
Maximum Queue (ft)	209	227	153	94	48	142	195	208	136	152
Average Queue (ft)	130	119	59	40	14	67	104	151	64	81
95th Queue (ft)	189	185	115	87	41	121	179	224	117	132
Link Distance (ft)	292	292	292		170	170	170	186	186	186
Upstream Blk Time (%)		0				0	2	4	0	
Queuing Penalty (veh)		0				0	2	10	0	
Storage Bay Dist (ft)				70						
Storage Blk Time (%)			2	1						
Queuing Penalty (veh)			2	1						

Intersection: 9: Jackson St & 5th St

Movement	EB	EB	EB	NB	SB
Directions Served	LT	T	TR	TR	LT
Maximum Queue (ft)	172	139	174	238	90
Average Queue (ft)	128	83	127	204	37
95th Queue (ft)	173	132	178	283	74
Link Distance (ft)	92	92	92	207	200
Upstream Blk Time (%)	34	5	32	83	
Queuing Penalty (veh)	134	20	126	0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 10: Madison St & 5th St

Movement	EB	EB	EB	SB	SB
Directions Served	T	T	TR	L	LT
Maximum Queue (ft)	119	106	130	128	196
Average Queue (ft)	58	59	74	28	52
95th Queue (ft)	103	98	119	84	137
Link Distance (ft)	302	302	302	199	199
Upstream Blk Time (%)					0
Queuing Penalty (veh)					0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 11: Oak St & 5th St/I-880 SB On-Ramp

Movement	EB	EB	EB	NB	NB	SB
Directions Served	L	T	TR	T	R	LT
Maximum Queue (ft)	320	153	149	191	75	104
Average Queue (ft)	127	58	81	80	41	52
95th Queue (ft)	253	107	122	155	83	93
Link Distance (ft)	342	342	342	217		186
Upstream Blk Time (%)	0	0		0		
Queuing Penalty (veh)	1	0		0		
Storage Bay Dist (ft)					50	
Storage Blk Time (%)				20	1	
Queuing Penalty (veh)				16	3	

Intersection: 12: Oak St & 6th St & I-880 NB Off-ramp

Movement	WB	WB	WB	NB	SW
Directions Served	LT	TR	R	LTR	>
Maximum Queue (ft)	388	125	112	213	24
Average Queue (ft)	80	101	88	174	3
95th Queue (ft)	276	141	133	234	13
Link Distance (ft)	839			186	124
Upstream Blk Time (%)				14	
Queuing Penalty (veh)				81	
Storage Bay Dist (ft)		100	100		
Storage Blk Time (%)	0	6	2		
Queuing Penalty (veh)	0	9	3		

Intersection: 13: Madison St & 6th St

Movement	WB	WB	WB	SB	SB	SB
Directions Served	LT	T	T	T	T	R
Maximum Queue (ft)	54	100	61	196	224	75
Average Queue (ft)	22	46	14	90	158	61
95th Queue (ft)	51	86	44	181	229	96
Link Distance (ft)	346	346	346	197	197	
Upstream Blk Time (%)				0	2	
Queuing Penalty (veh)				1	8	
Storage Bay Dist (ft)						50
Storage Blk Time (%)					22	4
Queuing Penalty (veh)					46	12

Intersection: 14: Jackson St/Jackson St #3 & I-880 NB on-Ramp & 6th St #3/6th St

Movement	WB	WB	WB	NB	NB	SB
Directions Served	L	T	R	L	T	TR
Maximum Queue (ft)	6	274	127	222	217	253
Average Queue (ft)	0	124	5	198	124	212
95th Queue (ft)	4	217	66	240	234	281
Link Distance (ft)	309	309	309	200	200	205
Upstream Blk Time (%)		1	1	72	10	16
Queuing Penalty (veh)		1	1	176	25	125
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 15: Broadway #10/Broadway #9 & 6th St/I-880 NB off-ramp #10 #9

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	T	T	T	TR
Maximum Queue (ft)	374	375	76	58	101	98	186	98	159
Average Queue (ft)	180	158	69	21	52	49	74	36	77
95th Queue (ft)	309	334	81	49	88	87	140	79	134
Link Distance (ft)	362	362		186	186	186	218	218	218
Upstream Blk Time (%)	0	2					0		
Queuing Penalty (veh)	0	0					0		
Storage Bay Dist (ft)			50						
Storage Blk Time (%)		19	6						
Queuing Penalty (veh)		120	4						

Intersection: 16: Washington St & 6th St

Movement	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR
Maximum Queue (ft)	103	88	65	82
Average Queue (ft)	46	36	15	33
95th Queue (ft)	87	72	46	68
Link Distance (ft)	270	270	222	183
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: Martin Luther King & 6th St

Movement	WB	WB	WB	NB	NB	SB	SB
Directions Served	LT	T	TR	LT	T	T	TR
Maximum Queue (ft)	61	50	46	75	44	30	31
Average Queue (ft)	24	16	13	18	7	3	4
95th Queue (ft)	52	42	38	53	28	18	21
Link Distance (ft)	317	317	317	241	241	165	165
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 18: Market St & 6th St/I-880 off-ramp

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	T	R	L	T	T	T	T	R
Maximum Queue (ft)	260	181	99	60	66	78	65	82	80
Average Queue (ft)	148	47	47	17	20	25	10	20	25
95th Queue (ft)	224	140	79	48	52	63	38	56	62
Link Distance (ft)	260	260		214	214	214	130	130	
Upstream Blk Time (%)	0								
Queuing Penalty (veh)	0								
Storage Bay Dist (ft)			165						60
Storage Blk Time (%)		0	0					0	0
Queuing Penalty (veh)		0	0					0	0

Intersection: 19: Union St & 7th St #1

Movement	EB	EB	EB	WB	WB	WB	B80	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	T	LT	R	LTR
Maximum Queue (ft)	31	151	101	124	314	237	26	66	78	78
Average Queue (ft)	4	75	36	107	130	109	1	17	35	24
95th Queue (ft)	20	133	84	146	269	190	19	50	64	60
Link Distance (ft)		535	535		354	354	115	159	159	328
Upstream Blk Time (%)					0	0	0			
Queuing Penalty (veh)					2	0	0			
Storage Bay Dist (ft)	100			100						
Storage Blk Time (%)		3		26	3					
Queuing Penalty (veh)		0		70	10					

Intersection: 20: Adeline Street & 7th St #1

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	TR	LT	TR
Maximum Queue (ft)	64	57	76	153	227	214	46	35	43	58	97	112
Average Queue (ft)	22	11	33	43	91	82	15	6	12	22	42	39
95th Queue (ft)	56	41	69	101	181	172	40	24	37	50	86	82
Link Distance (ft)		115	115		1438	1438	1438		324	324	316	316
Upstream Blk Time (%)			0									
Queuing Penalty (veh)			0									
Storage Bay Dist (ft)	160			150				70				
Storage Blk Time (%)					2				0			
Queuing Penalty (veh)					2				0			

Intersection: 21: Market St & 7th St #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	TR	L
Maximum Queue (ft)	86	66	86	102	100	129	133	109	112	82	102	76
Average Queue (ft)	27	18	33	30	37	78	81	59	48	20	43	27
95th Queue (ft)	66	50	67	74	79	121	120	95	93	55	84	61
Link Distance (ft)		1438	1438	1438		349	349	349	130	130	130	
Upstream Blk Time (%)									0	0	0	
Queuing Penalty (veh)									0	0	0	
Storage Bay Dist (ft)	185				170							100
Storage Blk Time (%)												0
Queuing Penalty (veh)												0

Intersection: 21: Market St & 7th St #1

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	55	86	81
Average Queue (ft)	8	28	32
95th Queue (ft)	34	69	67
Link Distance (ft)		315	315
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	

Intersection: 22: Brush St & 7th St #1

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	TR	L	T	T	T	LT	T	TR
Maximum Queue (ft)	67	74	85	54	106	94	84	278	356	396
Average Queue (ft)	18	32	33	13	57	42	26	137	114	237
95th Queue (ft)	46	63	71	41	99	80	64	230	271	396
Link Distance (ft)	349	349	349		422	422	422	365	365	365
Upstream Blk Time (%)								0	2	5
Queuing Penalty (veh)								0	0	0
Storage Bay Dist (ft)				160						
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 23: Castro St & 7th St #1

Movement	EB	EB	EB	EB	NB	NB	NB	SW	SW	SW
Directions Served	<	<	T	T	LT	T	T>	R	R	R>
Maximum Queue (ft)	65	96	70	80	98	25	29	64	49	46
Average Queue (ft)	15	55	34	26	35	2	7	15	13	16
95th Queue (ft)	50	90	67	61	75	12	27	46	36	41
Link Distance (ft)		422	422	422	165	165	165	188	188	188
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	215									
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 24: Martin Luther King & 7th St #1

Movement	EB	EB	EB	EB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	T	TR	LT	T
Maximum Queue (ft)	60	52	88	127	47	59	57	30
Average Queue (ft)	19	12	35	46	11	18	12	2
95th Queue (ft)	52	41	73	101	36	47	41	16
Link Distance (ft)			142	142	165	165	201	201
Upstream Blk Time (%)			0	0				
Queuing Penalty (veh)			0	0				
Storage Bay Dist (ft)	250	250						
Storage Blk Time (%)			0					
Queuing Penalty (veh)			0					

Intersection: 25: Washington St & 7th St #1

Movement	EB	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	T	TR	T	R	LT
Maximum Queue (ft)	93	68	93	132	64	53	47
Average Queue (ft)	36	18	52	64	23	15	15
95th Queue (ft)	75	50	84	110	54	44	41
Link Distance (ft)	1029	1029	1029	1029	183		207
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)						70	
Storage Blk Time (%)					0	0	
Queuing Penalty (veh)					0	0	

Intersection: 26: Broadway #9/Broadway & 7th St #1/7th St #1 #9

Movement	EB	EB	EB	EB	NB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	T	TR	R	LT	T
Maximum Queue (ft)	62	71	99	120	167	181	204	181	153
Average Queue (ft)	20	23	50	57	95	119	54	77	53
95th Queue (ft)	50	57	86	102	158	172	119	148	118
Link Distance (ft)	278	278	278	278	218	218	218	194	194
Upstream Blk Time (%)							0	0	
Queuing Penalty (veh)							0	1	
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 27: Webster St #9/Webster St & 7th St #1 #9/7th St #1

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	TR>	>	<L	T	T
Maximum Queue (ft)	66	86	107	110	150	159	161
Average Queue (ft)	24	34	63	51	74	88	91
95th Queue (ft)	55	72	98	87	128	145	149
Link Distance (ft)	659	659	659	659	212	212	212
Upstream Blk Time (%)						0	0
Queuing Penalty (veh)						0	0
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 28: #3/Harrison St & 7th St #1/7th St #3

Movement	EB	EB	EB	NB	NB	NB	NB
Directions Served	LT	T	T	T	T	T	R
Maximum Queue (ft)	61	53	39	135	213	227	199
Average Queue (ft)	23	22	7	31	125	159	25
95th Queue (ft)	55	51	29	81	205	228	129
Link Distance (ft)	309	309	309	184	184	184	184
Upstream Blk Time (%)				0	1	4	1
Queuing Penalty (veh)				0	3	16	3
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 29: Jackson St #3/Jackson St & 7th St #3/7th St #1

Movement	EB	EB	EB	NB	SB
Directions Served	LT	T	TR	TR	LT
Maximum Queue (ft)	336	441	485	245	273
Average Queue (ft)	110	177	229	162	139
95th Queue (ft)	255	347	411	257	236
Link Distance (ft)	611	611	611	205	554
Upstream Blk Time (%)		0	1	5	
Queuing Penalty (veh)		0	3	17	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 30: Madison St & 7th St #1

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	T	TR	L	T	T
Maximum Queue (ft)	99	161	214	184	85	238	292
Average Queue (ft)	41	60	115	116	41	79	158
95th Queue (ft)	80	130	176	164	70	175	250
Link Distance (ft)	312	312	312	312	574	574	574
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 31: Harrison St & 8th St

Movement	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	T	TR	L	LT	T	T
Maximum Queue (ft)	80	136	78	144	110	207	197	189
Average Queue (ft)	17	67	22	61	32	118	122	126
95th Queue (ft)	55	115	58	114	74	189	180	177
Link Distance (ft)	322	322	322	322	220	220	220	220
Upstream Blk Time (%)						0	0	0
Queuing Penalty (veh)						0	0	0
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 32: Webster St & 8th St

Movement	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	L	LT	T	T	T	T	TR	R
Maximum Queue (ft)	248	293	184	288	151	165	172	158
Average Queue (ft)	58	172	95	147	70	127	145	89
95th Queue (ft)	153	264	167	235	122	167	175	150
Link Distance (ft)	310	310	310	310	151	151	151	151
Upstream Blk Time (%)		0		0	0	6	15	1
Queuing Penalty (veh)		0		0	1	9	23	2
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 33: Franklin St & 8th St

Movement	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	T	TR	LT	T	T
Maximum Queue (ft)	134	143	143	232	186	96	18
Average Queue (ft)	81	81	86	124	91	14	1
95th Queue (ft)	126	125	131	199	161	65	8
Link Distance (ft)	251	251	251	251	183	183	183
Upstream Blk Time (%)				0	1		
Queuing Penalty (veh)				0	0		
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 34: Broadway & 8th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	LT	T	T	TR
Maximum Queue (ft)	129	141	156	99	161	175	118	124
Average Queue (ft)	58	56	78	34	75	79	49	55
95th Queue (ft)	116	124	147	77	135	152	96	102
Link Distance (ft)	315	315	315	315	194	194	245	245
Upstream Blk Time (%)					0	0		
Queuing Penalty (veh)					0	0		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 35: Washington St & 8th St

Movement	WB	WB	WB	NB	SB
Directions Served	L	T	TR	LT	TR
Maximum Queue (ft)	68	125	149	78	39
Average Queue (ft)	27	60	84	30	10
95th Queue (ft)	62	106	136	64	35
Link Distance (ft)	216	216	216	207	255
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 36: Martin Luther King & 8th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	<L	L	LT	TR	<LT	T	T	TR>
Maximum Queue (ft)	54	34	52	59	50	49	63	50
Average Queue (ft)	16	6	12	8	19	7	20	18
95th Queue (ft)	45	24	39	34	43	27	51	44
Link Distance (ft)	293	293	293	293	201	201	216	216
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 37: Webster St & 9th St

Movement	EB	EB	EB	SB	SB	SB	SB
Directions Served	T	T	R	LT	T	T	T
Maximum Queue (ft)	128	52	121	213	177	189	120
Average Queue (ft)	58	5	34	113	89	99	45
95th Queue (ft)	110	27	84	190	153	165	98
Link Distance (ft)	198	198	198	456	456	456	456
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 38: Brush St & I-980 On-Ramp & 11 St

Movement	EB	EB	SB	SB	SB	SB
Directions Served	T	TR>	<L	LT	T	TR
Maximum Queue (ft)	200	153	199	201	180	182
Average Queue (ft)	112	65	129	82	96	104
95th Queue (ft)	182	134	206	159	156	162
Link Distance (ft)	268	268	197	197	197	197
Upstream Blk Time (%)			0	0	0	0
Queuing Penalty (veh)			2	0	0	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 39: I-980 Off Ramp & Castro St & 11 St

Movement	EB	EB	EB	EB	EB	NB	NB	NW	NW	NW
Directions Served	L	LT	T	T	T	T	TR	R	R	R>
Maximum Queue (ft)	30	282	289	224	113	34	246	265	259	179
Average Queue (ft)	3	192	194	119	55	2	132	238	149	25
95th Queue (ft)	18	269	278	196	102	14	216	280	301	104
Link Distance (ft)	391	391	391	391	391	246	246	232	232	232
Upstream Blk Time (%)							0	40	9	0
Queuing Penalty (veh)							0	0	0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 40: Webster St & 11th St

Movement	EB	EB	EB	EB	SB	SB	SB	SB
Directions Served	T	T	T	TR	LT	T	T	T
Maximum Queue (ft)	111	39	12	95	194	138	100	78
Average Queue (ft)	54	10	1	39	103	67	51	24
95th Queue (ft)	95	33	8	76	164	111	86	59
Link Distance (ft)	316	316	316	316	229	229	229	229
Upstream Blk Time (%)					0	0		
Queuing Penalty (veh)					0	0		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 41: Harrison St & 11th St

Movement	EB	EB	EB	EB	NB	NB	B96	B96	SB
Directions Served	LT	T	T	TR	T	TR	T	T	LT
Maximum Queue (ft)	93	57	39	35	141	135	123	144	88
Average Queue (ft)	43	20	5	5	110	112	45	60	33
95th Queue (ft)	78	51	24	24	129	125	104	122	69
Link Distance (ft)	286	286	286	286	41	41	95	95	231
Upstream Blk Time (%)					28	37	1	2	
Queuing Penalty (veh)					95	125	3	7	
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 42: Harrison St & 12th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	LT	T	T	TR
Maximum Queue (ft)	239	165	30	68	214	198	66	41
Average Queue (ft)	124	43	3	25	135	122	23	15
95th Queue (ft)	198	118	18	55	193	178	55	40
Link Distance (ft)	334	334	334	334	231	231	233	233
Upstream Blk Time (%)					0	0		
Queuing Penalty (veh)					1	0		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 43: Webster St & 12th St

Movement	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	LT	T	T	T	T	T	T	TR
Maximum Queue (ft)	155	122	45	48	123	108	68	81
Average Queue (ft)	63	32	11	7	61	38	19	36
95th Queue (ft)	121	74	36	30	110	77	53	64
Link Distance (ft)	292	292	292	292	239	239	239	239
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 44: Castro St & 12th St & I-980 on-ramp

Movement	WB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	TR	R	>	<	<L	LT	T	T
Maximum Queue (ft)	206	262	189	44	30	113	116	60	48
Average Queue (ft)	40	151	42	14	3	50	65	23	7
95th Queue (ft)	121	233	144	40	19	90	100	54	30
Link Distance (ft)	274	274	274	274	235	235	235	235	235
Upstream Blk Time (%)	0	0							
Queuing Penalty (veh)	0	0							
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 45: Brush St & 12th St & I-980 off-ramp

Movement	EB	WB	WB	WB	WB	SB	SB	SB	SW	SW
Directions Served	R	L	T	T	T	T	T	TR	L	LR
Maximum Queue (ft)	22	87	91	101	90	279	303	253	1442	1450
Average Queue (ft)	1	34	42	45	40	161	177	125	1217	1239
95th Queue (ft)	10	76	75	81	83	249	264	226	1696	1681
Link Distance (ft)	596	379	379	379	379	464	464	464	1409	1409
Upstream Blk Time (%)									29	34
Queuing Penalty (veh)									0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 46: Brush St & 17th St

Movement	EB	EB	SB	SB	SB	SB
Directions Served	T	TR>	<	<L	LT	T
Maximum Queue (ft)	169	157	226	219	229	175
Average Queue (ft)	88	68	97	87	84	54
95th Queue (ft)	152	126	201	179	192	136
Link Distance (ft)	272	272	235	235	235	235
Upstream Blk Time (%)			0	0	0	
Queuing Penalty (veh)			1	0	1	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 47: Castro St & 17th St

Movement	EB	EB	EB	EB	NB	NB	NB	NE	NE
Directions Served	L	T	T	T	T	T	TR	L	LR
Maximum Queue (ft)	215	340	320	218	300	249	66	252	281
Average Queue (ft)	104	220	179	126	178	79	23	144	250
95th Queue (ft)	233	329	273	192	271	196	55	322	265
Link Distance (ft)		329	329	329	432	432	432	232	232
Upstream Blk Time (%)		1	0					19	88
Queuing Penalty (veh)		3	0					0	0
Storage Bay Dist (ft)	190								
Storage Blk Time (%)	0	8							
Queuing Penalty (veh)	0	19							

Intersection: 48: Castro St & 18th St & I-980 on-ramp

Movement	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	TR	R>	<	<L	LT	T	T
Maximum Queue (ft)	134	219	159	38	67	74	53	53
Average Queue (ft)	44	134	45	6	24	32	16	11
95th Queue (ft)	97	200	125	26	55	67	45	40
Link Distance (ft)	256	256	256	234	234	234	234	234
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 49: Brush St & 18th St

Movement	WB	WB	WB	SB	SB	SB	SB
Directions Served	L	T	T	T	T	T	TR
Maximum Queue (ft)	101	72	78	83	91	80	79
Average Queue (ft)	48	36	25	61	61	62	53
95th Queue (ft)	85	63	62	88	91	86	91
Link Distance (ft)	348	348	348				
Upstream Blk Time (%)				0	0	0	0
Queuing Penalty (veh)				0	0	0	0
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 50: Webster St. & Atlantic Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	TR	L	T	TR	L
Maximum Queue (ft)	145	175	146	127	96	66	136	158	172	185	460	105
Average Queue (ft)	60	93	70	43	41	24	72	84	135	152	279	46
95th Queue (ft)	126	162	126	93	80	55	121	133	210	229	524	93
Link Distance (ft)		393	393	393			401	401			426	
Upstream Blk Time (%)											19	
Queuing Penalty (veh)											0	
Storage Bay Dist (ft)	230				80	130			160	160		170
Storage Blk Time (%)				1	0		0		32	30	7	
Queuing Penalty (veh)				1	0		0		107	100	30	

Intersection: 50: Webster St. & Atlantic Ave.

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	143	157	95
Average Queue (ft)	68	76	14
95th Queue (ft)	120	138	59
Link Distance (ft)	782	782	782
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 51: Webster St.

Movement	EB	EB	EB	WB	NB	NB	NB	SE	SE	SE
Directions Served	L	L	R	>	<	T	T	R	R	R
Maximum Queue (ft)	323	257	114	57	159	314	298	186	162	123
Average Queue (ft)	198	143	30	8	47	155	102	103	54	47
95th Queue (ft)	282	245	71	37	123	281	239	174	125	99
Link Distance (ft)	686	686				298	298	723	723	
Upstream Blk Time (%)				1		0	0			
Queuing Penalty (veh)				0		2	1			
Storage Bay Dist (ft)			160		150					300
Storage Blk Time (%)		1	0		0	9				
Queuing Penalty (veh)		1	0		0	6				

Intersection: 52: Constitution Way & Marina Village Pkwy & Constitution Wy

Movement	WB	WB	WB	NB	NB	SB	SB	SB	SB
Directions Served	L	>	>	R	R>	L	L	T	T
Maximum Queue (ft)	155	438	386	407	388	144	178	107	105
Average Queue (ft)	72	256	198	239	177	55	102	29	46
95th Queue (ft)	181	423	388	374	325	116	156	68	91
Link Distance (ft)		441	441	898	898			1204	1204
Upstream Blk Time (%)		4	2						
Queuing Penalty (veh)		0	0						
Storage Bay Dist (ft)	130					450	450		
Storage Blk Time (%)	0	56							
Queuing Penalty (veh)	0	30							

Intersection: 53: Constitution Wy & Mariner Sqaure Dr.

Movement	WB	NB	NB
Directions Served	R	T	R
Maximum Queue (ft)	301	389	32
Average Queue (ft)	115	66	1
95th Queue (ft)	292	237	23
Link Distance (ft)	406	452	452
Upstream Blk Time (%)	1	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 54: Constitution Way & Atlantic Ave.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	L	L	T	T	R	L
Maximum Queue (ft)	82	120	137	60	125	99	90	195	283	212	95	50
Average Queue (ft)	27	46	53	17	52	41	20	78	154	103	29	10
95th Queue (ft)	63	91	102	45	98	83	56	146	243	191	75	33
Link Distance (ft)		401	401		506	506			640	640		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	190			190			190	190			80	200
Storage Blk Time (%)								0	2	7	0	
Queuing Penalty (veh)								0	4	4	0	

Intersection: 54: Constitution Way & Atlantic Ave.

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	81	98	130	80
Average Queue (ft)	39	52	55	19
95th Queue (ft)	67	87	102	58
Link Distance (ft)	898	898	898	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				60
Storage Blk Time (%)			6	0
Queuing Penalty (veh)			2	0

Intersection: 55: Oak St & 7th St

Movement	EB	EB	EB	EB	NB	NB	NB	NB
Directions Served	LT	T	T	T	T	T	T	R
Maximum Queue (ft)	170	130	119	122	146	176	186	75
Average Queue (ft)	93	62	58	53	83	89	89	68
95th Queue (ft)	146	114	105	102	123	136	150	84
Link Distance (ft)	357	357	357	357	197	197	197	
Upstream Blk Time (%)						0	0	
Queuing Penalty (veh)						0	0	
Storage Bay Dist (ft)								50
Storage Blk Time (%)							12	12
Queuing Penalty (veh)							44	33

Intersection: 56: Oak St & 8th St

Movement	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	T	R	LT	T	T
Maximum Queue (ft)	319	236	145	76	108	76	56
Average Queue (ft)	218	141	38	54	54	26	11
95th Queue (ft)	299	231	109	79	90	58	40
Link Distance (ft)	312	312	312		250	250	250
Upstream Blk Time (%)	0						
Queuing Penalty (veh)	0						
Storage Bay Dist (ft)				50			
Storage Blk Time (%)			1	10			
Queuing Penalty (veh)			2	27			

Intersection: 86: Bend

Movement	EB	EB
Directions Served	T	
Maximum Queue (ft)	220	104
Average Queue (ft)	19	8
95th Queue (ft)	117	72
Link Distance (ft)	280	280
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 108: Brush St & I-980 off-ramp

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 302: Constitution Wy & Posey Tube

Movement	B307
Directions Served	T
Maximum Queue (ft)	252
Average Queue (ft)	13
95th Queue (ft)	129
Link Distance (ft)	388
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 313: Webster St.

Movement	NB	NB	SE
Directions Served	L	L	R
Maximum Queue (ft)	104	52	25
Average Queue (ft)	7	2	1
95th Queue (ft)	44	29	13
Link Distance (ft)	782	782	298
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 401:

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	82	26
Average Queue (ft)	10	1
95th Queue (ft)	47	12
Link Distance (ft)	94	94
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 517: Harrison Tunnel #2

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 522: Castro St

Movement	WB	WB	NB	NB
Directions Served	R	R	T	T
Maximum Queue (ft)	56	72	4	9
Average Queue (ft)	32	33	0	0
95th Queue (ft)	47	59	3	5
Link Distance (ft)	153	153	102	102
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 604: Jackson on #1/I-880 NB on-Ramp & 6th St #2 #3

Movement	WB	WB
Directions Served	T	R
Maximum Queue (ft)	398	404
Average Queue (ft)	332	329
95th Queue (ft)	473	504
Link Distance (ft)	314	314
Upstream Blk Time (%)	34	37
Queuing Penalty (veh)	342	368
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 605: I-880 NB on-Ramp & 6th St #2 #3/I-880 NB on-Ramp & 6th St #3 & #2

Movement	WB	SW	B75
Directions Served	T	R	T
Maximum Queue (ft)	181	568	384
Average Queue (ft)	74	382	169
95th Queue (ft)	174	697	473
Link Distance (ft)	122	459	421
Upstream Blk Time (%)	5	43	5
Queuing Penalty (veh)	57	355	40
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 610: Harrison St

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	12	20
Average Queue (ft)	0	1
95th Queue (ft)	8	10
Link Distance (ft)	440	440
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 901: 5th St & SB I-880 Off-Ramp

Movement	EB	EB	B518
Directions Served	T	T	T
Maximum Queue (ft)	493	535	869
Average Queue (ft)	112	161	109
95th Queue (ft)	369	466	717
Link Distance (ft)	462	462	1820
Upstream Blk Time (%)	0	6	1
Queuing Penalty (veh)	0	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1401: 6th St/#2 & Harrison Tunnel #2/#3

Movement	NB	NB	NE
Directions Served	T	TR	L
Maximum Queue (ft)	2476	2543	30
Average Queue (ft)	1262	1312	5
95th Queue (ft)	2818	2818	23
Link Distance (ft)	4375	4375	98
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 2919

P.M. PEAK HOUR

1: Broadway & 4th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	9.3	63.3	0.0	72.6
Denied Del/Veh (s)	0.1	182.9	486.9	0.0	226.9
Total Delay (hr)	1.0	10.9	10.8	0.6	23.2
Total Del/Veh (s)	45.7	228.5	109.3	4.9	81.5
Travel Dist (mi)	4.4	10.2	15.3	20.5	50.3
Travel Time (hr)	1.2	20.6	74.6	1.4	97.8
Vehicles Entered	81	167	345	420	1013
Vehicles Exited	81	159	346	420	1006
Hourly Exit Rate	81	159	346	420	1006
Input Volume	90	185	453	440	1168
% of Volume	90	86	76	95	86

2: 880 On Ramp & 880 SB Off Ramp #1 #3/Union St #3 & 5th St/5th St #1 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.2
Denied Del/Veh (s)	0.2	0.0	0.3	0.0	0.2
Total Delay (hr)	2.9	1.9	13.3	0.5	18.6
Total Del/Veh (s)	29.1	27.0	28.6	16.2	27.9
Travel Dist (mi)	24.9	32.4	511.3	4.6	573.2
Travel Time (hr)	3.8	3.2	31.4	0.8	39.2
Vehicles Entered	351	255	1636	105	2347
Vehicles Exited	352	256	1640	106	2354
Hourly Exit Rate	352	256	1640	106	2354
Input Volume	355	269	1643	111	2378
% of Volume	99	95	100	95	99

3: Adeline Street & 5th St #1 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.2	0.0	0.2
Denied Del/Veh (s)	0.0	0.0	2.0	0.0	0.3
Total Delay (hr)	7.4	1.3	2.7	1.5	12.8
Total Del/Veh (s)	21.2	19.3	28.3	30.2	23.0
Travel Dist (mi)	150.8	16.3	34.4	13.7	215.3
Travel Time (hr)	13.5	1.9	4.1	2.1	21.6
Vehicles Entered	1239	241	335	175	1990
Vehicles Exited	1235	241	335	175	1986
Hourly Exit Rate	1235	241	335	175	1986
Input Volume	1239	260	340	172	2011
% of Volume	100	93	99	102	99

4: Market St & 5th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	1.4	1.2	1.8	4.4
Total Del/Veh (s)	5.3	24.6	33.0	12.0
Travel Dist (mi)	29.8	5.2	10.2	45.2
Travel Time (hr)	2.4	1.4	2.2	6.1
Vehicles Entered	940	178	194	1312
Vehicles Exited	939	178	194	1311
Hourly Exit Rate	939	178	194	1311
Input Volume	941	190	208	1339
% of Volume	100	94	93	98

5: Brush St & 5th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Delay (hr)	3.0	0.1	1.8	4.9
Total Del/Veh (s)	10.8	4.2	11.9	11.0
Travel Dist (mi)	64.3	1.6	65.8	131.7
Travel Time (hr)	5.4	0.2	4.2	9.7
Vehicles Entered	1014	51	536	1601
Vehicles Exited	1013	51	529	1593
Hourly Exit Rate	1013	51	529	1593
Input Volume	1030	52	557	1639
% of Volume	98	98	95	97

6: Martin Luther King & 5th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0
Total Delay (hr)	4.0	1.5	0.4	5.9
Total Del/Veh (s)	9.9	23.8	18.5	12.1
Travel Dist (mi)	182.8	8.5	4.5	195.8
Travel Time (hr)	10.4	1.9	0.6	12.9
Vehicles Entered	1422	233	76	1731
Vehicles Exited	1420	233	76	1729
Hourly Exit Rate	1420	233	76	1729
Input Volume	1461	228	80	1769
% of Volume	97	102	95	98

7: 5th St #1 & Washington St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	2.0	43.8	0.0	45.9
Denied Del/Veh (s)	5.6	586.6	0.0	97.4
Total Delay (hr)	29.1	7.4	8.3	44.8
Total Del/Veh (s)	80.0	165.0	242.6	101.1
Travel Dist (mi)	168.4	5.2	6.2	179.7
Travel Time (hr)	36.9	51.4	8.5	96.9
Vehicles Entered	1300	157	121	1578
Vehicles Exited	1262	153	114	1529
Hourly Exit Rate	1262	153	114	1529
Input Volume	1344	274	173	1791
% of Volume	94	56	66	85

8: Broadway/#5 Broadway #3 & 5th St #1/I-880 NB on-ramp and 5th St & #10 #1 Almeda Tun Performan

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.1
Total Delay (hr)	27.3	11.0	9.8	48.1
Total Del/Veh (s)	73.3	78.6	39.7	63.4
Travel Dist (mi)	90.6	21.8	44.0	156.4
Travel Time (hr)	30.7	12.0	11.9	54.6
Vehicles Entered	1308	489	880	2677
Vehicles Exited	1306	488	880	2674
Hourly Exit Rate	1306	488	880	2674
Input Volume	1465	629	914	3008
% of Volume	89	78	96	89

9: Jackson St & 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	49.3	0.0	49.3
Denied Del/Veh (s)	0.0	418.3	0.0	106.8
Total Delay (hr)	8.4	8.1	1.2	17.7
Total Del/Veh (s)	28.2	87.4	24.8	40.3
Travel Dist (mi)	28.7	12.7	8.3	49.8
Travel Time (hr)	9.8	57.8	1.5	69.0
Vehicles Entered	1068	324	168	1560
Vehicles Exited	1063	325	171	1559
Hourly Exit Rate	1063	325	171	1559
Input Volume	1328	402	173	1903
% of Volume	80	81	99	82

10: Madison St & 5th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.7	1.1	2.8
Total Del/Veh (s)	11.3	4.9	7.5
Travel Dist (mi)	37.9	40.1	78.0
Travel Time (hr)	3.1	2.7	5.8
Vehicles Entered	535	792	1327
Vehicles Exited	537	792	1329
Hourly Exit Rate	537	792	1329
Input Volume	650	802	1452
% of Volume	83	99	92

11: Oak St & 5th St/I-880 SB On-Ramp Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	95.5	0.0	95.5
Denied Del/Veh (s)	0.0	519.9	0.0	182.7
Total Delay (hr)	3.0	8.4	0.1	11.5
Total Del/Veh (s)	9.3	60.5	5.2	23.9
Travel Dist (mi)	86.1	20.3	4.0	110.5
Travel Time (hr)	6.4	104.6	0.3	111.4
Vehicles Entered	1141	491	79	1711
Vehicles Exited	1142	491	79	1712
Hourly Exit Rate	1142	491	79	1712
Input Volume	1255	635	85	1975
% of Volume	91	77	93	87

12: Oak St/Oak St & 6th St #11/I-880 NB Off-ramp #11 & 6th St Performance by approach

Approach	WB	NB	SW	All
Denied Delay (hr)	0.4	0.0	0.0	0.4
Denied Del/Veh (s)	2.9	0.0	0.1	1.3
Total Delay (hr)	1.1	3.9	0.2	5.2
Total Del/Veh (s)	7.3	21.8	11.2	14.9
Travel Dist (mi)	90.4	30.0	1.4	121.8
Travel Time (hr)	5.0	5.1	0.3	10.4
Vehicles Entered	553	645	50	1248
Vehicles Exited	551	644	50	1245
Hourly Exit Rate	551	644	50	1245
Input Volume	565	772	50	1387
% of Volume	98	83	100	90

13: Madison St & 6th St /6th St #11 Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.6	2.6	3.2
Total Del/Veh (s)	11.6	9.6	9.9
Travel Dist (mi)	14.4	49.9	64.3
Travel Time (hr)	1.1	4.7	5.9
Vehicles Entered	181	989	1170
Vehicles Exited	181	989	1170
Hourly Exit Rate	181	989	1170
Input Volume	213	982	1195
% of Volume	85	101	98

14: Jackson St & I-880 NB on-Ramp & 6th S/6th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	2.1	10.9	2.3	15.3
Total Del/Veh (s)	20.0	63.5	13.7	34.5
Travel Dist (mi)	25.8	30.9	30.5	87.2
Travel Time (hr)	3.2	12.3	3.9	19.4
Vehicles Entered	378	610	593	1581
Vehicles Exited	377	612	594	1583
Hourly Exit Rate	377	612	594	1583
Input Volume	393	762	600	1755
% of Volume	96	80	99	90

15: #5 Broadway #3/Broadway #9 #3 & 6th St/#5 #9 I880 SB off-ramp Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	16.4	0.8	6.2	23.4
Total Del/Veh (s)	57.9	10.9	41.4	46.3
Travel Dist (mi)	149.7	13.6	29.9	193.1
Travel Time (hr)	22.8	1.3	7.3	31.3
Vehicles Entered	1003	258	528	1789
Vehicles Exited	987	260	528	1775
Hourly Exit Rate	987	260	528	1775
Input Volume	1033	335	544	1912
% of Volume	96	78	97	93

16: Washington St & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	6.8	0.5	5.2	12.5
Total Del/Veh (s)	156.4	21.2	183.9	132.1
Travel Dist (mi)	10.3	4.5	4.5	19.2
Travel Time (hr)	7.2	0.6	5.4	13.3
Vehicles Entered	153	82	102	337
Vehicles Exited	140	82	95	317
Hourly Exit Rate	140	82	95	317
Input Volume	165	147	143	455
% of Volume	85	56	66	70

17: Martin Luther King & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.3	0.1	0.6
Total Del/Veh (s)	7.0	4.7	3.3	5.0
Travel Dist (mi)	6.9	12.7	3.7	23.3
Travel Time (hr)	0.5	0.8	0.2	1.4
Vehicles Entered	106	214	77	397
Vehicles Exited	106	215	77	398
Hourly Exit Rate	106	215	77	398
Input Volume	141	207	79	427
% of Volume	75	104	97	93

18: Market St & 6th St/I-880 off-ramp Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.2	0.0	0.0	0.2
Denied Del/Veh (s)	1.9	0.0	0.0	1.0
Total Delay (hr)	2.2	0.2	0.3	2.6
Total Del/Veh (s)	18.0	3.4	5.1	11.9
Travel Dist (mi)	21.4	9.7	7.7	38.7
Travel Time (hr)	3.3	0.5	0.7	4.5
Vehicles Entered	433	171	184	788
Vehicles Exited	431	171	185	787
Hourly Exit Rate	431	171	185	787
Input Volume	445	178	199	822
% of Volume	97	96	93	96

19: Union St #3/Union St & 7th St #3 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.1	0.1
Total Delay (hr)	3.3	1.8	2.0	0.1	7.2
Total Del/Veh (s)	15.8	13.9	11.1	8.5	13.6
Travel Dist (mi)	76.2	54.9	33.0	2.4	166.4
Travel Time (hr)	5.9	3.7	3.7	0.2	13.6
Vehicles Entered	744	467	653	39	1903
Vehicles Exited	743	467	653	39	1902
Hourly Exit Rate	743	467	653	39	1902
Input Volume	728	487	663	46	1924
% of Volume	102	96	98	85	99

20: Adeline Street & 7th St #3 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	3.5	1.7	0.8	0.9	6.8
Total Del/Veh (s)	9.5	11.2	14.0	16.9	10.9
Travel Dist (mi)	145.1	148.6	16.3	11.8	321.8
Travel Time (hr)	8.9	6.9	1.5	1.4	18.7
Vehicles Entered	1304	523	200	192	2219
Vehicles Exited	1305	522	199	192	2218
Hourly Exit Rate	1305	522	199	192	2218
Input Volume	1302	558	209	186	2255
% of Volume	100	94	95	103	98

21: Market St & 7th St #3 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	2.1	0.2
Total Delay (hr)	4.4	0.9	2.5	1.3	9.2
Total Del/Veh (s)	11.2	8.5	24.5	23.1	13.8
Travel Dist (mi)	408.0	31.7	13.3	12.2	465.1
Travel Time (hr)	18.5	2.3	3.2	1.9	25.9
Vehicles Entered	1425	394	362	205	2386
Vehicles Exited	1411	391	364	206	2372
Hourly Exit Rate	1411	391	364	206	2372
Input Volume	1430	426	364	214	2434
% of Volume	99	92	100	96	97

22: Brush St & 7th St #3 Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.0	0.3	0.1
Total Delay (hr)	4.5	0.2	6.0	10.8
Total Del/Veh (s)	12.0	5.0	19.9	14.9
Travel Dist (mi)	114.6	15.8	75.7	206.1
Travel Time (hr)	8.5	1.0	9.0	18.5
Vehicles Entered	1342	165	1081	2588
Vehicles Exited	1333	164	1088	2585
Hourly Exit Rate	1333	164	1088	2585
Input Volume	1347	197	1106	2650
% of Volume	99	83	98	98

23: Castro St & 7th St #3 Performance by approach

Approach	EB	NB	SW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Delay (hr)	10.4	2.4	0.8	13.6
Total Del/Veh (s)	22.4	21.5	16.5	21.8
Travel Dist (mi)	156.0	13.3	9.2	178.6
Travel Time (hr)	16.2	2.9	1.4	20.4
Vehicles Entered	1657	402	166	2225
Vehicles Exited	1672	400	164	2236
Hourly Exit Rate	1672	400	164	2236
Input Volume	1669	415	193	2277
% of Volume	100	96	85	98

24: Martin Luther King & 7th St #3 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	3.6	0.5	0.4	4.5
Total Del/Veh (s)	10.1	13.0	10.5	10.4
Travel Dist (mi)	54.0	6.2	6.8	66.9
Travel Time (hr)	5.4	0.8	0.6	6.8
Vehicles Entered	1278	141	124	1543
Vehicles Exited	1272	141	123	1536
Hourly Exit Rate	1272	141	123	1536
Input Volume	1274	138	131	1543
% of Volume	100	102	94	100

25: Washington St & 7th St #3 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.6	0.0	0.0	0.6
Denied Del/Veh (s)	1.5	0.0	0.0	1.4
Total Delay (hr)	22.6	0.2	4.2	27.1
Total Del/Veh (s)	53.3	9.2	218.4	57.7
Travel Dist (mi)	295.9	4.1	3.3	303.3
Travel Time (hr)	33.4	0.4	4.4	38.2
Vehicles Entered	1514	91	69	1674
Vehicles Exited	1471	94	60	1625
Hourly Exit Rate	1471	94	60	1625
Input Volume	1520	141	101	1762
% of Volume	97	67	59	92

26: Broadway #9 #3/Broadway & 7th St #3/7th St #9 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	8.1	2.4	5.3	15.8
Total Del/Veh (s)	19.9	11.6	29.7	19.9
Travel Dist (mi)	93.5	39.6	32.7	165.8
Travel Time (hr)	11.3	4.6	6.5	22.4
Vehicles Entered	1442	738	635	2815
Vehicles Exited	1439	740	636	2815
Hourly Exit Rate	1439	740	636	2815
Input Volume	1503	832	646	2981
% of Volume	96	89	98	94

27: Webster St #8 #9 #12/Webster St #8 #12 & 7th St #9/7th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	9.6	3.1	12.7
Total Del/Veh (s)	19.7	10.5	16.2
Travel Dist (mi)	244.8	58.0	302.8
Travel Time (hr)	19.0	5.3	24.4
Vehicles Entered	1741	1068	2809
Vehicles Exited	1739	1069	2808
Hourly Exit Rate	1739	1069	2808
Input Volume	1856	1220	3076
% of Volume	94	88	91

28: NB Tunnel #2/NB Tunnel & 7th St Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.1	4.8	5.9
Total Del/Veh (s)	3.9	13.3	9.2
Travel Dist (mi)	73.2	64.1	137.3
Travel Time (hr)	3.7	7.3	11.0
Vehicles Entered	1024	1299	2323
Vehicles Exited	1024	1296	2320
Hourly Exit Rate	1024	1296	2320
Input Volume	1106	1306	2412
% of Volume	93	99	96

29: Jackson St & 7th St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.3	0.0
Total Delay (hr)	5.1	2.4	3.6	11.1
Total Del/Veh (s)	11.8	25.5	32.9	17.5
Travel Dist (mi)	201.9	16.6	41.1	259.6
Travel Time (hr)	12.5	3.1	5.1	20.7
Vehicles Entered	1553	332	389	2274
Vehicles Exited	1556	331	393	2280
Hourly Exit Rate	1556	331	393	2280
Input Volume	1637	402	385	2424
% of Volume	95	82	102	94

30: Madison St & 7th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.2	0.1
Total Delay (hr)	3.5	7.3	10.7
Total Del/Veh (s)	8.5	26.0	15.5
Travel Dist (mi)	102.9	108.3	211.2
Travel Time (hr)	7.3	11.1	18.4
Vehicles Entered	1476	995	2471
Vehicles Exited	1479	994	2473
Hourly Exit Rate	1479	994	2473
Input Volume	1572	983	2555
% of Volume	94	101	97

31: NB Tunnel & 8th St #12 Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.1
Total Delay (hr)	1.5	4.2	5.6
Total Del/Veh (s)	8.8	19.5	14.8
Travel Dist (mi)	36.2	42.1	78.3
Travel Time (hr)	2.8	5.8	8.5
Vehicles Entered	587	769	1356
Vehicles Exited	588	768	1356
Hourly Exit Rate	588	768	1356
Input Volume	599	775	1374
% of Volume	98	99	99

32: Webster St #8 #12/Webster St #8 & 8th St/8th St #12 Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	5.7	12.9	18.6
Total Del/Veh (s)	27.0	50.1	39.6
Travel Dist (mi)	54.8	38.7	93.4
Travel Time (hr)	7.9	14.4	22.3
Vehicles Entered	753	925	1678
Vehicles Exited	755	925	1680
Hourly Exit Rate	755	925	1680
Input Volume	772	1117	1889
% of Volume	98	83	89

33: Franklin St & 8th St Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0
Total Delay (hr)	3.4	1.3	4.7
Total Del/Veh (s)	19.9	31.7	22.2
Travel Dist (mi)	36.9	5.2	42.1
Travel Time (hr)	5.0	1.5	6.5
Vehicles Entered	610	148	758
Vehicles Exited	611	148	759
Hourly Exit Rate	611	148	759
Input Volume	669	162	831
% of Volume	91	91	91

34: Broadway & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	4.7	4.7
Denied Del/Veh (s)	0.0	0.0	26.5	11.0
Total Delay (hr)	2.1	1.6	4.4	8.1
Total Del/Veh (s)	16.4	13.4	25.2	19.2
Travel Dist (mi)	34.2	22.3	28.9	85.4
Travel Time (hr)	3.4	2.4	10.1	15.9
Vehicles Entered	460	430	623	1513
Vehicles Exited	459	429	619	1507
Hourly Exit Rate	459	429	619	1507
Input Volume	511	467	630	1608
% of Volume	90	92	98	94

35: Washington St & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	6.2	6.2
Denied Del/Veh (s)	0.0	0.0	218.1	38.0
Total Delay (hr)	3.1	0.2	3.7	7.0
Total Del/Veh (s)	26.7	9.3	165.5	43.9
Travel Dist (mi)	20.9	4.3	3.7	28.9
Travel Time (hr)	3.8	0.4	10.1	14.3
Vehicles Entered	407	81	81	569
Vehicles Exited	404	80	72	556
Hourly Exit Rate	404	80	72	556
Input Volume	460	117	103	680
% of Volume	88	68	70	82

36: Martin Luther King & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.8	0.3	0.3	1.5
Total Del/Veh (s)	7.8	10.5	7.0	8.1
Travel Dist (mi)	25.2	6.2	6.3	37.6
Travel Time (hr)	1.7	0.6	0.5	2.9
Vehicles Entered	381	113	151	645
Vehicles Exited	381	113	151	645
Hourly Exit Rate	381	113	151	645
Input Volume	448	113	156	717
% of Volume	85	100	97	90

37: Webster St #8 & 9th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.1	141.0	141.1
Denied Del/Veh (s)	0.6	401.4	318.3
Total Delay (hr)	4.9	37.2	42.0
Total Del/Veh (s)	51.9	128.2	109.6
Travel Dist (mi)	12.5	91.2	103.7
Travel Time (hr)	5.4	181.5	186.9
Vehicles Entered	331	1006	1337
Vehicles Exited	332	1000	1332
Hourly Exit Rate	332	1000	1332
Input Volume	327	1234	1561
% of Volume	102	81	85

38: Brush St & I-980 On-Ramp & 11 St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	2.2	3.2	5.4
Total Del/Veh (s)	29.9	6.6	9.6
Travel Dist (mi)	13.1	109.1	122.2
Travel Time (hr)	2.7	8.5	11.2
Vehicles Entered	258	1737	1995
Vehicles Exited	260	1729	1989
Hourly Exit Rate	260	1729	1989
Input Volume	261	1733	1994
% of Volume	100	100	100

39: I-980 Off Ramp & Castro St & 11 St Performance by approach

Approach	EB	NB	NW	All
Denied Delay (hr)	0.0	0.0	337.0	337.0
Denied Del/Veh (s)	0.0	0.1	941.9	607.2
Total Delay (hr)	5.3	1.0	10.3	16.7
Total Del/Veh (s)	30.7	37.8	50.6	41.2
Travel Dist (mi)	54.4	4.7	32.5	91.6
Travel Time (hr)	7.4	1.2	349.0	357.6
Vehicles Entered	612	98	724	1434
Vehicles Exited	618	99	724	1441
Hourly Exit Rate	618	99	724	1441
Input Volume	632	103	1184	1919
% of Volume	98	96	61	75

40: Webster St #8 & 11th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1
Total Delay (hr)	2.2	5.8	8.0
Total Del/Veh (s)	8.0	24.6	15.7
Travel Dist (mi)	58.9	47.3	106.2
Travel Time (hr)	4.3	7.6	11.9
Vehicles Entered	977	837	1814
Vehicles Exited	976	839	1815
Hourly Exit Rate	976	839	1815
Input Volume	966	842	1808
% of Volume	101	100	100

41: NB Tunnel & 11th St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	1.2	4.0	0.8	6.0
Total Del/Veh (s)	4.4	21.9	20.4	12.2
Travel Dist (mi)	66.2	12.1	8.1	86.3
Travel Time (hr)	3.6	4.6	1.1	9.3
Vehicles Entered	971	658	142	1771
Vehicles Exited	970	657	142	1769
Hourly Exit Rate	970	657	142	1769
Input Volume	978	657	142	1777
% of Volume	99	100	100	100

42: NB Tunnel & 12th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.1	0.1
Total Delay (hr)	1.4	5.0	0.5	6.9
Total Del/Veh (s)	8.1	34.1	10.8	19.0
Travel Dist (mi)	39.1	30.5	7.2	76.7
Travel Time (hr)	2.8	6.2	0.8	9.7
Vehicles Entered	615	521	161	1297
Vehicles Exited	615	523	162	1300
Hourly Exit Rate	615	523	162	1300
Input Volume	623	519	163	1305
% of Volume	99	101	99	100

43: Webster St #8 & 12th St Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.1
Total Delay (hr)	1.1	3.2	4.3
Total Del/Veh (s)	5.3	15.2	10.4
Travel Dist (mi)	49.3	34.7	84.0
Travel Time (hr)	3.0	4.5	7.5
Vehicles Entered	714	759	1473
Vehicles Exited	715	758	1473
Hourly Exit Rate	715	758	1473
Input Volume	726	761	1487
% of Volume	98	100	99

44: Castro St & 12th St & I-980 on-ramp Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.1
Total Delay (hr)	5.8	2.5	8.3
Total Del/Veh (s)	25.0	10.5	17.6
Travel Dist (mi)	43.0	56.0	99.0
Travel Time (hr)	7.7	6.1	13.9
Vehicles Entered	818	858	1676
Vehicles Exited	827	857	1684
Hourly Exit Rate	827	857	1684
Input Volume	828	1303	2131
% of Volume	100	66	79

45: Brush St & 12th St & I-980 off-ramp Performance by approach

Approach	EB	WB	SB	SW	All
Denied Delay (hr)	0.0	0.0	0.0	0.3	0.3
Denied Del/Veh (s)	0.1	0.0	0.1	0.7	0.5
Total Delay (hr)	0.0	1.1	3.5	27.5	32.1
Total Del/Veh (s)	17.5	18.1	29.7	74.6	58.6
Travel Dist (mi)	0.1	20.5	37.7	336.1	394.4
Travel Time (hr)	0.0	1.9	4.8	39.7	46.4
Vehicles Entered	1	228	414	1294	1937
Vehicles Exited	1	224	412	1293	1930
Hourly Exit Rate	1	224	412	1293	1930
Input Volume	1	242	407	1292	1942
% of Volume	100	93	101	100	99

46: Brush St & 17th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	2.1	1.5	3.6
Total Del/Veh (s)	27.4	4.1	8.2
Travel Dist (mi)	14.2	74.1	88.4
Travel Time (hr)	2.7	4.4	7.0
Vehicles Entered	269	1293	1562
Vehicles Exited	276	1292	1568
Hourly Exit Rate	276	1292	1568
Input Volume	268	1309	1577
% of Volume	103	99	99

47: Castro St & 17th St Performance by approach

Approach	EB	NB	NE	All
Denied Delay (hr)	0.0	0.9	4.4	5.3
Denied Del/Veh (s)	0.0	3.4	35.2	9.8
Total Delay (hr)	3.7	14.0	7.5	25.2
Total Del/Veh (s)	22.9	54.7	60.2	46.5
Travel Dist (mi)	42.7	75.1	19.6	137.5
Travel Time (hr)	5.4	17.4	12.8	35.7
Vehicles Entered	577	908	442	1927
Vehicles Exited	577	905	442	1924
Hourly Exit Rate	577	905	442	1924
Input Volume	566	920	454	1940
% of Volume	102	98	97	99

48: Castro St & 18th St & I-980 on-ramp Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	4.1	2.5	6.7
Total Del/Veh (s)	30.6	6.4	12.6
Travel Dist (mi)	23.3	87.9	111.2
Travel Time (hr)	5.2	6.3	11.5
Vehicles Entered	476	1413	1889
Vehicles Exited	483	1415	1898
Hourly Exit Rate	483	1415	1898
Input Volume	485	1436	1921
% of Volume	100	99	99

49: Brush St & 18th St Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.3	0.3
Denied Del/Veh (s)	0.0	0.7	0.6
Total Delay (hr)	1.5	1.4	2.8
Total Del/Veh (s)	20.2	3.7	6.4
Travel Dist (mi)	20.6	13.7	34.3
Travel Time (hr)	2.3	2.2	4.4
Vehicles Entered	260	1320	1580
Vehicles Exited	261	1314	1575
Hourly Exit Rate	261	1314	1575
Input Volume	270	1324	1594
% of Volume	97	99	99

50: Webster St. & Atlantic Ave. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.2	0.0	0.2	0.0	0.4
Denied Del/Veh (s)	1.2	0.1	1.3	0.0	0.5
Total Delay (hr)	3.7	2.9	4.0	6.3	16.9
Total Del/Veh (s)	25.1	26.5	23.2	18.3	21.8
Travel Dist (mi)	39.5	35.1	50.9	191.7	317.2
Travel Time (hr)	5.6	4.5	6.3	15.7	32.1
Vehicles Entered	526	393	609	1217	2745
Vehicles Exited	527	391	611	1219	2748
Hourly Exit Rate	527	391	611	1219	2748
Input Volume	528	399	611	1236	2774
% of Volume	100	98	100	99	99

51: Webster St. Performance by approach

Approach	EB	WB	NB	SE	All
Denied Delay (hr)	0.2	0.0	0.0	0.6	0.8
Denied Del/Veh (s)	1.1	0.2	0.0	1.2	0.9
Total Delay (hr)	4.8	0.0	3.2	6.4	14.4
Total Del/Veh (s)	28.4	2.2	15.4	12.9	16.4
Travel Dist (mi)	78.5	0.1	55.1	317.4	451.0
Travel Time (hr)	7.9	0.0	5.9	20.4	34.2
Vehicles Entered	600	19	745	1763	3127
Vehicles Exited	601	19	742	1758	3120
Hourly Exit Rate	601	19	742	1758	3120
Input Volume	595	16	750	1786	3147
% of Volume	101	119	99	98	99

52: Constitution Way & Marina Village Pkwy & Constitution Wy Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.2	0.0	0.3	0.5
Denied Del/Veh (s)	1.4	0.0	0.7	0.6
Total Delay (hr)	3.9	2.3	4.5	10.8
Total Del/Veh (s)	26.9	12.5	10.7	14.2
Travel Dist (mi)	43.9	113.7	345.3	503.0
Travel Time (hr)	6.1	7.1	18.9	32.1
Vehicles Entered	515	668	1513	2696
Vehicles Exited	514	667	1511	2692
Hourly Exit Rate	514	667	1511	2692
Input Volume	523	685	1517	2725
% of Volume	98	97	100	99

53: Constitution Wy & Mariner Sqaure Dr. Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.1
Total Delay (hr)	0.6	0.4	1.0
Total Del/Veh (s)	8.2	1.8	3.2
Travel Dist (mi)	16.1	86.5	102.6
Travel Time (hr)	1.3	4.4	5.7
Vehicles Entered	257	886	1143
Vehicles Exited	258	889	1147
Hourly Exit Rate	258	889	1147
Input Volume	251	914	1165
% of Volume	103	97	98

54: Constitution Way & Atlantic Ave. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.1	0.0	0.3
Denied Del/Veh (s)	0.0	0.9	0.9	0.0	0.3
Total Delay (hr)	1.6	1.4	2.8	8.8	14.5
Total Del/Veh (s)	13.7	13.2	15.9	22.9	18.7
Travel Dist (mi)	37.4	36.0	75.8	244.5	393.7
Travel Time (hr)	3.3	3.0	6.0	18.9	31.2
Vehicles Entered	417	369	621	1363	2770
Vehicles Exited	416	366	625	1363	2770
Hourly Exit Rate	416	366	625	1363	2770
Input Volume	427	364	651	1371	2813
% of Volume	97	101	96	99	98

55: Oak St & 7th St Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	5.5	3.5	9.0
Total Del/Veh (s)	13.3	12.7	13.1
Travel Dist (mi)	116.8	52.7	169.5
Travel Time (hr)	9.6	6.3	16.0
Vehicles Entered	1483	986	2469
Vehicles Exited	1475	990	2465
Hourly Exit Rate	1475	990	2465
Input Volume	1572	1090	2662
% of Volume	94	91	93

56: Oak St & 8th St Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.1
Denied Del/Veh (s)	0.7	0.0	0.3
Total Delay (hr)	3.1	0.9	4.0
Total Del/Veh (s)	15.7	5.2	10.8
Travel Dist (mi)	41.5	38.1	79.5
Travel Time (hr)	4.7	2.3	7.0
Vehicles Entered	700	625	1325
Vehicles Exited	700	625	1325
Hourly Exit Rate	700	625	1325
Input Volume	696	690	1386
% of Volume	101	91	96

57: 5th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.1	0.0
Total Delay (hr)	3.8	0.0	0.1	4.0
Total Del/Veh (s)	11.3	13.3	33.0	11.5
Travel Dist (mi)	82.7	0.2	0.4	83.3
Travel Time (hr)	6.7	0.1	0.1	6.8
Vehicles Entered	1214	11	11	1236
Vehicles Exited	1213	11	11	1235
Hourly Exit Rate	1213	11	11	1235
Input Volume	1252	10	10	1272
% of Volume	97	110	110	97

58: Webster Tube #10 #9/Tube #9 #8 #12 & Almda Tunn #10 #1 Performance by approach

Approach	SB	SE	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.7	1.0	1.7
Total Del/Veh (s)	1.4	2.6	1.9
Travel Dist (mi)	95.4	178.1	273.5
Travel Time (hr)	3.9	7.1	10.9
Vehicles Entered	1709	1409	3118
Vehicles Exited	1709	1408	3117
Hourly Exit Rate	1709	1408	3117
Input Volume	1895	1577	3472
% of Volume	90	89	90

59: NB Tunnel /NB Tunnel Performance by approach

Approach	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.4	0.0	0.4
Total Del/Veh (s)	2.3	0.3	2.0
Travel Dist (mi)	61.2	3.1	64.2
Travel Time (hr)	2.6	0.2	2.8
Vehicles Entered	657	108	765
Vehicles Exited	659	108	767
Hourly Exit Rate	659	108	767
Input Volume	657	103	760
% of Volume	100	105	101

60: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Travel Dist (mi)	12.9	12.9
Travel Time (hr)	0.7	0.7
Vehicles Entered	204	204
Vehicles Exited	204	204
Hourly Exit Rate	204	204
Input Volume	211	211
% of Volume	97	97

61: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.3	1.3
Travel Dist (mi)	6.7	6.7
Travel Time (hr)	0.3	0.3
Vehicles Entered	86	86
Vehicles Exited	86	86
Hourly Exit Rate	86	86
Input Volume	95	95
% of Volume	91	91

62: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	2.9	2.9
Travel Dist (mi)	6.1	6.1
Travel Time (hr)	0.4	0.4
Vehicles Entered	140	140
Vehicles Exited	140	140
Hourly Exit Rate	140	140
Input Volume	180	180
% of Volume	78	78

63: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Travel Dist (mi)	25.6	25.6
Travel Time (hr)	1.0	1.0
Vehicles Entered	237	237
Vehicles Exited	238	238
Hourly Exit Rate	238	238
Input Volume	321	321
% of Volume	74	74

64: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Travel Dist (mi)	6.9	6.9
Travel Time (hr)	0.5	0.5
Vehicles Entered	251	251
Vehicles Exited	251	251
Hourly Exit Rate	251	251
Input Volume	283	283
% of Volume	89	89

65: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Travel Dist (mi)	1.8	1.8
Travel Time (hr)	0.2	0.2
Vehicles Entered	108	108
Vehicles Exited	108	108
Hourly Exit Rate	108	108
Input Volume	103	103
% of Volume	105	105

66: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.3	1.3
Travel Dist (mi)	5.6	5.6
Travel Time (hr)	0.2	0.2
Vehicles Entered	101	101
Vehicles Exited	101	101
Hourly Exit Rate	101	101
Input Volume	109	109
% of Volume	93	93

67: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.0	0.0
Travel Dist (mi)	0.7	0.7
Travel Time (hr)	0.0	0.0
Vehicles Entered	50	50
Vehicles Exited	50	50
Hourly Exit Rate	50	50
Input Volume	50	50
% of Volume	100	100

68: Bend Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	2.9	2.9
Travel Time (hr)	0.1	0.1
Vehicles Entered	50	50
Vehicles Exited	50	50
Hourly Exit Rate	50	50
Input Volume	50	50
% of Volume	100	100

70: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.0	0.0
Travel Dist (mi)	4.9	4.9
Travel Time (hr)	0.2	0.2
Vehicles Entered	128	128
Vehicles Exited	128	128
Hourly Exit Rate	128	128
Input Volume	132	132
% of Volume	97	97

71: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.2	1.2
Travel Dist (mi)	27.5	27.5
Travel Time (hr)	1.2	1.2
Vehicles Entered	347	347
Vehicles Exited	348	348
Hourly Exit Rate	348	348
Input Volume	355	355
% of Volume	98	98

72: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.1	1.1
Travel Dist (mi)	27.9	27.9
Travel Time (hr)	1.2	1.2
Vehicles Entered	464	464
Vehicles Exited	463	463
Hourly Exit Rate	463	463
Input Volume	502	502
% of Volume	92	92

76: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	16.6	16.6
Travel Time (hr)	0.8	0.8
Vehicles Entered	299	299
Vehicles Exited	299	299
Hourly Exit Rate	299	299
Input Volume	320	320
% of Volume	93	93

78: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	65.8	65.8
Travel Time (hr)	3.9	3.9
Vehicles Entered	1219	1219
Vehicles Exited	1215	1215
Hourly Exit Rate	1215	1215
Input Volume	1567	1567
% of Volume	78	78

79: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.8	0.8
Travel Dist (mi)	46.0	46.0
Travel Time (hr)	1.9	1.9
Vehicles Entered	589	589
Vehicles Exited	591	591
Hourly Exit Rate	591	591
Input Volume	657	657
% of Volume	90	90

80: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.5	0.5
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	126.5	126.5
Travel Time (hr)	5.2	5.2
Vehicles Entered	1800	1800
Vehicles Exited	1806	1806
Hourly Exit Rate	1806	1806
Input Volume	1929	1929
% of Volume	94	94

81: 5th St #1 Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.3	0.1	1.4
Total Del/Veh (s)	3.4	1.7	3.1
Travel Dist (mi)	111.7	52.3	164.0
Travel Time (hr)	5.4	1.9	7.3
Vehicles Entered	1343	232	1575
Vehicles Exited	1348	233	1581
Hourly Exit Rate	1348	233	1581
Input Volume	1345	252	1597
% of Volume	100	92	99

82: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.6	0.6
Total Del/Veh (s)	1.6	1.6
Travel Dist (mi)	194.9	194.9
Travel Time (hr)	8.7	8.7
Vehicles Entered	1404	1404
Vehicles Exited	1406	1406
Hourly Exit Rate	1406	1406
Input Volume	1414	1414
% of Volume	99	99

83: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	15.1	15.1
Travel Time (hr)	0.7	0.7
Vehicles Entered	201	201
Vehicles Exited	200	200
Hourly Exit Rate	200	200
Input Volume	214	214
% of Volume	93	93

86: #10 #1 Almeda Tun/Almda Tunn #10 #1 Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.7	1.7
Total Del/Veh (s)	4.2	4.2
Travel Dist (mi)	36.3	36.3
Travel Time (hr)	3.7	3.7
Vehicles Entered	1414	1414
Vehicles Exited	1414	1414
Hourly Exit Rate	1414	1414
Input Volume	1584	1584
% of Volume	89	89

88: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	4.0	4.0
Travel Dist (mi)	26.2	26.2
Travel Time (hr)	1.5	1.5
Vehicles Entered	282	282
Vehicles Exited	281	281
Hourly Exit Rate	281	281
Input Volume	305	305
% of Volume	92	92

89: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.6	0.6
Travel Dist (mi)	48.7	48.7
Travel Time (hr)	1.7	1.7
Vehicles Entered	494	494
Vehicles Exited	494	494
Hourly Exit Rate	494	494
Input Volume	506	506
% of Volume	98	98

91: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	9.8	9.8
Travel Time (hr)	0.4	0.4
Vehicles Entered	188	188
Vehicles Exited	188	188
Hourly Exit Rate	188	188
Input Volume	197	197
% of Volume	95	95

92: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.5	0.5
Travel Dist (mi)	33.6	33.6
Travel Time (hr)	1.3	1.3
Vehicles Entered	642	642
Vehicles Exited	637	637
Hourly Exit Rate	637	637
Input Volume	697	697
% of Volume	91	91

93: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.2	1.2
Travel Dist (mi)	49.9	49.9
Travel Time (hr)	2.0	2.0
Vehicles Entered	683	683
Vehicles Exited	688	688
Hourly Exit Rate	688	688
Input Volume	689	689
% of Volume	100	100

96: Bend Performance by approach

Approach	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.9	0.0	0.9
Total Del/Veh (s)	4.9	1.3	4.4
Travel Dist (mi)	17.1	2.3	19.4
Travel Time (hr)	1.5	0.1	1.6
Vehicles Entered	659	109	768
Vehicles Exited	658	108	766
Hourly Exit Rate	658	108	766
Input Volume	657	103	760
% of Volume	100	105	101

97: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.1	1.1
Travel Dist (mi)	47.0	47.0
Travel Time (hr)	1.7	1.7
Vehicles Entered	407	407
Vehicles Exited	406	406
Hourly Exit Rate	406	406
Input Volume	420	420
% of Volume	97	97

99: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	38.4	38.4
Travel Time (hr)	1.4	1.4
Vehicles Entered	564	564
Vehicles Exited	563	563
Hourly Exit Rate	563	563
Input Volume	559	559
% of Volume	101	101

101: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	69.2	69.2
Travel Time (hr)	3.5	3.5
Vehicles Entered	1075	1075
Vehicles Exited	1075	1075
Hourly Exit Rate	1075	1075
Input Volume	1092	1092
% of Volume	98	98

104: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.4	1.4
Travel Dist (mi)	19.3	19.3
Travel Time (hr)	0.8	0.8
Vehicles Entered	176	176
Vehicles Exited	176	176
Hourly Exit Rate	176	176
Input Volume	169	169
% of Volume	104	104

105: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.1	1.1
Travel Dist (mi)	69.7	69.7
Travel Time (hr)	2.8	2.8
Vehicles Entered	885	885
Vehicles Exited	886	886
Hourly Exit Rate	886	886
Input Volume	1006	1006
% of Volume	88	88

106: Bend Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	8.9	8.9
Travel Time (hr)	0.5	0.5
Vehicles Entered	408	408
Vehicles Exited	408	408
Hourly Exit Rate	408	408
Input Volume	460	460
% of Volume	89	89

107: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Travel Dist (mi)	9.2	9.2
Travel Time (hr)	0.4	0.4
Vehicles Entered	182	182
Vehicles Exited	182	182
Hourly Exit Rate	182	182
Input Volume	196	196
% of Volume	93	93

109: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.7	1.7
Travel Dist (mi)	24.7	24.7
Travel Time (hr)	1.0	1.0
Vehicles Entered	209	209
Vehicles Exited	209	209
Hourly Exit Rate	209	209
Input Volume	252	252
% of Volume	83	83

111: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	7.6	7.6
Travel Time (hr)	0.3	0.3
Vehicles Entered	176	176
Vehicles Exited	176	176
Hourly Exit Rate	176	176
Input Volume	185	185
% of Volume	95	95

113: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	25.0	25.0
Travel Time (hr)	1.0	1.0
Vehicles Entered	192	192
Vehicles Exited	192	192
Hourly Exit Rate	192	192
Input Volume	210	210
% of Volume	91	91

114: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	6.8	6.8
Travel Time (hr)	0.3	0.3
Vehicles Entered	88	88
Vehicles Exited	88	88
Hourly Exit Rate	88	88
Input Volume	93	93
% of Volume	95	95

117: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Travel Dist (mi)	39.3	39.3
Travel Time (hr)	1.8	1.8
Vehicles Entered	496	496
Vehicles Exited	495	495
Hourly Exit Rate	495	495
Input Volume	504	504
% of Volume	98	98

118: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	76.7	76.7
Travel Time (hr)	2.9	2.9
Vehicles Entered	1125	1125
Vehicles Exited	1126	1126
Hourly Exit Rate	1126	1126
Input Volume	1110	1110
% of Volume	101	101

120: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.4	1.4
Travel Dist (mi)	39.4	39.4
Travel Time (hr)	1.7	1.7
Vehicles Entered	581	581
Vehicles Exited	581	581
Hourly Exit Rate	581	581
Input Volume	616	616
% of Volume	94	94

121: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Travel Dist (mi)	2.7	2.7
Travel Time (hr)	0.1	0.1
Vehicles Entered	48	48
Vehicles Exited	48	48
Hourly Exit Rate	48	48
Input Volume	41	41
% of Volume	117	117

122: Bend Performance by approach

Approach	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1
Total Delay (hr)	0.0	0.0	0.1
Total Del/Veh (s)	0.8	1.0	0.9
Travel Dist (mi)	5.1	3.9	9.0
Travel Time (hr)	0.2	0.2	0.4
Vehicles Entered	178	128	306
Vehicles Exited	178	128	306
Hourly Exit Rate	178	128	306
Input Volume	190	132	322
% of Volume	94	97	95

123: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	6.4	6.4
Travel Time (hr)	0.3	0.3
Vehicles Entered	110	110
Vehicles Exited	110	110
Hourly Exit Rate	110	110
Input Volume	132	132
% of Volume	83	83

124: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.2	1.2
Travel Dist (mi)	33.7	33.7
Travel Time (hr)	1.4	1.4
Vehicles Entered	512	512
Vehicles Exited	519	519
Hourly Exit Rate	519	519
Input Volume	505	505
% of Volume	103	103

126: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	20.1	20.1
Travel Time (hr)	0.9	0.9
Vehicles Entered	282	282
Vehicles Exited	281	281
Hourly Exit Rate	281	281
Input Volume	285	285
% of Volume	99	99

134: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.5	1.5
Travel Dist (mi)	26.0	26.0
Travel Time (hr)	1.1	1.1
Vehicles Entered	444	444
Vehicles Exited	444	444
Hourly Exit Rate	444	444
Input Volume	438	438
% of Volume	101	101

135: Bend Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	2.9	2.9
Total Del/Veh (s)	6.0	6.0
Travel Dist (mi)	94.8	94.8
Travel Time (hr)	6.9	6.9
Vehicles Entered	1707	1707
Vehicles Exited	1709	1709
Hourly Exit Rate	1709	1709
Input Volume	1895	1895
% of Volume	90	90

137: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.7	0.7
Travel Dist (mi)	48.0	48.0
Travel Time (hr)	1.9	1.9
Vehicles Entered	637	637
Vehicles Exited	637	637
Hourly Exit Rate	637	637
Input Volume	645	645
% of Volume	99	99

139: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.3	1.3
Total Del/Veh (s)	1.5	1.5
Travel Dist (mi)	332.1	332.1
Travel Time (hr)	9.6	9.6
Vehicles Entered	3117	3117
Vehicles Exited	3119	3119
Hourly Exit Rate	3119	3119
Input Volume	3472	3472
% of Volume	90	90

140: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	23.8	23.8
Travel Time (hr)	1.0	1.0
Vehicles Entered	202	202
Vehicles Exited	202	202
Hourly Exit Rate	202	202
Input Volume	201	201
% of Volume	100	100

142: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	0.8	0.8
Travel Dist (mi)	85.0	85.0
Travel Time (hr)	3.3	3.3
Vehicles Entered	1137	1137
Vehicles Exited	1131	1131
Hourly Exit Rate	1131	1131
Input Volume	1154	1154
% of Volume	98	98

147: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	18.6	18.6
Travel Time (hr)	0.7	0.7
Vehicles Entered	163	163
Vehicles Exited	164	164
Hourly Exit Rate	164	164
Input Volume	190	190
% of Volume	86	86

151: Bend Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.5	1.5
Travel Dist (mi)	67.5	67.5
Travel Time (hr)	4.8	4.8
Vehicles Entered	693	693
Vehicles Exited	694	694
Hourly Exit Rate	694	694
Input Volume	700	700
% of Volume	99	99

153: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Travel Dist (mi)	4.8	4.8
Travel Time (hr)	0.2	0.2
Vehicles Entered	272	272
Vehicles Exited	272	272
Hourly Exit Rate	272	272
Input Volume	281	281
% of Volume	97	97

154: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	0.7	0.7
Travel Dist (mi)	31.5	31.5
Travel Time (hr)	1.5	1.5
Vehicles Entered	1507	1507
Vehicles Exited	1507	1507
Hourly Exit Rate	1507	1507
Input Volume	1600	1600
% of Volume	94	94

155: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.6	1.6
Travel Dist (mi)	0.2	0.2
Travel Time (hr)	0.0	0.0
Vehicles Entered	7	7
Vehicles Exited	7	7
Hourly Exit Rate	7	7
Input Volume	8	8
% of Volume	88	88

202: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.8	1.8
Travel Dist (mi)	0.3	0.3
Travel Time (hr)	0.0	0.0
Vehicles Entered	6	6
Vehicles Exited	6	6
Hourly Exit Rate	6	6
Input Volume	7	7
% of Volume	86	86

203: Bend Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.1	1.1
Travel Dist (mi)	74.9	74.9
Travel Time (hr)	2.8	2.8
Vehicles Entered	943	943
Vehicles Exited	942	942
Hourly Exit Rate	942	942
Input Volume	941	941
% of Volume	100	100

204: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Travel Dist (mi)	24.4	24.4
Travel Time (hr)	1.1	1.1
Vehicles Entered	396	396
Vehicles Exited	397	397
Hourly Exit Rate	397	397
Input Volume	391	391
% of Volume	102	102

205: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	26.6	26.6
Travel Time (hr)	1.1	1.1
Vehicles Entered	407	407
Vehicles Exited	407	407
Hourly Exit Rate	407	407
Input Volume	445	445
% of Volume	91	91

222: Bend Performance by approach

Approach	WB	All
Denied Delay (hr)	9.0	9.0
Denied Del/Veh (s)	31.0	31.0
Total Delay (hr)	2.8	2.8
Total Del/Veh (s)	10.1	10.1
Travel Dist (mi)	170.4	170.4
Travel Time (hr)	18.7	18.7
Vehicles Entered	1010	1010
Vehicles Exited	1003	1003
Hourly Exit Rate	1003	1003
Input Volume	1033	1033
% of Volume	97	97

300: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.1	1.1
Total Del/Veh (s)	1.9	1.9
Travel Dist (mi)	389.8	389.8
Travel Time (hr)	18.1	18.1
Vehicles Entered	2056	2056
Vehicles Exited	2056	2056
Hourly Exit Rate	2056	2056
Input Volume	2075	2075
% of Volume	99	99

301: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Travel Dist (mi)	11.5	11.5
Travel Time (hr)	0.6	0.6
Vehicles Entered	128	128
Vehicles Exited	129	129
Hourly Exit Rate	129	129
Input Volume	126	126
% of Volume	102	102

302: Constitution Wy & Posey Tube Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	2.2	0.1	2.3
Total Del/Veh (s)	7.6	0.3	4.0
Travel Dist (mi)	84.6	32.1	116.7
Travel Time (hr)	6.2	1.4	7.6
Vehicles Entered	1041	1056	2097
Vehicles Exited	1041	1055	2096
Hourly Exit Rate	1041	1055	2096
Input Volume	1062	1051	2113
% of Volume	98	100	99

305: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.2	1.2
Total Del/Veh (s)	5.0	5.0
Travel Dist (mi)	124.9	124.9
Travel Time (hr)	6.2	6.2
Vehicles Entered	893	893
Vehicles Exited	894	894
Hourly Exit Rate	894	894
Input Volume	905	905
% of Volume	99	99

307: Bend Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.5	0.5
Total Del/Veh (s)	1.8	1.8
Travel Dist (mi)	104.3	104.3
Travel Time (hr)	5.1	5.1
Vehicles Entered	1047	1047
Vehicles Exited	1047	1047
Hourly Exit Rate	1047	1047
Input Volume	1042	1042
% of Volume	100	100

308: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.6	0.6
Travel Dist (mi)	51.8	51.8
Travel Time (hr)	2.5	2.5
Vehicles Entered	503	503
Vehicles Exited	503	503
Hourly Exit Rate	503	503
Input Volume	509	509
% of Volume	99	99

310: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.1	1.1
Travel Dist (mi)	37.5	37.5
Travel Time (hr)	1.7	1.7
Vehicles Entered	318	318
Vehicles Exited	320	320
Hourly Exit Rate	320	320
Input Volume	328	328
% of Volume	98	98

311: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.4	0.4
Total Del/Veh (s)	2.4	2.4
Travel Dist (mi)	55.8	55.8
Travel Time (hr)	3.0	3.0
Vehicles Entered	625	625
Vehicles Exited	626	626
Hourly Exit Rate	626	626
Input Volume	635	635
% of Volume	99	99

312: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.1	1.1
Travel Dist (mi)	95.9	95.9
Travel Time (hr)	4.3	4.3
Vehicles Entered	959	959
Vehicles Exited	959	959
Hourly Exit Rate	959	959
Input Volume	957	957
% of Volume	100	100

313: Webster St. Performance by approach

Approach	NB	SE	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.4	0.5	1.0
Total Del/Veh (s)	2.1	1.7	1.8
Travel Dist (mi)	122.9	95.2	218.1
Travel Time (hr)	5.7	6.9	12.6
Vehicles Entered	763	1180	1943
Vehicles Exited	765	1181	1946
Hourly Exit Rate	765	1181	1946
Input Volume	771	1200	1971
% of Volume	99	98	99

401: 5th St #1 Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	92.6	92.6
Travel Time (hr)	3.4	3.4
Vehicles Entered	942	942
Vehicles Exited	941	941
Hourly Exit Rate	941	941
Input Volume	941	941
% of Volume	100	100

500: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.7	0.7
Travel Dist (mi)	19.6	19.6
Travel Time (hr)	1.0	1.0
Vehicles Entered	412	412
Vehicles Exited	413	413
Hourly Exit Rate	413	413
Input Volume	491	491
% of Volume	84	84

513: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.6	0.6
Travel Dist (mi)	20.2	20.2
Travel Time (hr)	0.8	0.8
Vehicles Entered	371	371
Vehicles Exited	370	370
Hourly Exit Rate	370	370
Input Volume	382	382
% of Volume	97	97

514: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	6.5	6.5
Travel Dist (mi)	3.8	3.8
Travel Time (hr)	0.3	0.3
Vehicles Entered	59	59
Vehicles Exited	59	59
Hourly Exit Rate	59	59
Input Volume	61	61
% of Volume	97	97

517: NB Tunnel #2 Performance by approach

Approach	NB	NW	All
Denied Delay (hr)	0.1	0.0	0.1
Denied Del/Veh (s)	0.2	0.2	0.2
Total Delay (hr)	0.1	0.1	0.2
Total Del/Veh (s)	0.5	0.4	0.4
Travel Dist (mi)	27.8	23.2	51.0
Travel Time (hr)	1.1	0.9	2.1
Vehicles Entered	1101	881	1982
Vehicles Exited	1102	882	1984
Hourly Exit Rate	1102	882	1984
Input Volume	1101	900	2001
% of Volume	100	98	99

518: Bend Performance by approach

Approach	EB	All
Denied Delay (hr)	83.9	83.9
Denied Del/Veh (s)	228.5	228.5
Total Delay (hr)	45.2	45.2
Total Del/Veh (s)	141.7	141.7
Travel Dist (mi)	379.8	379.8
Travel Time (hr)	141.9	141.9
Vehicles Entered	1126	1126
Vehicles Exited	1084	1084
Hourly Exit Rate	1084	1084
Input Volume	1328	1328
% of Volume	82	82

519: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Travel Dist (mi)	5.6	5.6
Travel Time (hr)	0.3	0.3
Vehicles Entered	124	124
Vehicles Exited	124	124
Hourly Exit Rate	124	124
Input Volume	127	127
% of Volume	98	98

522: Castro St Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.3	0.2	0.4
Total Del/Veh (s)	3.6	0.7	1.4
Travel Dist (mi)	12.2	28.0	40.2
Travel Time (hr)	0.9	1.5	2.3
Vehicles Entered	253	794	1047
Vehicles Exited	252	791	1043
Hourly Exit Rate	252	791	1043
Input Volume	284	805	1089
% of Volume	89	98	96

604: Jackson on /I-880 NB on-Ramp & 6th St #2 Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.9	1.9
Total Del/Veh (s)	3.8	3.8
Travel Dist (mi)	125.2	125.2
Travel Time (hr)	7.4	7.4
Vehicles Entered	1780	1780
Vehicles Exited	1779	1779
Hourly Exit Rate	1779	1779
Input Volume	1881	1881
% of Volume	95	95

605: I-880 NB on-Ramp & 6th St #2/I-880 NB on-Ramp & 6th S & #2 Performance by approach

Approach	WB	SW	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.3	0.6	0.9
Total Del/Veh (s)	1.0	3.3	1.9
Travel Dist (mi)	31.8	63.8	95.6
Travel Time (hr)	1.9	5.0	7.0
Vehicles Entered	1083	694	1777
Vehicles Exited	1083	697	1780
Hourly Exit Rate	1083	697	1780
Input Volume	1181	700	1881
% of Volume	92	100	95

901: 5th St & SB I-880 Off-Ramp Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	22.0	22.0
Total Del/Veh (s)	72.3	72.3
Travel Dist (mi)	102.8	102.8
Travel Time (hr)	25.5	25.5
Vehicles Entered	1084	1084
Vehicles Exited	1068	1068
Hourly Exit Rate	1068	1068
Input Volume	1328	1328
% of Volume	80	80

1401: NB Tunnel #2 & #2 Performance by approach

Approach	NB	NE	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0
Total Delay (hr)	7.2	0.0	7.2
Total Del/Veh (s)	12.7	3.4	12.6
Travel Dist (mi)	1582.2	0.2	1582.4
Travel Time (hr)	71.2	0.0	71.2
Vehicles Entered	1984	7	1991
Vehicles Exited	1985	7	1992
Hourly Exit Rate	1985	7	1992
Input Volume	2001	5	2006
% of Volume	99	140	99

1601: Bend Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.9	1.9
Travel Dist (mi)	14.3	14.3
Travel Time (hr)	0.6	0.6
Vehicles Entered	105	105
Vehicles Exited	106	106
Hourly Exit Rate	106	106
Input Volume	141	141
% of Volume	75	75

3501: Bend Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.7	1.7
Travel Dist (mi)	51.0	51.0
Travel Time (hr)	1.9	1.9
Vehicles Entered	377	377
Vehicles Exited	377	377
Hourly Exit Rate	377	377
Input Volume	446	446
% of Volume	85	85

Total Network Performance

Denied Delay (hr)	855.5
Denied Del/Veh (s)	87.6
Total Delay (hr)	786.3
Total Del/Veh (s)	81.4
Travel Dist (mi)	15812.0
Travel Time (hr)	2264.2
Vehicles Entered	33524
Vehicles Exited	33304
Hourly Exit Rate	33304
Input Volume	170059
% of Volume	20

Arterial Level of Service: EB #1

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
5th St #1	2	28.8	68.8	0.3	17
Adeline Street	3	20.5	37.9	0.1	12
	81	3.9	13.9	0.1	20
	203	1.1	10.7	0.1	28
	401	1.0	12.8	0.1	29
Market St	4	5.3	9.2	0.0	12
Brush St	5	10.8	18.6	0.1	12
Martin Luther King	6	12.3	27.6	0.1	18
	57	11.6	19.9	0.1	12
	7	81.3	102.5	0.1	5
Broadway	8	89.8	98.6	0.1	3
	86	6.7	11.6	0.0	7
Webster Tube #10 #9	58	2.6	18.0	0.1	26
Total		275.7	450.0	1.4	11

Arterial Level of Service: WB #1

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Adeline Street	3	8.9	17.1	0.1	17
Union St #3	2	24.1	39.2	0.1	12
Total		32.9	56.3	0.2	13

Arterial Level of Service: EB #3

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
5th St #1	2	26.9	64.1	0.3	18
7th St #3	19	10.9	20.3	0.0	8
Adeline Street	20	4.0	17.7	0.1	24
Market St	21	11.2	45.8	0.3	23
Brush St	22	12.4	22.7	0.1	14
Castro St	23	20.1	31.2	0.1	10
Martin Luther King	24	10.1	15.2	0.0	11
Washington St	25	39.1	64.2	0.2	12
Broadway #9 #3	26	21.6	32.1	0.1	8
6th St	15	35.3	43.4	0.1	5
5th St #1	8	24.5	30.5	0.0	5
Total		216.2	387.3	1.4	13

Arterial Level of Service: WB #3

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
#5 #9 I880 SB off-ra	15	10.0	16.3	0.0	10
7th St #9	26	10.2	16.9	0.1	14
Brush St	22	-	-	0.1	-
Market St	21	1.2	11.0	0.1	29
Adeline Street	20	9.6	42.9	0.3	25
Union St	19	12.0	26.3	0.1	16
5th St	2	16.7	26.9	0.0	6
Total		59.8	140.3	0.7	19

Arterial Level of Service: EB #5

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
#5 #9 I880 SB off-ra	15	10.0	16.3	0.0	10
Total		10.0	16.3	0.0	10

Arterial Level of Service: WB #5

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	222	10.1	66.4	0.2	18
Broadway #9 #3	15	78.8	102.2	0.2	6
5th St #1	8	28.3	38.3	0.0	4
Total		117.2	206.9	0.4	8

Arterial Level of Service: SE #10

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	86	0.6	8.2	0.0	10
Webster Tube #10 #9	58	2.6	18.0	0.1	26
Total		3.2	26.2	0.2	21

Arterial Level of Service: WB #11

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
6th St	12	9.3	31.1	0.2	22
Madison St	13	7.0	17.3	0.1	15
Total		16.3	48.4	0.3	20

Arterial Level of Service: EB #9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
6th St	15	-	-	0.1	-
Total		-	-	0.1	-

Arterial Level of Service: WB #9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	222	10.1	66.4	0.2	18
Broadway #9 #3	15	41.2	63.2	0.2	9
7th St #9	26	11.2	24.3	0.1	9
Webster St #8 #9 #12	27	16.4	36.1	0.1	14
	135	4.2	13.8	0.1	16
Almda Tunn #10 #1	58	1.4	8.1	0.1	27
Total		84.5	211.9	0.7	13

Arterial Level of Service: SB #8

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
12th St	43	17.4	23.1	0.1	9
11th St	40	26.3	33.2	0.0	5
9th St	37	133.6	737.6	0.1	3
8th St	32	54.4	59.6	0.1	3
7th St #9	27	11.4	18.3	0.0	9
	135	7.9	15.0	0.1	15
Almda Tunn #10 #1	58	1.4	8.1	0.1	27
Total		252.4	894.8	0.4	5

Arterial Level of Service: NB #2

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	517	0.5	3.7	0.0	33
#2	1401	12.5	120.7	0.8	24
7th St	28	21.5	28.9	0.1	8
Total		34.5	153.3	0.9	21

Arterial Level of Service: SB #12

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
NB Tunnel	31	9.1	16.6	0.1	16
Webster St #8	32	28.6	38.7	0.1	6
7th St #9	27	8.0	16.2	0.0	11
	135	7.9	15.0	0.1	15
Almda Tunn #10 #1	58	1.4	8.1	0.1	27
Total		54.9	94.6	0.3	12

Intersection: 1: Broadway & 4th St

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	140	365	255	280	101	105
Average Queue (ft)	51	279	159	248	39	14
95th Queue (ft)	111	445	326	273	88	65
Link Distance (ft)	276	329	232	232	182	182
Upstream Blk Time (%)		60	23	90		0
Queuing Penalty (veh)		0	0	0		0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: 880 On Ramp & 880 SB Off Ramp #1 #3/Union St #3 & 5th St/5th St #1

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T>	L	L	TR	L	T	R	R	R>
Maximum Queue (ft)	86	308	80	99	140	243	912	923	66	71
Average Queue (ft)	27	121	21	53	58	53	261	384	28	24
95th Queue (ft)	76	231	59	86	113	154	650	785	60	57
Link Distance (ft)	416	416		565	565		1647	1647	159	159
Upstream Blk Time (%)		0								
Queuing Penalty (veh)		0								
Storage Bay Dist (ft)			290			220				
Storage Blk Time (%)						0	9			
Queuing Penalty (veh)						0	5			

Intersection: 3: Adeline Street & 5th St #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	LT	TR
Maximum Queue (ft)	74	330	379	129	96	100	135	185	162	89	124	93
Average Queue (ft)	27	189	253	54	23	33	56	53	82	20	57	36
95th Queue (ft)	62	329	377	105	67	85	111	117	138	59	105	76
Link Distance (ft)	565	565	565		352	352	543	543			324	324
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				275					150	150		
Storage Blk Time (%)								0	1	0	0	
Queuing Penalty (veh)								0	0	0	0	

Intersection: 4: Market St & 5th St #1

Movement	EB	EB	EB	NB	NB	B122	SB	SB	SB
Directions Served	LT	T	TR	T	TR	T	L	T	T
Maximum Queue (ft)	128	135	120	69	161	24	158	60	53
Average Queue (ft)	63	61	60	20	80	1	72	28	16
95th Queue (ft)	118	126	124	56	139	10	131	57	45
Link Distance (ft)	99	99	99	100	100	148	215	215	215
Upstream Blk Time (%)	2	2	3	0	6		0		
Queuing Penalty (veh)	6	7	8	0	0		0		
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 5: Brush St & 5th St #1

Movement	EB	EB	EB	NB	SB	SB	SB
Directions Served	T	T	TR	R	L	L	T
Maximum Queue (ft)	143	133	144	50	131	146	158
Average Queue (ft)	74	78	79	22	57	64	61
95th Queue (ft)	126	132	137	49	110	123	131
Link Distance (ft)	234	234	234	165	528	528	528
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 6: Martin Luther King & 5th St #1

Movement	EB	EB	EB	NB	NB	SB	SB
Directions Served	LT	T	TR	T	TR	LT	T
Maximum Queue (ft)	208	224	260	180	128	71	45
Average Queue (ft)	127	150	171	74	48	31	9
95th Queue (ft)	190	212	238	137	99	65	33
Link Distance (ft)	654	654	654	189	189	240	240
Upstream Blk Time (%)				0	0		
Queuing Penalty (veh)				0	0		
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 7: 5th St #1 & Washington St

Movement	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	TR	T	R	LT
Maximum Queue (ft)	578	616	557	216	58	243
Average Queue (ft)	330	353	330	184	42	210
95th Queue (ft)	599	625	605	226	57	285
Link Distance (ft)	662	662	662	175		222
Upstream Blk Time (%)	1	1	1	85		62
Queuing Penalty (veh)	5	6	6	0		107
Storage Bay Dist (ft)					20	
Storage Blk Time (%)				37	75	
Queuing Penalty (veh)				50	104	

Intersection: 8: Broadway/#5 Broadway #3 & 5th St #1/I-880 NB on-ramp and 5th St & #10 #1 Almeda Tu

Movement	EB	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	<L	LT	T	R	T	T	R>	<	L	T
Maximum Queue (ft)	352	362	367	95	195	219	226	236	224	244
Average Queue (ft)	328	330	330	45	53	153	205	196	136	185
95th Queue (ft)	356	360	369	111	163	232	220	271	220	276
Link Distance (ft)	300	300	300		182	182	182	186	186	186
Upstream Blk Time (%)	59	65	48		3	15	76	32	5	12
Queuing Penalty (veh)	286	315	236		7	31	160	98	14	38
Storage Bay Dist (ft)				70						
Storage Blk Time (%)			36	0						
Queuing Penalty (veh)			32	1						

Intersection: 9: Jackson St & 5th St

Movement	EB	EB	EB	NB	SB
Directions Served	LT	T	TR	TR	LT
Maximum Queue (ft)	185	149	170	259	184
Average Queue (ft)	158	91	131	219	85
95th Queue (ft)	178	146	193	266	150
Link Distance (ft)	92	92	92	207	200
Upstream Blk Time (%)	85	7	22	81	1
Queuing Penalty (veh)	377	33	99	0	1
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 10: Madison St & 5th St

Movement	EB	EB	EB	SB	SB
Directions Served	T	T	TR	L	LT
Maximum Queue (ft)	166	123	158	121	182
Average Queue (ft)	44	52	71	23	57
95th Queue (ft)	111	102	133	81	145
Link Distance (ft)	302	302	302	199	199
Upstream Blk Time (%)					0
Queuing Penalty (veh)					0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 11: Oak St & 5th St/I-880 SB On-Ramp

Movement	EB	EB	EB	NB	NB	SB
Directions Served	L	T	TR	T	R	LT
Maximum Queue (ft)	188	117	147	264	76	76
Average Queue (ft)	92	74	91	236	68	30
95th Queue (ft)	154	108	130	251	99	65
Link Distance (ft)	342	342	342	217		186
Upstream Blk Time (%)				83		
Queuing Penalty (veh)				0		
Storage Bay Dist (ft)					50	
Storage Blk Time (%)				77	5	
Queuing Penalty (veh)				141	24	

Intersection: 12: Oak St/Oak St & 6th St #11/I-880 NB Off-ramp #11 & 6th St

Movement	WB	WB	WB	NB	SW
Directions Served	LT	TR	R	LTR	>
Maximum Queue (ft)	81	113	104	212	51
Average Queue (ft)	5	38	53	198	13
95th Queue (ft)	41	90	93	233	35
Link Distance (ft)	839			186	124
Upstream Blk Time (%)				17	
Queuing Penalty (veh)				129	
Storage Bay Dist (ft)		100	100		
Storage Blk Time (%)		1	0		
Queuing Penalty (veh)		1	0		

Intersection: 13: Madison St & 6th St /6th St #11

Movement	WB	WB	WB	SB	SB	SB
Directions Served	LT	T	T	T	T	R
Maximum Queue (ft)	66	113	48	204	223	75
Average Queue (ft)	16	58	12	88	154	63
95th Queue (ft)	48	95	39	180	236	99
Link Distance (ft)	346	346	346	197	197	
Upstream Blk Time (%)				0	2	
Queuing Penalty (veh)				1	12	
Storage Bay Dist (ft)						50
Storage Blk Time (%)					25	4
Queuing Penalty (veh)					51	16

Intersection: 14: Jackson St & I-880 NB on-Ramp & 6th S/6th St

Movement	WB	WB	WB	NB	NB	SB
Directions Served	L	T	R	L	T	TR
Maximum Queue (ft)	35	249	22	228	272	246
Average Queue (ft)	7	147	1	205	237	187
95th Queue (ft)	28	226	11	231	280	268
Link Distance (ft)	309	309	309	200	200	205
Upstream Blk Time (%)				48	46	6
Queuing Penalty (veh)				182	174	39
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 15: #5 Broadway #3/Broadway #9 #3 & 6th St/#5 #9 I880 SB off-ramp

Movement	WB	WB	WB	B222	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	T	L	T	T	T	T	TR
Maximum Queue (ft)	618	662	76	209	55	98	104	232	192	220
Average Queue (ft)	352	346	67	69	7	20	28	110	74	128
95th Queue (ft)	693	750	88	458	37	61	81	214	151	232
Link Distance (ft)	753	753		891	186	186	186	218	218	218
Upstream Blk Time (%)	6	6		5		0	0	3	0	6
Queuing Penalty (veh)	0	0		0		0	0	5	0	12
Storage Bay Dist (ft)			50							
Storage Blk Time (%)		16	7							
Queuing Penalty (veh)		92	4							

Intersection: 16: Washington St & 6th St

Movement	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR
Maximum Queue (ft)	259	263	161	198
Average Queue (ft)	121	106	27	147
95th Queue (ft)	262	255	107	241
Link Distance (ft)	270	270	222	183
Upstream Blk Time (%)	8	8	1	51
Queuing Penalty (veh)	7	7	1	73
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: Martin Luther King & 6th St

Movement	WB	WB	WB	NB	NB	SB	SB
Directions Served	LT	T	TR	LT	T	T	TR
Maximum Queue (ft)	55	52	51	74	42	24	31
Average Queue (ft)	12	19	14	22	6	2	4
95th Queue (ft)	39	45	43	57	27	15	22
Link Distance (ft)	317	317	317	240	240	165	165
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 18: Market St & 6th St/I-880 off-ramp

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	T	R	L	T	T	T	T	R
Maximum Queue (ft)	182	139	123	54	28	45	69	84	66
Average Queue (ft)	94	36	56	10	2	7	21	17	10
95th Queue (ft)	159	95	94	38	13	31	57	56	39
Link Distance (ft)	260	260		215	215	215	143	143	
Upstream Blk Time (%)	0								
Queuing Penalty (veh)	0								
Storage Bay Dist (ft)			165						60
Storage Blk Time (%)			0					1	0
Queuing Penalty (veh)			0					0	0

Intersection: 19: Union St #3/Union St & 7th St #3

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	124	278	228	82	97	121	79	170	53
Average Queue (ft)	15	162	110	39	41	58	30	127	16
95th Queue (ft)	64	240	196	72	80	102	69	189	44
Link Distance (ft)		535	535		527	527	159	159	327
Upstream Blk Time (%)								3	
Queuing Penalty (veh)								10	
Storage Bay Dist (ft)	100			100					
Storage Blk Time (%)	0	20		0	0				
Queuing Penalty (veh)	0	3		0	0				

Intersection: 20: Adeline Street & 7th St #3

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	TR	LT	TR
Maximum Queue (ft)	73	178	196	84	132	148	78	64	83	106	132	72
Average Queue (ft)	21	110	131	34	50	60	19	12	26	47	59	17
95th Queue (ft)	56	165	182	71	99	111	50	41	63	91	109	46
Link Distance (ft)		527	527		1438	1438	1438		324	324	316	316
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	160			150				70				
Storage Blk Time (%)	0	1			0			0	1			
Queuing Penalty (veh)	0	0			0			0	0			

Intersection: 21: Market St & 7th St #3

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	TR	L
Maximum Queue (ft)	177	216	241	241	58	85	130	91	140	129	160	92
Average Queue (ft)	44	81	101	108	16	22	42	35	52	51	90	51
95th Queue (ft)	107	186	209	227	47	62	91	72	104	106	144	90
Link Distance (ft)		1438	1438	1438		351	351	351	143	143	143	
Upstream Blk Time (%)									0	0	1	
Queuing Penalty (veh)									0	0	2	
Storage Bay Dist (ft)	185				170							100
Storage Blk Time (%)	0	1										1
Queuing Penalty (veh)	0	1										0

Intersection: 21: Market St & 7th St #3

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	97	70	65
Average Queue (ft)	22	19	29
95th Queue (ft)	66	54	55
Link Distance (ft)		315	315
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)	1	0	
Queuing Penalty (veh)	0	0	

Intersection: 22: Brush St & 7th St #3

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	TR	L	T	T	T	LT	T	TR
Maximum Queue (ft)	227	248	250	22	39	38	42	371	297	234
Average Queue (ft)	90	110	117	1	10	7	6	247	129	111
95th Queue (ft)	182	201	204	12	34	26	25	367	269	204
Link Distance (ft)	351	351	351		420	420	420	365	365	365
Upstream Blk Time (%)		0	0					1	0	
Queuing Penalty (veh)		0	0					0	0	
Storage Bay Dist (ft)				160						
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 23: Castro St & 7th St #3

Movement	EB	EB	EB	EB	NB	NB	NB	SW	SW	SW
Directions Served	<	<	T	T	LT	T	T>	R	R	R>
Maximum Queue (ft)	224	252	365	332	181	157	70	45	43	69
Average Queue (ft)	115	136	191	193	123	41	22	9	13	23
95th Queue (ft)	184	203	300	292	193	117	54	32	34	54
Link Distance (ft)		420	420	420	165	165	165	188	188	188
Upstream Blk Time (%)			0	1	3	0				
Queuing Penalty (veh)			3	4	0	0				
Storage Bay Dist (ft)	215									
Storage Blk Time (%)	0	1								
Queuing Penalty (veh)	0	1								

Intersection: 24: Martin Luther King & 7th St #3

Movement	EB	EB	EB	EB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	T	TR	LT	T
Maximum Queue (ft)	113	142	178	168	103	106	110	45
Average Queue (ft)	34	79	114	123	27	36	49	7
95th Queue (ft)	85	157	184	183	70	82	91	29
Link Distance (ft)			142	142	165	165	201	201
Upstream Blk Time (%)	0	0	2	5	0	0		
Queuing Penalty (veh)	0	0	14	34	0	0		
Storage Bay Dist (ft)	250	250						
Storage Blk Time (%)	0	0	2					
Queuing Penalty (veh)	0	1	14					

Intersection: 25: Washington St & 7th St #3

Movement	EB	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	T	TR	T	R	LT
Maximum Queue (ft)	514	705	752	750	139	94	225
Average Queue (ft)	147	292	357	365	35	25	118
95th Queue (ft)	475	789	869	871	90	70	259
Link Distance (ft)	1029	1029	1029	1029	183		207
Upstream Blk Time (%)	0	1	2	4	0		37
Queuing Penalty (veh)	0	2	7	13	0		37
Storage Bay Dist (ft)						70	
Storage Blk Time (%)					1	0	
Queuing Penalty (veh)					1	0	

Intersection: 26: Broadway #9 #3/Broadway & 7th St #3/7th St #9

Movement	EB	EB	EB	EB	NB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	T	TR	R	LT	T
Maximum Queue (ft)	191	243	268	266	167	189	204	214	209
Average Queue (ft)	94	133	163	145	67	101	62	158	116
95th Queue (ft)	162	207	243	231	136	163	139	239	221
Link Distance (ft)	278	278	278	278	218	218	218	194	194
Upstream Blk Time (%)			0	0		0	0	16	6
Queuing Penalty (veh)			0	0		0	0	50	18
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 27: Webster St #8 #9 #12/Webster St #8 #12 & 7th St #9/7th St

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	TR>	>	<L	T	T
Maximum Queue (ft)	198	251	320	421	185	211	225
Average Queue (ft)	105	136	195	206	84	135	147
95th Queue (ft)	178	219	283	325	153	217	230
Link Distance (ft)	659	659	659	659	212	212	212
Upstream Blk Time (%)				0	0	0	1
Queuing Penalty (veh)				0	0	0	2
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 28: NB Tunnel #2/NB Tunnel & 7th St

Movement	EB	EB	EB	NB	NB	NB	NB
Directions Served	LT	T	T	T	T	T	R
Maximum Queue (ft)	93	74	62	134	161	184	168
Average Queue (ft)	42	33	17	39	110	144	39
95th Queue (ft)	75	64	51	98	166	192	147
Link Distance (ft)	314	314	314	138	138	138	138
Upstream Blk Time (%)				0	2	13	2
Queuing Penalty (veh)				0	5	43	6
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 29: Jackson St & 7th St

Movement	EB	EB	EB	NB	SB
Directions Served	LT	T	TR	TR	LT
Maximum Queue (ft)	164	198	209	243	369
Average Queue (ft)	72	112	132	162	190
95th Queue (ft)	137	174	189	265	320
Link Distance (ft)	611	611	611	205	554
Upstream Blk Time (%)				7	
Queuing Penalty (veh)				30	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 30: Madison St & 7th St

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	T	TR	L	T	T
Maximum Queue (ft)	110	186	220	212	146	359	436
Average Queue (ft)	48	68	128	130	71	155	242
95th Queue (ft)	87	144	199	193	118	316	398
Link Distance (ft)	312	312	312	312	574	574	574
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 31: NB Tunnel & 8th St #12

Movement	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	T	TR	L	LT	T	T
Maximum Queue (ft)	73	114	42	143	88	170	152	158
Average Queue (ft)	30	64	15	67	31	94	99	111
95th Queue (ft)	62	104	40	120	70	145	143	152
Link Distance (ft)	322	322	322	322	220	220	220	220
Upstream Blk Time (%)						0		
Queuing Penalty (veh)						0		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 32: Webster St #8 #12/Webster St #8 & 8th St/8th St #12

Movement	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	L	LT	T	T	T	T	TR	R
Maximum Queue (ft)	170	274	188	214	206	200	188	215
Average Queue (ft)	69	141	60	121	132	163	163	180
95th Queue (ft)	139	227	135	200	215	182	177	237
Link Distance (ft)	310	310	310	310	151	151	151	151
Upstream Blk Time (%)		0	0		18	55	59	24
Queuing Penalty (veh)		0	0		51	154	163	66
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 33: Franklin St & 8th St

Movement	WB	WB	WB	WB	NB	NB
Directions Served	T	T	T	TR	LT	T
Maximum Queue (ft)	130	93	134	186	172	91
Average Queue (ft)	62	45	71	100	80	9
95th Queue (ft)	116	83	118	164	140	45
Link Distance (ft)	251	251	251	251	185	185
Upstream Blk Time (%)				0	0	
Queuing Penalty (veh)				0	0	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 34: Broadway & 8th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	LT	T	T	TR
Maximum Queue (ft)	188	126	179	99	154	148	235	256
Average Queue (ft)	69	36	75	34	78	69	117	129
95th Queue (ft)	173	96	139	74	133	128	241	244
Link Distance (ft)	315	315	315	315	194	194	245	245
Upstream Blk Time (%)	1					0	10	9
Queuing Penalty (veh)	2					0	0	0
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 35: Washington St & 8th St

Movement	WB	WB	WB	B106	NB	SB
Directions Served	L	T	TR	T	LT	TR
Maximum Queue (ft)	181	108	179	8	112	224
Average Queue (ft)	64	34	88	0	40	101
95th Queue (ft)	181	73	149	6	89	271
Link Distance (ft)	216	216	216	44	207	255
Upstream Blk Time (%)	4		0	0		26
Queuing Penalty (veh)	6		0	0		0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 36: Martin Luther King & 8th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	<L	L	LT	TR	<LT	T	T	TR>
Maximum Queue (ft)	69	57	70	98	79	57	85	60
Average Queue (ft)	19	15	35	38	27	12	33	19
95th Queue (ft)	50	44	66	82	58	39	67	47
Link Distance (ft)	293	293	293	293	201	201	216	216
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 37: Webster St #8 & 9th St

Movement	EB	EB	EB	SB	SB	SB	SB
Directions Served	T	T	R	LT	T	T	T
Maximum Queue (ft)	209	176	196	470	470	487	480
Average Queue (ft)	131	52	91	394	389	402	317
95th Queue (ft)	202	153	176	483	469	478	493
Link Distance (ft)	198	198	198	456	456	456	456
Upstream Blk Time (%)	2	0	2	3	2	3	2
Queuing Penalty (veh)	0	0	0	5	4	6	3
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 38: Brush St & I-980 On-Ramp & 11 St

Movement	EB	EB	SB	SB	SB	SB
Directions Served	T	TR>	<L	LT	T	TR
Maximum Queue (ft)	166	114	164	168	164	168
Average Queue (ft)	101	45	73	84	94	104
95th Queue (ft)	155	92	143	142	148	155
Link Distance (ft)	268	268	197	197	197	197
Upstream Blk Time (%)			0	0	0	0
Queuing Penalty (veh)			0	0	0	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 39: I-980 Off Ramp & Castro St & 11 St

Movement	EB	EB	EB	EB	EB	NB	NB	NW	NW	NW
Directions Served	L	LT	T	T	T	T	TR	R	R	R>
Maximum Queue (ft)	24	183	168	144	111	28	121	285	274	210
Average Queue (ft)	1	98	95	78	53	4	56	252	247	39
95th Queue (ft)	12	153	148	129	102	16	99	270	262	122
Link Distance (ft)	391	391	391	391	391	246	246	232	232	232
Upstream Blk Time (%)								97	55	0
Queuing Penalty (veh)								0	0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 40: Webster St #8 & 11th St

Movement	EB	EB	EB	EB	SB	SB	SB	SB
Directions Served	T	T	T	TR	LT	T	T	T
Maximum Queue (ft)	224	166	66	152	239	205	140	65
Average Queue (ft)	125	51	8	57	152	99	70	28
95th Queue (ft)	195	124	40	111	227	162	118	62
Link Distance (ft)	316	316	316	316	229	229	229	229
Upstream Blk Time (%)					2	0		
Queuing Penalty (veh)					3	0		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 41: NB Tunnel & 11th St

Movement	EB	EB	EB	EB	NB	NB	B96	B96	SB
Directions Served	LT	T	T	TR	T	TR	T	T	LT
Maximum Queue (ft)	151	119	67	58	144	135	91	138	164
Average Queue (ft)	53	38	20	14	106	109	29	49	73
95th Queue (ft)	107	82	54	44	131	127	74	116	129
Link Distance (ft)	286	286	286	286	41	41	95	95	231
Upstream Blk Time (%)					48	56	0	4	
Queuing Penalty (veh)					158	183	1	13	
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 42: NB Tunnel & 12th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	LT	T	T	TR
Maximum Queue (ft)	190	149	29	68	207	200	116	77
Average Queue (ft)	107	27	3	23	132	122	47	28
95th Queue (ft)	169	91	16	52	182	171	89	59
Link Distance (ft)	334	334	334	334	231	231	233	233
Upstream Blk Time (%)					0			
Queuing Penalty (veh)					0			
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 43: Webster St #8 & 12th St

Movement	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	LT	T	T	T	T	T	T	TR
Maximum Queue (ft)	162	129	55	48	213	175	90	138
Average Queue (ft)	71	34	12	11	118	75	36	59
95th Queue (ft)	131	86	40	37	189	139	74	105
Link Distance (ft)	292	292	292	292	239	239	239	239
Upstream Blk Time (%)					0	0		
Queuing Penalty (veh)					0	0		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 44: Castro St & 12th St & I-980 on-ramp

Movement	WB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	TR	R	>	<	<L	LT	T	T
Maximum Queue (ft)	250	293	246	59	36	101	117	62	66
Average Queue (ft)	62	232	149	22	8	59	73	25	18
95th Queue (ft)	172	313	243	51	31	87	105	57	52
Link Distance (ft)	274	274	274	274	235	235	235	235	235
Upstream Blk Time (%)	0	4	0						
Queuing Penalty (veh)	0	0	0						
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 45: Brush St & 12th St & I-980 off-ramp

Movement	EB	WB	WB	WB	WB	SB	SB	SB	SW	SW
Directions Served	R	L	T	T	T	T	T	TR	L	LR
Maximum Queue (ft)	17	106	61	63	62	150	194	152	1026	1064
Average Queue (ft)	1	46	22	18	15	69	94	37	607	683
95th Queue (ft)	9	87	50	48	47	128	165	115	1226	1247
Link Distance (ft)	596	379	379	379	379	462	462	462	1362	1362
Upstream Blk Time (%)									2	3
Queuing Penalty (veh)									0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 46: Brush St & 17th St

Movement	EB	EB	SB	SB	SB	SB
Directions Served	T	TR>	<	<L	LT	T
Maximum Queue (ft)	166	158	112	124	122	113
Average Queue (ft)	77	63	41	51	49	22
95th Queue (ft)	142	121	83	102	108	70
Link Distance (ft)	272	272	235	235	235	235
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 47: Castro St & 17th St

Movement	EB	EB	EB	EB	NB	NB	NB	NE	NE
Directions Served	L	T	T	T	T	T	TR	L	LR
Maximum Queue (ft)	140	177	147	103	456	454	352	248	280
Average Queue (ft)	59	106	85	39	407	346	115	77	236
95th Queue (ft)	108	161	136	96	510	502	310	242	292
Link Distance (ft)		329	329	329	432	432	432	232	232
Upstream Blk Time (%)					23	9	0	8	51
Queuing Penalty (veh)					0	0	0	0	0
Storage Bay Dist (ft)	190								
Storage Blk Time (%)		0							
Queuing Penalty (veh)		0							

Intersection: 48: Castro St & 18th St & I-980 on-ramp

Movement	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	TR	R>	<	<L	LT	T	T
Maximum Queue (ft)	179	263	217	51	101	108	81	66
Average Queue (ft)	49	175	88	9	63	70	29	20
95th Queue (ft)	121	248	192	34	95	103	62	51
Link Distance (ft)	256	256	256	234	234	234	234	234
Upstream Blk Time (%)	0	0						
Queuing Penalty (veh)	0	0						
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 49: Brush St & 18th St

Movement	WB	WB	WB	SB	SB	SB	SB
Directions Served	L	T	T	T	T	T	TR
Maximum Queue (ft)	104	77	82	72	88	85	76
Average Queue (ft)	46	40	33	47	53	54	40
95th Queue (ft)	84	67	67	86	89	90	81
Link Distance (ft)	348	348	348				
Upstream Blk Time (%)				0	0	0	0
Queuing Penalty (veh)				0	0	0	0
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 50: Webster St. & Atlantic Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	TR	L	T	TR	L
Maximum Queue (ft)	134	159	147	130	103	133	189	187	132	178	298	194
Average Queue (ft)	55	76	61	47	56	42	78	93	58	97	128	108
95th Queue (ft)	111	136	115	102	98	93	140	158	103	177	227	199
Link Distance (ft)		393	393	393			401	401			426	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	230				80	130			160	160		170
Storage Blk Time (%)				1	2	0	1		0	0	3	1
Queuing Penalty (veh)				2	2	0	1		0	1	11	4

Intersection: 50: Webster St. & Atlantic Ave.

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	308	324	136
Average Queue (ft)	162	176	24
95th Queue (ft)	289	300	85
Link Distance (ft)	782	782	782
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)	7		
Queuing Penalty (veh)	10		

Intersection: 51: Webster St.

Movement	EB	EB	EB	WB	NB	NB	NB	SE	SE	SE
Directions Served	L	L	R	>	<	T	T	R	R	R
Maximum Queue (ft)	269	239	151	59	175	253	219	285	260	193
Average Queue (ft)	178	126	60	12	89	119	66	180	148	88
95th Queue (ft)	256	235	110	45	164	225	160	262	238	167
Link Distance (ft)	686	686				298	298	987	987	
Upstream Blk Time (%)				1		0				
Queuing Penalty (veh)				0		0				
Storage Bay Dist (ft)			160		150					300
Storage Blk Time (%)		2	0		1	4				
Queuing Penalty (veh)		3	0		2	5				

Intersection: 52: Constitution Way & Marina Village Pkwy & Constitution Wy

Movement	WB	WB	WB	NB	NB	SB	SB	SB	SB
Directions Served	L	>	>	R	R>	L	L	T	T
Maximum Queue (ft)	155	268	205	287	226	166	207	180	223
Average Queue (ft)	85	129	57	130	85	70	124	88	134
95th Queue (ft)	152	219	155	225	169	145	181	168	208
Link Distance (ft)		441	441	898	898			1204	1204
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	130					450	450		
Storage Blk Time (%)	1	10							
Queuing Penalty (veh)	2	18							

Intersection: 53: Constitution Wy & Mariner Sqaure Dr.

Movement	WB	NB
Directions Served	R	T
Maximum Queue (ft)	246	170
Average Queue (ft)	77	19
95th Queue (ft)	230	91
Link Distance (ft)	406	452
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 54: Constitution Way & Atlantic Ave.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	L	L	T	T	R	L
Maximum Queue (ft)	91	103	150	122	108	125	68	124	179	162	62	70
Average Queue (ft)	30	44	70	45	41	45	15	58	103	72	13	16
95th Queue (ft)	67	88	124	90	82	91	47	101	168	139	43	46
Link Distance (ft)		401	401		506	506			640	640		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	190			190			190	190			80	200
Storage Blk Time (%)									0	3	0	
Queuing Penalty (veh)									0	1	0	

Intersection: 54: Constitution Way & Atlantic Ave.

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	179	366	388	85
Average Queue (ft)	48	219	241	43
95th Queue (ft)	109	339	358	104
Link Distance (ft)	898	898	898	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				60
Storage Blk Time (%)			45	0
Queuing Penalty (veh)			33	1

Intersection: 55: Oak St & 7th St

Movement	EB	EB	EB	EB	NB	NB	NB	NB
Directions Served	LT	T	T	T	T	T	T	R
Maximum Queue (ft)	186	178	185	200	132	149	205	75
Average Queue (ft)	103	101	108	106	68	71	128	73
95th Queue (ft)	163	169	180	183	105	115	211	81
Link Distance (ft)	357	357	357	357	197	197	197	
Upstream Blk Time (%)					0	0	1	
Queuing Penalty (veh)					0	0	3	
Storage Bay Dist (ft)								50
Storage Blk Time (%)							6	36
Queuing Penalty (veh)							31	67

Intersection: 56: Oak St & 8th St

Movement	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	T	R	LT	T	T
Maximum Queue (ft)	249	183	92	74	103	76	58
Average Queue (ft)	158	78	14	38	48	25	9
95th Queue (ft)	223	171	54	66	81	59	37
Link Distance (ft)	312	312	312		250	250	250
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)				50			
Storage Blk Time (%)			1	3			
Queuing Penalty (veh)			1	5			

Intersection: 57: 5th St #1

Movement	EB	EB	EB	NB	SB
Directions Served	LT	T	TR	TR	LT
Maximum Queue (ft)	235	250	253	35	47
Average Queue (ft)	153	173	174	9	10
95th Queue (ft)	220	240	246	31	34
Link Distance (ft)	282	282	282	112	178
Upstream Blk Time (%)	0	0	0		
Queuing Penalty (veh)	1	1	1		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 58: Webster Tube #10 #9/Tube #9 #8 #12 & Almda Tunn #10 #1

Movement	B135	B135
Directions Served	T	
Maximum Queue (ft)	269	257
Average Queue (ft)	168	131
95th Queue (ft)	278	253
Link Distance (ft)	231	231
Upstream Blk Time (%)	1	1
Queuing Penalty (veh)	12	5
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 59: NB Tunnel /NB Tunnel

Movement	NB
Directions Served	T
Maximum Queue (ft)	52
Average Queue (ft)	3
95th Queue (ft)	26
Link Distance (ft)	440
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 81: 5th St #1

Movement	EB
Directions Served	LT
Maximum Queue (ft)	54
Average Queue (ft)	3
95th Queue (ft)	22
Link Distance (ft)	352
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 86: #10 #1 Almeda Tun/Almda Tunn #10 #1

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	139	150
Average Queue (ft)	98	96
95th Queue (ft)	122	123
Link Distance (ft)	41	41
Upstream Blk Time (%)	30	26
Queuing Penalty (veh)	234	203
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 108: Brush St & I-980 off-ramp

Movement				
Directions Served				
Maximum Queue (ft)				
Average Queue (ft)				
95th Queue (ft)				
Link Distance (ft)				
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 302: Constitution Wy & Posey Tube

Movement	WB	B307	B307	
Directions Served	R	T		
Maximum Queue (ft)	128	174	8	
Average Queue (ft)	39	6	0	
95th Queue (ft)	90	78	5	
Link Distance (ft)	390	388	388	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 313: Webster St.

Movement	NB	SE	SE	SE
Directions Served	L	R	R	R
Maximum Queue (ft)	6	59	81	56
Average Queue (ft)	0	5	8	2
95th Queue (ft)	4	30	45	23
Link Distance (ft)	782	298	298	298
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 401: 5th St #1

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	65	83
Average Queue (ft)	6	9
95th Queue (ft)	36	45
Link Distance (ft)	463	463
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 517: NB Tunnel #2

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 522: Castro St

Movement	WB	WB
Directions Served	R	R
Maximum Queue (ft)	66	68
Average Queue (ft)	38	43
95th Queue (ft)	57	64
Link Distance (ft)	153	153
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 604: Jackson on /I-880 NB on-Ramp & 6th St #2

Movement	WB	WB
Directions Served	T	R
Maximum Queue (ft)	235	213
Average Queue (ft)	110	76
95th Queue (ft)	207	175
Link Distance (ft)	337	337
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 605: I-880 NB on-Ramp & 6th St #2/I-880 NB on-Ramp & 6th S & #2

Movement	WB	SW
Directions Served	T	R
Maximum Queue (ft)	9	204
Average Queue (ft)	0	81
95th Queue (ft)	4	161
Link Distance (ft)	103	445
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 901: 5th St & SB I-880 Off-Ramp

Movement	EB	EB	B518
Directions Served	T	T	T
Maximum Queue (ft)	526	535	1861
Average Queue (ft)	477	452	1479
95th Queue (ft)	634	661	2548
Link Distance (ft)	449	449	1816
Upstream Blk Time (%)	49	19	46
Queuing Penalty (veh)	0	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1401: NB Tunnel #2 & #2

Movement	NB	NB	NE
Directions Served	T	TR	L
Maximum Queue (ft)	376	483	31
Average Queue (ft)	112	196	6
95th Queue (ft)	287	368	25
Link Distance (ft)	4137	4137	139
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 4785

Appendix C
Forecasted Travel Demand Memos

August 9, 2019
Northbound I-880 2025/2045 Traffic Demand Forecast Adjustments Memo

DKS

MEMORANDUM

DATE: August 9, 2019

TO: Caltrans Traffic Operations and Forecasting Staff

FROM: Terry Klim, Udit Molakatalla - DKS Associates

CC: Susan Chang (Alameda CTC), Dina Potter (HNTB)

SUBJECT: Oakland-Alameda Access Project – Northbound I-880 2025/2045 Traffic Demand Forecast Adjustments - REVISED

INTRODUCTION

The Alameda County Transportation Commission (Alameda CTC) has initiated a study to improve traffic flow and safety in the area between Downtown Oakland and the City of Alameda. The Oakland-Alameda Access Project (OAAP) will identify access and operational improvements between I-880, I-980 and local Oakland streets including access to and from the Posey / Webster Tubes which connect Oakland and the island of Alameda. The improvements are intended to enhance or replace access to and from the freeway in the area of the existing Broadway and Jackson Street interchanges.

As part of this effort, a detailed traffic operational analysis of the proposed improvements is being conducted. The operational analysis examines impacts to both the freeway and surface street (intersection) facilities. Analysis will be conducted for two future year scenarios--expected Opening Year (2025) and the Design Horizon Year (2045) and will cover weekday AM and PM peak conditions.

To support this analysis, an initial set of forecast volumes were developed and presented in the technical memo titled "*Oakland-Alameda Access Project –2025/2045 Traffic Demand Forecasts*" dated December 28th, 2018. These forecasts were used to conduct a first round of operational analysis for the study area.

A critical element of these forecasts was the re-distribution of traffic associated with the removal of the northbound I-880 off-ramp to Broadway under the Build alternative. It was assumed that a majority of the Broadway off-ramp traffic would shift to use the Oak off-ramp, with the remainder, notably those destined for areas further to the west, shifting to either the Market off-ramp or to I-980 (then to either the 11th Street off-ramp or 17th Street off-ramp).

One product of this re-distribution assumption is that the traffic demand on I-880 downstream of the Oak off-ramp, specifically through the weave section between the Jackson on-ramp and I-980 off-ramp, would increase under the Build alternative compared to the No Build alternative and, in turn, causing changes in the freeway mainline operations.

As part of an iterative process, the results of the initial operational analysis were used to assess the reasonableness of the original forecast volumes. The purpose of this memo is to present proposed adjustments to the original forecasts based on results from the first round of operational analysis.

INITIAL FORECASTS AND ANALYSIS RESULTS

For the original Build alternative 2025 and 2045 AM peak period forecasts, it was assumed that approximately 80% of the Broadway traffic would shift to the Oak off-ramp, with a majority of the remainder using I-980 and a small percentage using Market. With this assumption, mainline demand in the weave segment between the Jackson on-ramp and I-980 off-ramp increases by approximately 175 vph during the AM peak hour (8:00-9:00 AM). The initial operational analysis for northbound I-880 shows that this shift of some traffic to downstream exits would exacerbate an existing bottleneck within this weave segment and increase AM peak hour travel times by 3 to 4 minutes compared to the No Build alternative for northbound I-880 from south of 23rd Avenue to the I-980 exit .

During the PM peak period, when off-ramp volumes are generally lower than the AM peak, the initial assumption was that 95% of the Broadway traffic would shift to the Oak off-ramp as it was assumed that a significant portion of that traffic is destined for the Webster Tube, and therefore exiting at Oak and using 6th street is the most direct route. In turn, the demand increase through the weave section on northbound I-880 was lower than that for the AM peak, leading to no or little impact to mainline operations. As such no adjustment to the PM peak period forecasts was deemed necessary.

REVISED FORECASTS

With these increased travel times on northbound I-880 during the AM peak period as described above, it may be reasonable to assume that a greater percentage of “Broadway off” trips would exit earlier at Oak and then use local streets such as 6th Street, 8th Street or 12th Street to access points in downtown Oakland. An iterative process was undertaken whereby the relative re-distribution of “Broadway off” trips between the Oak off-ramp and downstream exits (e.g. I-980 to 11th or 17th Street, Market) was adjusted to better balance the relative travel times. This involved increasing the volume using the Oak off-ramp and reducing that using the I-980 and Market off-ramps such that travel time impacts for those traveling further on surface streets

(using the Oak off-ramp) would balance with those for drivers traveling further on the freeway (using downstream exits).

The adjusted 2025 and 2045 Build AM peak period demand forecasts for affected ramps on northbound I-880 are presented in Tables 1 and 2, respectively. For comparative purposes, the No Build and initial Build forecasts are also presented.

For the 2025 AM peak period, adjustments were made only during Hours 2 and 3 (7:00 to 8:00 and 8:00 to 9:00) corresponding to when congestion due to the weave segment was most severe. For these hours, the assumed percentage of Broadway off trips shifting to the Oak off-ramp was increased from 80% to 87%. During the 2045 AM peak period, where greater mainline congestion occurs, adjustments were made to Hours 2, 3 and 4. In this case, the percentage shifting to the Oak off-ramp was adjusted to 88% in Hours 2 and 4, and to 95% in the peak hour (Hour 3).

Because the operational analysis examines impacts to both the freeway and surface street (intersection) facilities, adjustments were also made to the intersection forecasts consistent with those made to the affected off-ramps. Adjustments were made not only to the off-ramp terminus intersections, but carried along expected travel routes into downtown as summarized below:

- Increased volume on the Oak off-ramp, then distributed across three routes into downtown: along 6th Street and Broadway; up Oak to 8th Street and Broadway; and up Oak and across on 12th Street.
- Decrease volume on Market off-ramp, then up Market Street and along 7th Street.
- Decrease volume on the I-980/11th off-ramp to 11th Street and Castro Street, and the I-980/17th off-ramp to 17th Street.

The adjusted 2025 and 2045 AM peak hour intersection turn movement forecasts are presented in Figures 1 and 2. These figures provide a comparison of the original and adjusted forecasts, with those where adjustments were made highlighted with shading.

As part of this process, no changes were made to the No Build forecasts, nor to the Build alternative PM peak period forecasts.

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Table 1: Adjusted 2025 Northbound I-880 Build Ramp Forecasts - AM Peak Period

ID	Location Description	2025 No Build				2025 Build			
		6:00 - 7:00	7:00 - 8:00	8:00 - 9:00*	9:00 - 10:00	6:00 - 7:00	7:00 - 8:00	8:00 - 9:00*	9:00 - 10:00
Northbound I-880									
R5	**Oak Street off**								
R1	Original Forecast	380	776	1014	727	926	1574	1838	1427
	Adjusted Forecast					926	***1614***	***1873***	1427
	Change					*0*	*40*	*35*	*0*
R6	**Broadway off**								
	Original Forecast	659	961	993	844	0	0	0	0
	Adjusted Forecast					0	0	0	0
	Change					*0*	*0*	*0*	*0*
R8	**Northbound I-980 off**								
	Original Forecast	1668	2669	3056	2589	1743	2771	3161	2681
	Adjusted Forecast					1743	***2741***	***3136***	2681
	Change					*0*	*-30*	*-25*	*0*
R9	**Market Street off**								
	Original Forecast	451	679	618	406	503	748	690	470
	Adjusted Forecast					503	***738***	***680***	470
	Change					*0*	*-10*	*-10*	*0*

Source: DKS Associates, 2019

Note: **Red Bold** = Modified forecasts; * peak hour

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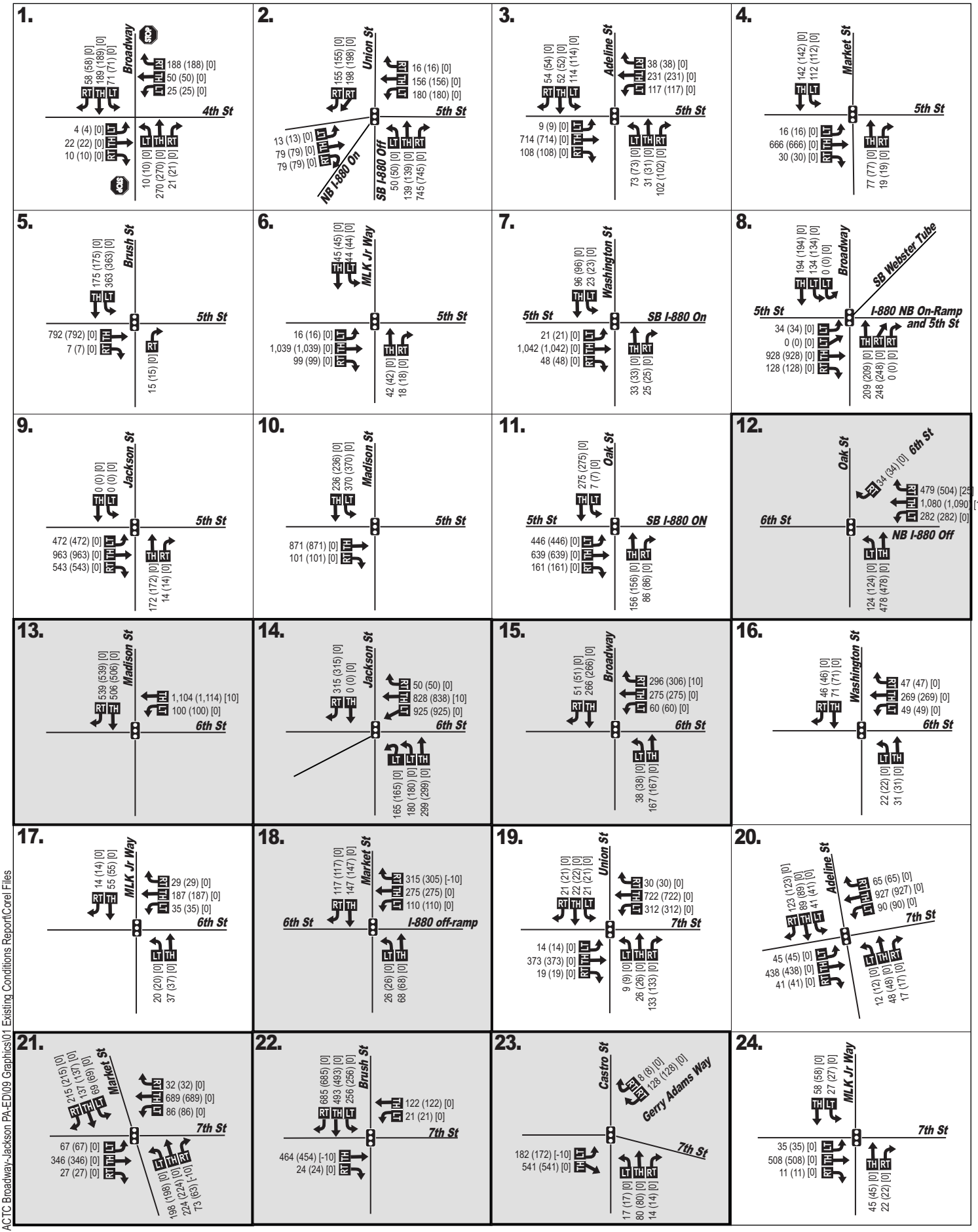
Table 2: Adjusted 2045 Northbound I-880 Build Ramp Forecasts - AM Peak Period

ID	Location Description	2045 No Build				2045 Build			
		6:00 - 7:00	7:00 - 8:00	8:00 - 9:00*	9:00 - 10:00	6:00 - 7:00	7:00 - 8:00	8:00 - 9:00*	9:00 - 10:00
Northbound I-880									
R5	**Oak Street off**								
R1	Original Forecast	387	785	1024	736	885	1518	1779	1376
	Adjusted Forecast					885	***1593***	***1929***	***1441***
	Change					*0*	*75*	*150*	*65*
R6	**Broadway off**								
	Original Forecast	623	914	944	800	0	0	0	0
	Adjusted Forecast					0	0	0	0
	Change					*0*	*0*	*0*	*0*
R8	**Northbound I-980 off**								
	Original Forecast	1682	2688	3074	2605	1780	2819	3212	2725
	Adjusted Forecast					1780	***2759***	***3087***	***2675***
	Change					*0*	*-60*	*-125*	*-50*
R9	**Market Street off**								
	Original Forecast	532	788	731	505	564	830	776	544
	Adjusted Forecast					564	***815***	***751***	***529***
	Change					*0*	*-15*	*-25*	*-15*

Source: DKS Associates, 2019

Note: **Red Bold** = Modified forecasts; * peak hour



LEGEND

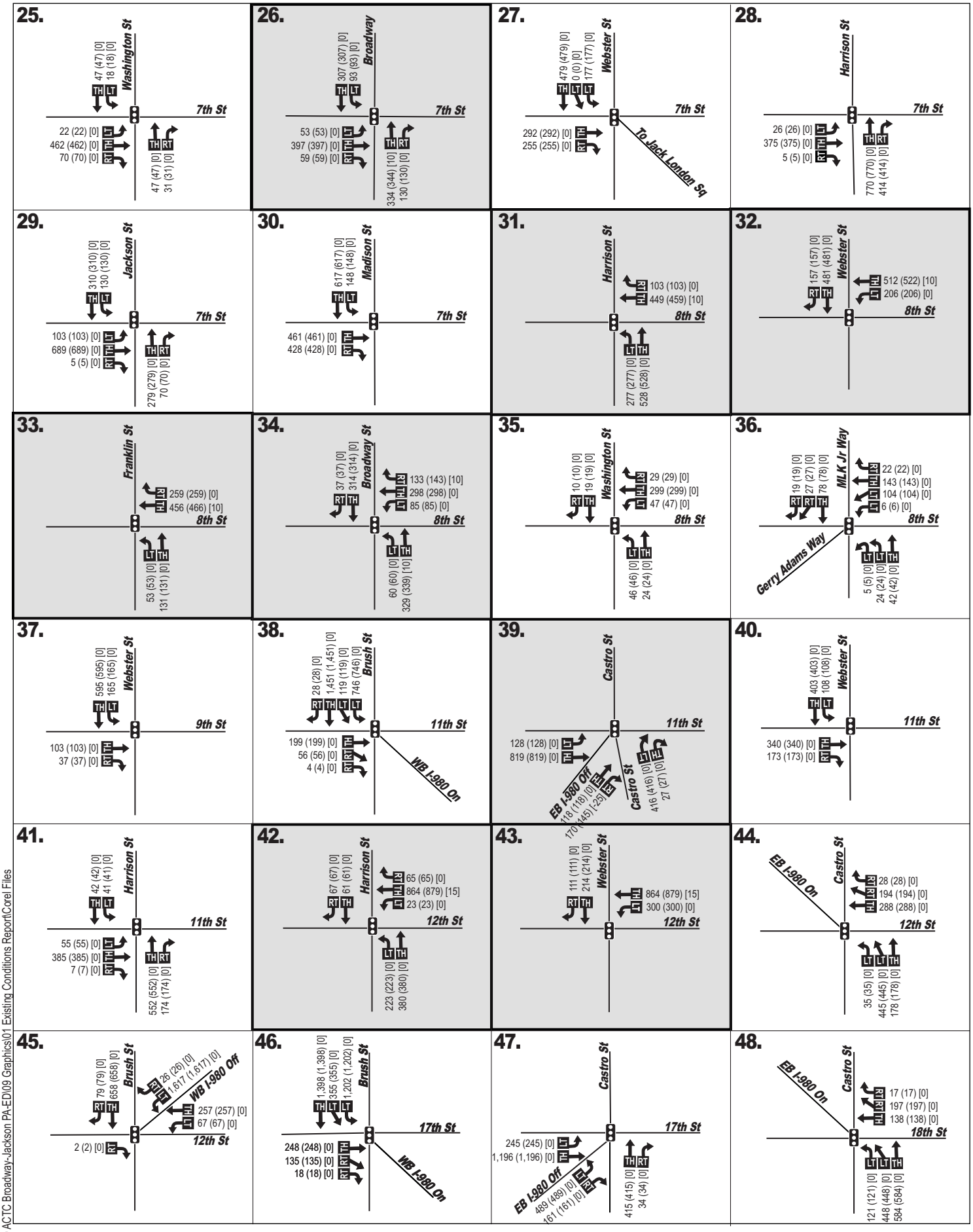
- Traffic Signal
- Stop Sign
- Existing Lane Geometry
- XX (XX) [XX] - Original (Revised) [Change] Peak Hour Volumes
- Adjusted Location

DKS

Figure 1.1

Oakland - Alameda Freeway Study
2025 Adjusted AM Build
Peak Hour Volumes

P:\P\15\15074-000 ACTC Broadway-Jackson PA-ED\09 Graphics\01 Existing Conditions Report\Corel Files



LEGEND

- Traffic Signal
- Stop Sign
- Existing Lane Geometry
- XX (XX) [XX] - Original (Revised) [Change] Peak Hour Volumes
- Adjusted Location

DKS

Figure 1.2

Oakland - Alameda Freeway Study
2025 Adjusted AM Build
Peak Hour Volumes

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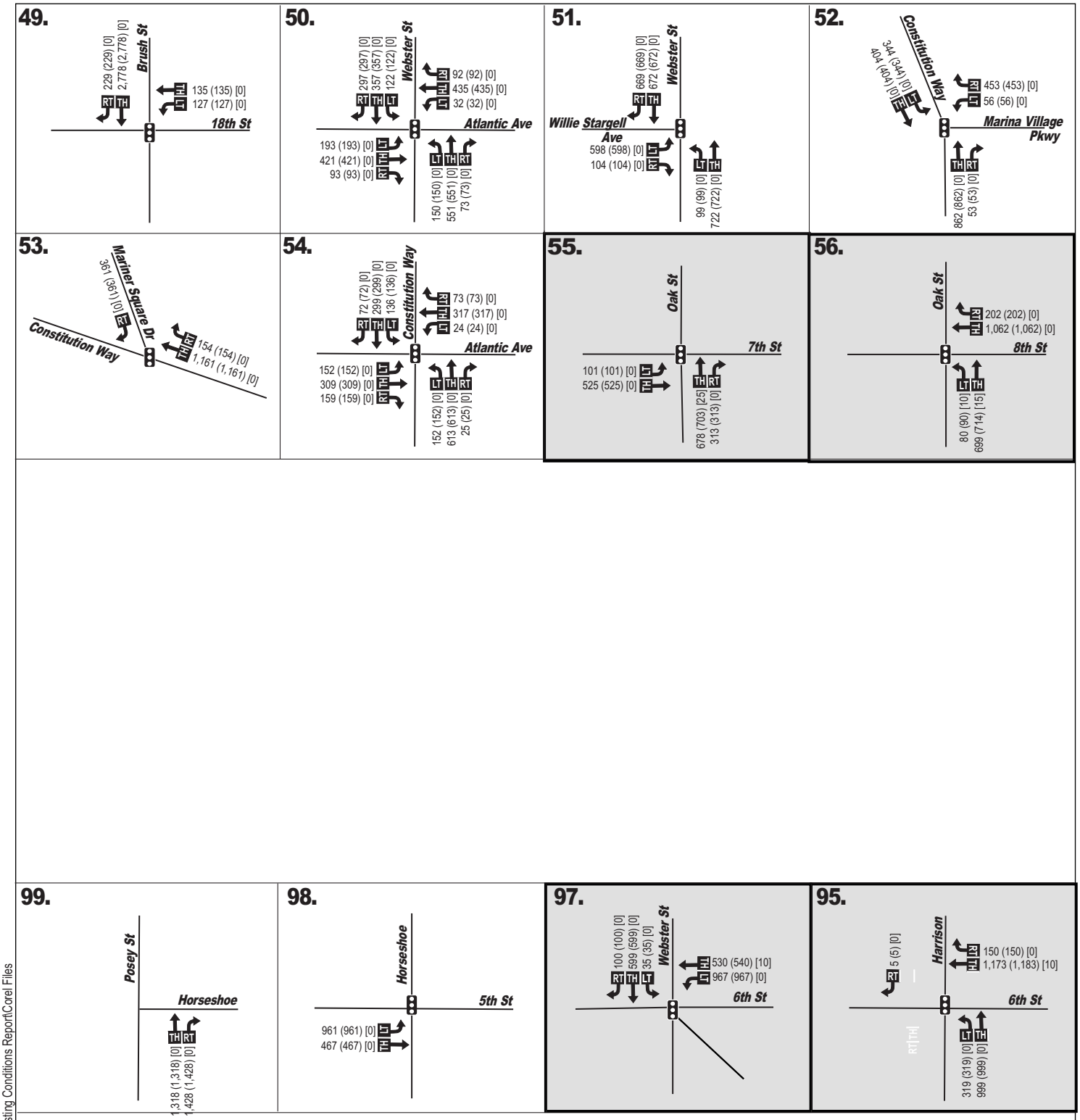

LEGEND

- Traffic Signal
- Stop Sign
- Existing Lane Geometry
- Adjusted Location

XX (XX) [XX] - Original (Revised) [Change] Peak Hour Volumes

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Figure 1.3

Oakland - Alameda Freeway Study
2025 Adjusted AM Build
Peak Hour Volumes

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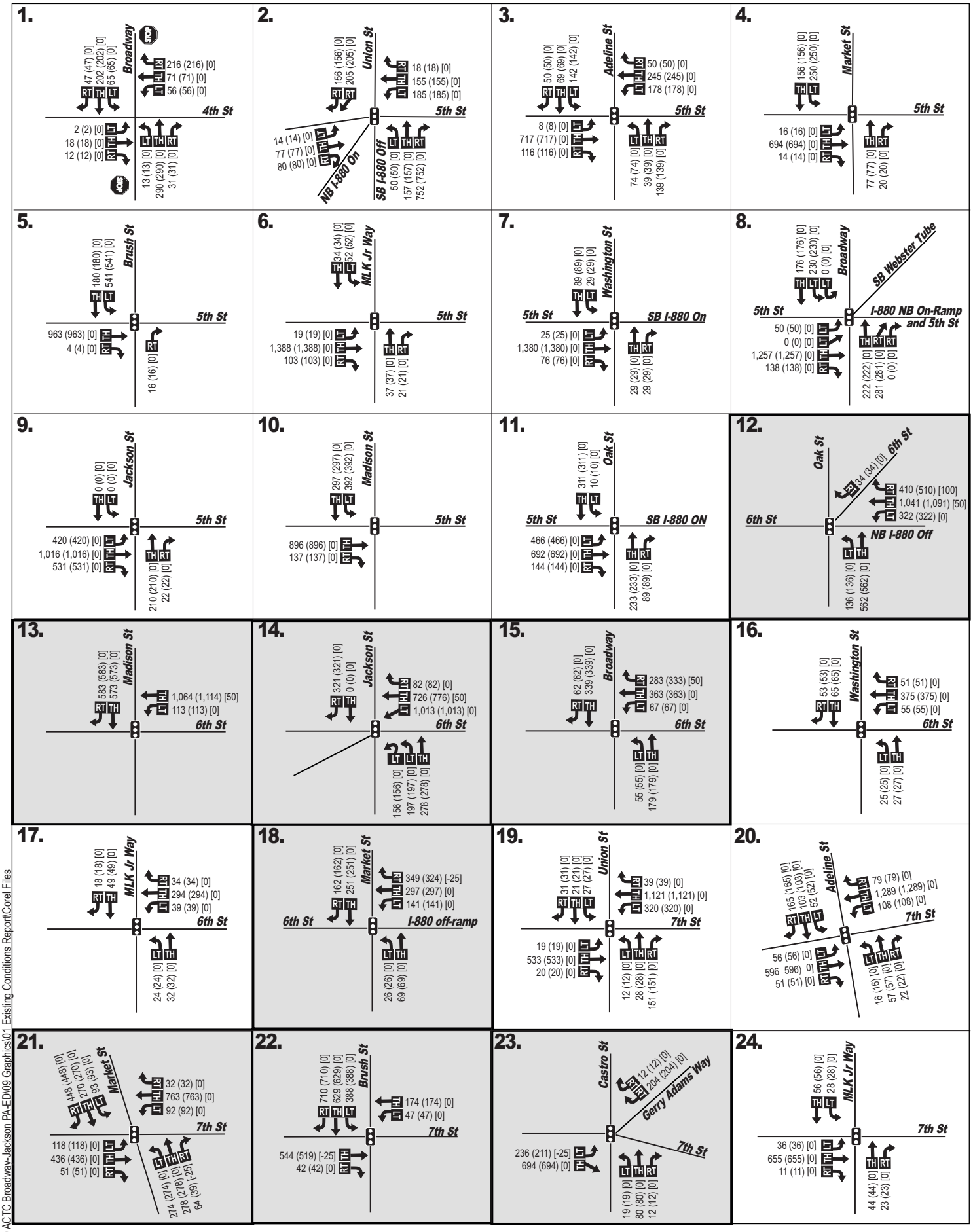

LEGEND

- Traffic Signal
- Stop Sign
- Existing Lane Geometry
- XX (XX) [XX] - Original (Revised) [Change] Peak Hour Volumes
- Adjusted Location

DKS

Figure 2.1

Oakland - Alameda Freeway Study
2045 Adjusted AM Build
Peak Hour Volumes

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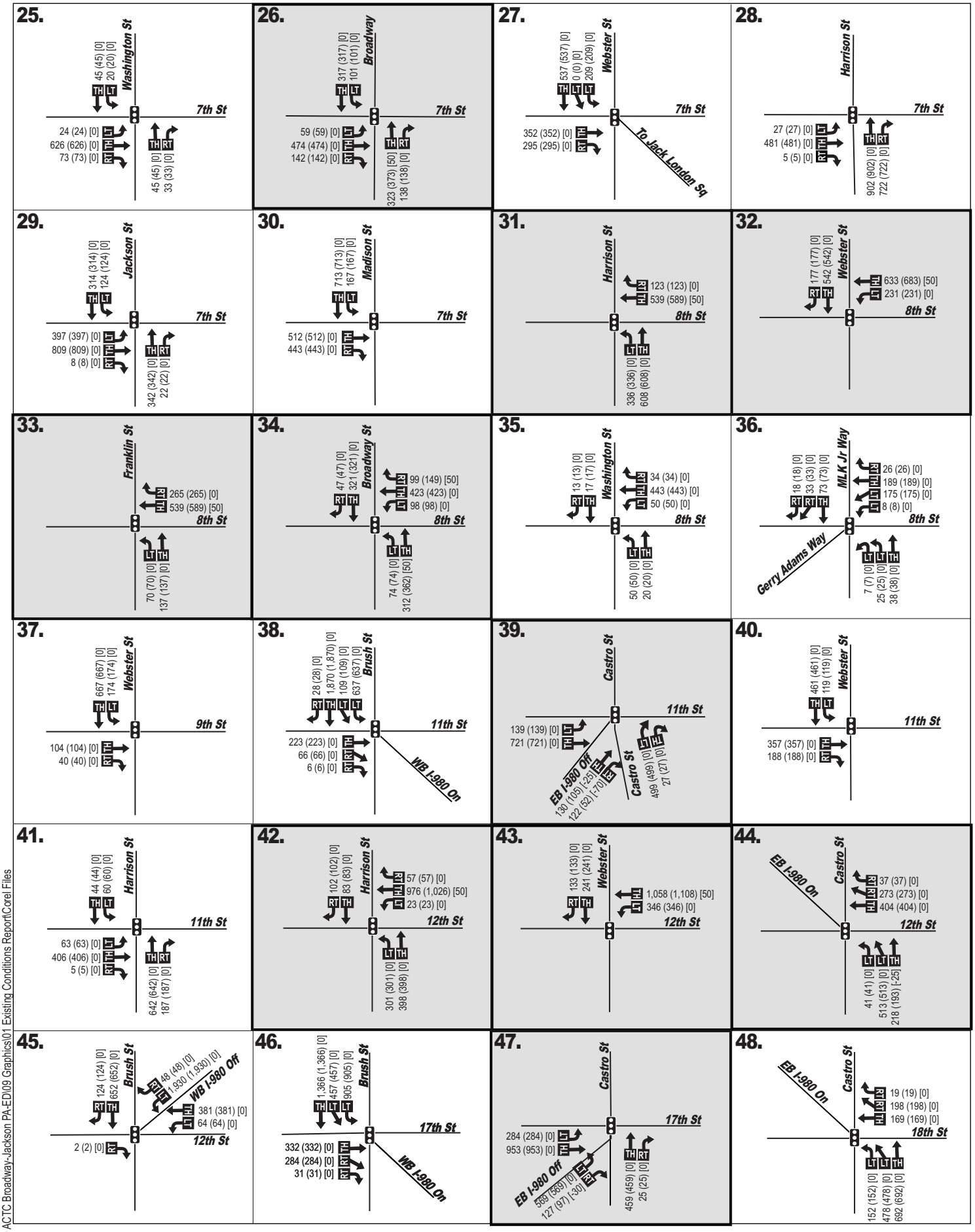

LEGEND

- Traffic Signal
- Stop Sign
- Existing Lane Geometry
- Adjusted Location

XX (XX) [XX] - Original (Revised) [Change] Peak Hour Volumes

DKS

Figure 2.2

Oakland - Alameda Freeway Study
2045 Adjusted AM Build
Peak Hour Volumes

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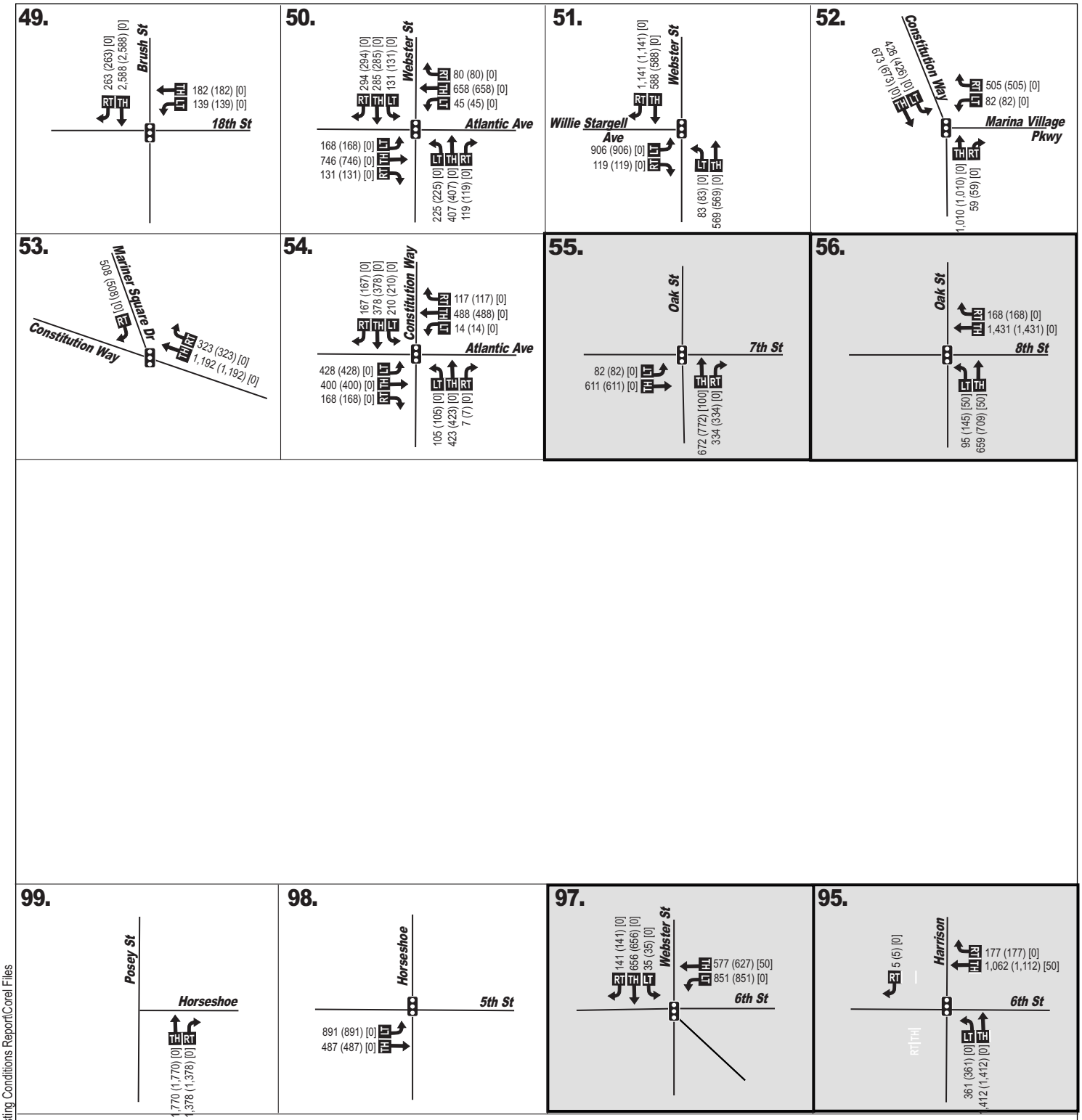

LEGEND

- Traffic Signal
- Stop Sign
- Existing Lane Geometry
- Adjusted Location

XX (XX) [XX] - Original (Revised) [Change] Peak Hour Volumes

DKS

Figure 2.3

Oakland - Alameda Freeway Study
2045 Adjusted AM Build
Peak Hour Volumes

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In adjusting the forecasts, the objective was to balance the travel times to downtown Oakland for routes that stay on the freeway to downstream exits such as Market or I-980/11th versus those that exit sooner at the Oak Street exit and travel further on surface streets. While exact travel times vary depending on the specific destination and route, Table 3 provides a comparison of estimated travel times for a destination in the vicinity of the City Center area (Broadway between 11th and 12th). This table compares travel times for two routes (see Figure 3) for both the original forecasts and the revised forecasts. These estimated travel times combine results from the freeway (FREQ) analysis and surface street (SimTraffic) analysis, as well assumed speed/travel time assumptions for roadway segments not explicitly covered in either model.

Table 3: Estimated AM Peak Hour Travel Time Comparison[1]

Assumed Route	Estimated Travel Time (minutes)[1]	
	Original Forecasts	Revised Forecasts
NB I-880 to Oak off-ramp, NB Oak, WB 12th	6.8	7.4
NB I-880 to I-980/11th off-ramp, EB 11th	8.2	7.8

Source: DKS Associates, 2019
Note: 1. Travel time for trip starting on northbound I-880 at 5th Avenue exit and ending at City Center in downtown Oakland.

As shown in Table 3, under the original forecasts, the estimated AM peak hour travel time from northbound I-880 to City Center is estimated to be about 1.4 minutes faster via the Oak exit compared to staying on the freeway to the I-980/11th exit. With the revised forecasts, this difference is reduced to less than a half minute. For further comparison, the difference drops from approximately 1 minute to 10 seconds in the following hour (9 to 10 AM).

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FIGURE 3: 2045 AM PEAK HOUR TRAVEL TIME COMPARISON ROUTES

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ROUTE 1 VIA OAK/12TH

ROUTE 2 VIA 980/11TH

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January 9, 2019
2025/2045 Travel Demand
Forecast Memo

1970 Broadway, Suite 740
Oakland, CA 94612
510.763.2061
www.dksassociates.com

DATE: January 9, 2019

TO: Caltrans Traffic Operations and Forecasting Staff

FROM: Terry Klim (DKS Associates)

CC: Susan Chang (Alameda CTC), Dina Potter (HNTB)

SUBJECT: Oakland-Alameda Access Project –2025/2045 Traffic Demand Forecasts #15074-000

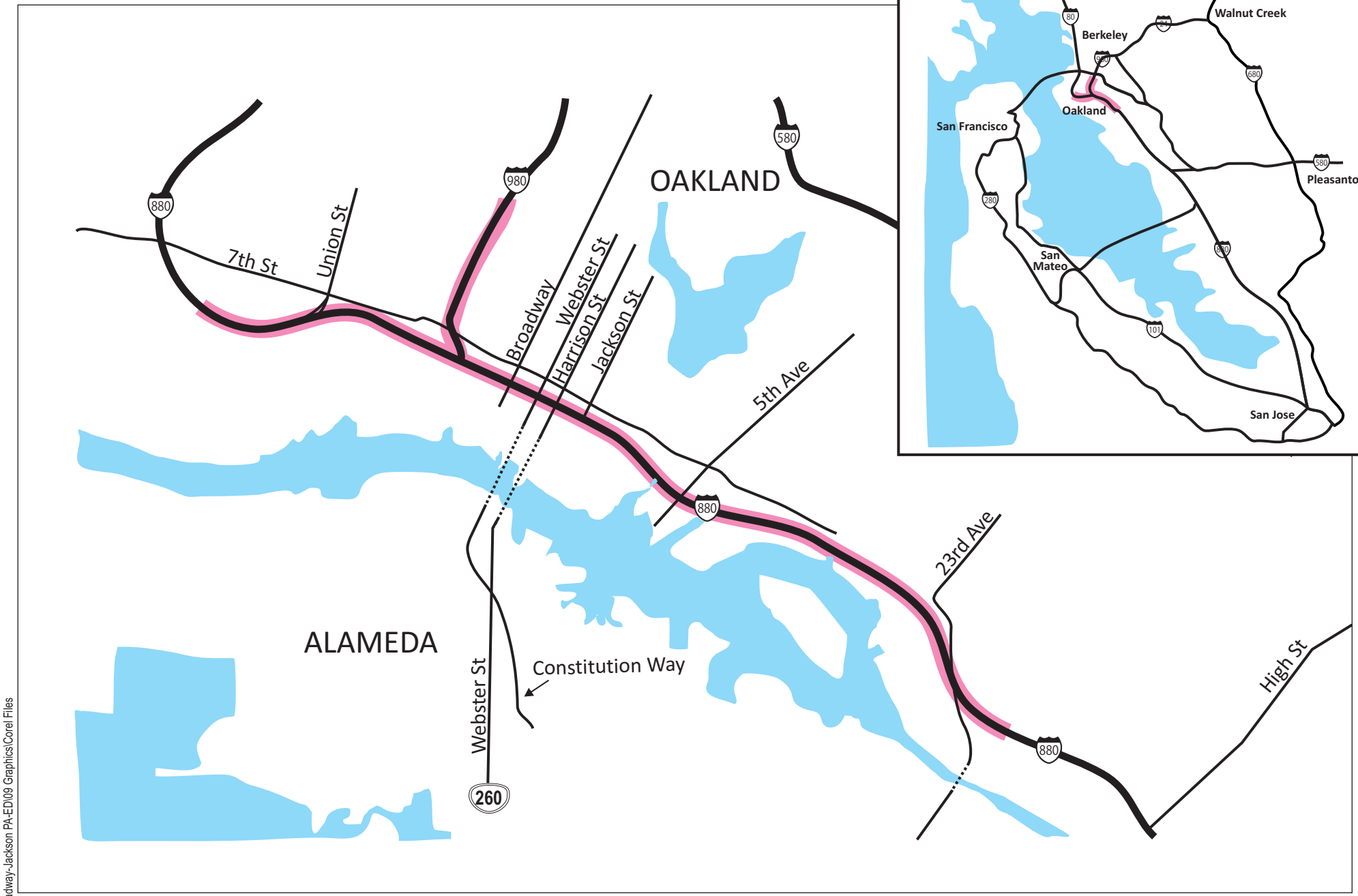
INTRODUCTION

The Alameda County Transportation Commission (Alameda CTC) has initiated a study to improve traffic flow and safety in the area between Downtown Oakland and the City of Alameda. The Oakland-Alameda Access Project (OAAP) will identify access and operational improvements between I-880, I-980 and local Oakland streets including access to and from the Posey / Webster Tubes which connect Oakland and the island of Alameda. The improvements are intended to enhance or replace access to and from the freeway in the area of the existing Broadway and Jackson Street interchanges.

As part of this effort, a detailed traffic operational analysis of the proposed improvements will be conducted. The operational analysis will examine impacts to both the freeway and surface street (intersection) facilities. Analysis will be conducted for two future year scenarios--expected Opening Year (2025) and the Design Horizon Year (2045) and will cover weekday AM and PM peak conditions.

This technical memorandum presents the forecasts of future year travel that will be used as inputs to the operational analysis. The forecasts developed for this project include weekday AM and PM four-hour peak period forecasts for the freeway mainline and ramps, and peak hour intersection turning movement forecasts. The freeway analysis study limits are illustrated in Figure 1, while the study intersections are illustrated in Figure 2.

The following section provides a brief description of the Alameda CTC travel demand model that was used to develop the forecasts. This section discusses refinements made to the model for use in this study. A description of the alternatives for which forecasts were developed is provided in the third section of this this memo. The fourth section of this memorandum provides an overview of the specific methodology or process used to develop the segment volume and turning movement forecasts. The final section of this memorandum summarizes the demand forecasts for the study area mainline segments, ramps and intersections for each alternative and horizon year. This section includes summary of the key travel patterns differences between the No Build and Build alternatives.



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- Freeway Study Limits

NO SCALE

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Figure 1

Oakland - Alameda Freeway Access Project
Freeway Analysis Study Area

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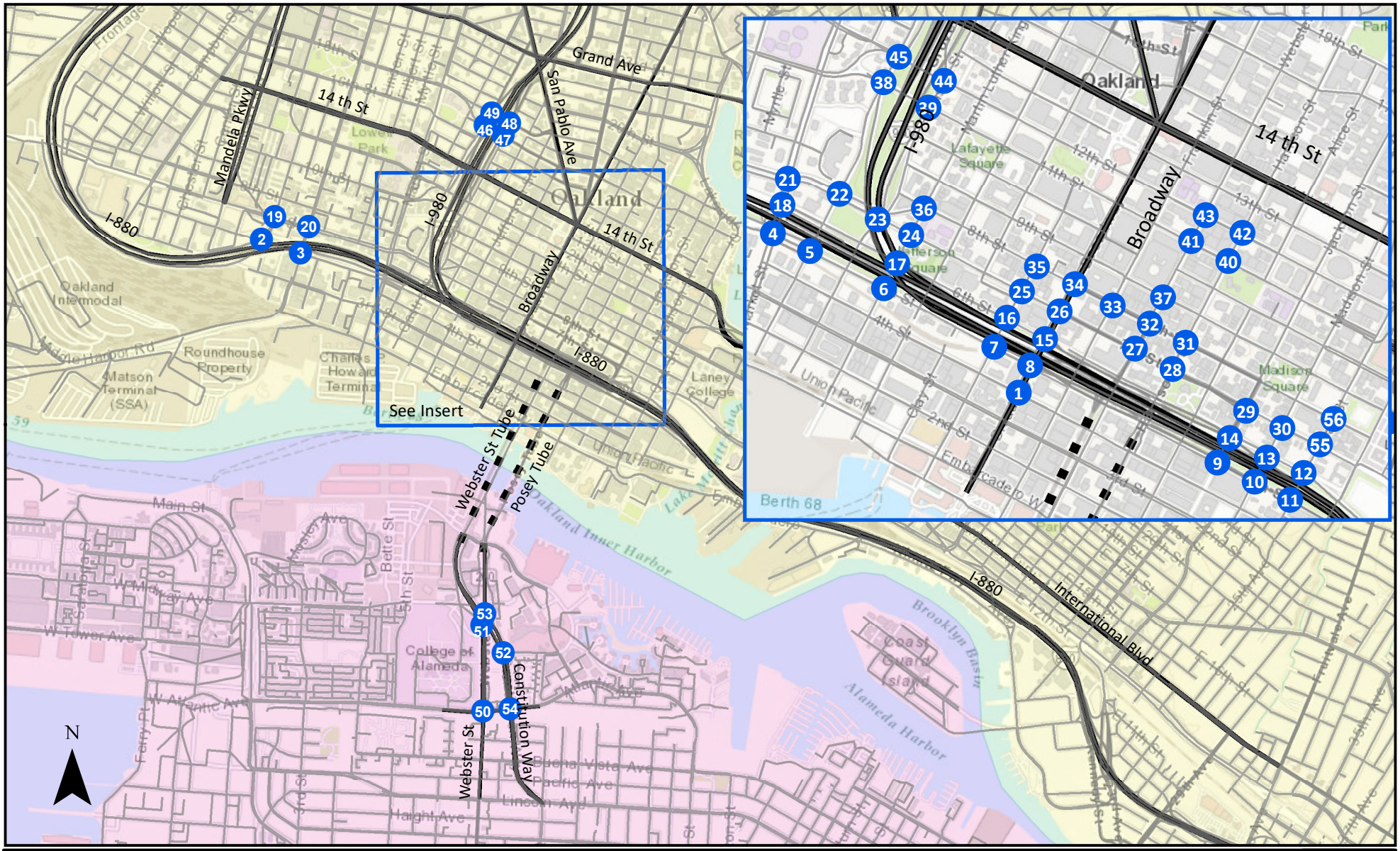

Legend

- Study_Intersections
- ProjectRoads
- Key Roadways
- Tunnel
- Alameda
- Oakland

Figure 2

Oakland- Alameda Freeway Access Project Study Intersections

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ALAMEDA CTC TRAVEL DEMAND MODEL

General Model Overview

Traffic demand forecasts for the future years were developed using the Alameda CTC's countywide travel demand model (TDM). The Alameda CTC TDM is a traditional four-step model (trip generation, trip distribution, mode choice, trip assignment) using the CUBE software. In short, the travel demand use estimates of land use and demographic information (e.g. households, employment, income level, etc.) to determine the number of person trips generated, distributes these trips between zones, allocates trips to different modes (drive alone, carpool 2, carpool 3+, transit, bicycle, and walk; also includes truck trips), and then assigns vehicle trips to the network.

Key characteristics of the Alameda CTC travel demand model provided for use in this study include:

- Model years: 2010, 2020, 2040
- Highway assignment time periods: AM 1-hour peak, AM 4-hour peak period (6-10 AM), PM 1-hour peak, PM 4-hour peak period (3-7 PM), midday 6 hour (10AM - 3PM), evening (7PM – 6AM).
- Input land use: Association of Bay Area Government's (ABAG's) Projections 2013 for 2010, 2020, 2040 with local jurisdiction review.

Modeling Desired Horizon Years

As noted above, the desired analysis years for this project are 2015, 2025 and 2045; whereas, the Alameda CTC TDM includes 2010, 2020 and 2040 model years. To generate the necessary horizon year outputs from the TDM, the land use inputs were interpolated or extrapolated to approximate each of the desired years. For example, the Year 2015 base forecasts were generated by interpolating between the 2010 and 2020 land use data, then re-running the entire model process. Similarly, the 2025 forecasts were generated by interpolating between the 2020 and 2040 land use data. For the Year 2045, land use assumptions were developed by extrapolating beyond the available 2040 data.

Land Use Assumptions

Land use inputs are entered into the travel demand model on a traffic analysis zone (TAZ) basis rather than on an individual parcel basis. The process begins with the ABAG regional projections, then allocated to the county and local levels, and ultimately to the TAZs. This process involves all levels of public agencies. Long term growth projections generally reflect the General Plans of individual jurisdictions. As such, the land use inputs do not necessarily represent individual developments; although, in the case of large-scale developments such as Brooklyn Basin and Alameda Point that encompass an entire TAZ or multiple TAZs, the zonal allocations do reflect the proposed development plans.

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Details regarding the land use assumptions used in the travel demand model are provided in Attachment A. Table A-1 summarizes the employment and housing unit forecasts for a set of subareas encompassing and surrounding the project area. The subareas and corresponding TAZs are illustrated in Figure A-1. As shown, all subareas are expected to see significant growth in both households (specifically multi-family households) and employment.

Model Validation

The Alameda CTC travel model has been validated on a countywide level according to industry standards by comparing base year model outputs to observed travel data such as the Census journey to work and traffic counts and is the officially adopted tool for use in countywide transportation planning.

Additional checks were made to assess the performance of the model in the study area by comparing model outputs with existing counts. The following validation criterion was applied for freeway and arterial links in the model study area.

- 75% of freeway link volumes are within +/- 20%
- 50% of freeway link volumes are within +/- 10%
- 75% of major arterial links volumes within 10,000 vehicles per day within +/- 30%
- 50% of major arterial link volumes within 10,000 vehicles per day within +/- 15%

The total AM and PM peak-hour volumes crossing a screenline in the project study area was also evaluated. A comparison between the model outputs and the observed counts can be found in Attachment B. As shown, there are some significant differences between observed counts and model outputs. However, the model outputs are not used directly in the operational analysis but only to develop a growth increment that is then applied to observed volumes. The Alameda CTC model was judged to be adequate for use with this approach.

Alternatives

Demand forecasts were developed for the following alternatives:

- Alternative 1 – No Build
- Alternative 2 – Build

For each forecast year, the No Build alternative reflects existing network conditions plus baseline ("non-project") improvements consistent with Plan Bay Area and assumed within the travel demand model. Within the study area, no changes to the roadway network were assumed for either 2025 or 2045 No Build.

The proposed Build project is expected to be constructed for 2025, and consists of the following key features:

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- Removal of Broadway off-ramp from northbound I-880,
- Construction of new "horseshoe" for traffic exiting the Posey Tube to the Jackson on-ramp,
- Construction of 6th Street extension to provide a continuous facility from Oak Street to Broadway (and beyond),
- Conversion of Madison Street to two-way from one-way southbound operation between 4th Street and 6th Street; and
- Removal of the southbound Broadway on-ramp link to the Jackson Street off-ramp (on-ramp access to southbound I-880 remains).

An illustration of the proposed Build alternative is provided in Attachment C.

OPERATIONAL ANALYSIS FORECAST METHODOLOGY

Outputs from the travel demand model are not used directly in the operational analysis. Instead, changes in the demand between the base and horizon year models is added to existing traffic demands. The procedures for developing the forecasts to be used in the freeway network and intersection operational analyses are presented in the following sections.

Development of Peak Period Freeway Link Forecasts

The freeway operational analysis conducted for this effort covers the four-hour AM and PM peak periods, and requires hour-by-hour forecasts for all on- and off-ramps plus the freeway mainline start and end points within the study area. The process used to develop the peak period freeway and ramp demand forecasts is described below:

1. Run the AM peak hour and PM peak hour model assignments for current year and each horizon year.
2. Compute change ("growth") in peak hour demand for the freeway mainline start and ramp links within the study network.
3. Conduct reasonableness check of growth and manually adjust as appropriate. This check highlighted locations with negative growth or excessive growth relative to physical constraints. Typically, locations with negative "growth" were constrained to zero, unless changes in roadway access can be used to explain negative growth. As part of this step, the peak hour growth for on and off ramps was compared against the link forecast adjustments made for the intersection operational analysis to ensure consistency. This step was performed iteratively with Step 4 in the intersection forecast process described below.
4. Calculate the growth for the remaining hours in the peak period by multiplying the adjusted peak hour growth by relative hourly distribution factors developed from observed traffic counts (see section below for more information).

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5. Compute future year link hourly demands by adding the adjusted hourly "growth" to existing (observed) hourly demands.

In applying these procedures, the 2025 forecasts were calculated by adding the model estimated growth between 2015 and 2025 model assignments to the observed counts. The 2045 forecasts were calculated by adding the model estimated growth between 2025 and 2045 model assignments to the adjusted 2025 forecasts.

Development of Intersection Turning Movement Forecasts

The intersection analysis is limited to the peak hour within each peak period. To provide consistency and allow for balancing of traffic flow between adjacent facilities (e.g. one intersection to the next), a common peak hour was defined for each period based on the overall or aggregated volumes and level of congestion. The designated peak hours are 8-9 AM and 5-6 PM. To provide consistency with the peak hour freeway forecasts, the intersection turning movement volume forecasts were based on the same peak hour Alameda CTC model outputs used for the link forecasts using the following process:

1. Run the AM peak hour and PM peak hour model assignments for current year and each horizon year.
2. Compute change ("growth") in peak hour demand for the approach and departure links of each intersection within the study network.
3. Apply a Furness distribution process to determine individual intersection turning movement forecasts. This iterative process uses the base year turn movement volumes as a seed and the horizon year approach and departure link demands as inputs.
4. Conduct reasonableness check of growth and manually adjust as appropriate. This check highlighted locations with negative growth or excessive growth relative to physical constraints. As part of this step, adjustments made to ensure "balancing" of the forecasts to provide reasonable consistency in the traffic demand flows between adjacent facilities (i.e. balancing the departing demands at one intersection and approach demands at a downstream intersection). This step was performed iteratively with Step 3 in the freeway link forecast process described above.

As with the freeway link forecasts, the 2025 intersection forecasts were calculated by adding the model estimated growth between 2015 and 2025 model assignments to the observed counts. The 2045 forecasts were calculated by adding the model estimated growth between 2025 and 2045 model assignments to the adjusted 2025 forecasts.

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Hourly Distribution Factors

As noted above, the Alameda CTC travel demand model was used to forecast the peak hour growth for the AM and PM peak hours. To determine the growth for the remaining hours in each peak period, as needed for the freeway operations analysis, the following methodology was applied:

- Calculate the ratio of the individual hour volume to the peak hour volume from observed traffic counts collected for the relevant period. To ensure the balancing of volumes between locations, the average ratio across the freeway mainline and ramp locations was calculated. The hourly distribution factors developed from freeway mainline and ramps combined were then applied in the forecasting process.
- Compute future demand for each individual hour by applying the distribution factors (ratios) to adjusted peak hour growth and adding the resulting growth increment to existing (observed) hourly demands.

Table 1 presents the hourly distribution factors for the AM and PM peak periods.

Table 1: Peak Period Hourly Distribution Factors

AM Peak Period				
	6 to 7 AM	7 to 8 AM	8 to 9 AM	9 to 10 AM
Distribution Factor by Hour	0.71	0.96	**1.00**	0.88
PM Peak Period				
	3 to 4 PM	4 to 5 PM	5 to 6 PM	6 to 7 PM
Distribution by Hour	0.95	0.99	**1.00**	0.87

Additional Build Alternative Procedures

The above process was used to develop forecasts for the future year No Build alternatives. For the future year Build alternatives, a similar process was applied. In this case, the travel demand model network was modified to reflect the proposed improvements, and the model re-run. The steps described above were then re-done. However, a more extensive process of checking and manual adjustment was undertaken to ensure the reasonableness of the forecasts relative to the logical and expected re-distribution of trips as a result of new or removed connections.

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FORECAST RESULTS

The 2025 and 2045 peak period freeway and ramp demand forecasts for all alternatives are presented in Tables 2 through 5. The AM peak period forecasts are presented in Table 2 (No-Build) and Table 3 (Build), while the PM peak hour forecasts appear in Table 4 (No-Build) and Table 5 (Build). These tables include forecasts for all ramps, as well as the freeway start and end locations, for the study area segments of I-880 and I-980. In addition, the mainline demands between ramps have been calculated for several key locations along I-880. These values were added to allow comparison of freeway loading conditions between the No Build and Build alternatives. Additional detail regarding the link forecast process, including model outputs and manual adjustments, are provided Attachment D.

The peak hour intersection turn movement forecasts are presented in Figures 3 through 8. Figures 3 and 4 compare the No Build demands for each year (2015, 2025 and 2045) for the AM peak hour and PM peak hour respectively. Figures 5 and 6 compare the 2025 No Build and Build forecasts, while a similar comparison for 2045 is provided in Figures 7 and 8.

It should be noted that these forecasts represent "unconstrained" demand volumes. This means that while they do take into account the link capacities as coded into the travel demand model, they do not fully take into account the impact that intersection or bottleneck operational constraints have on downstream flow volumes. For example, for an off-ramp located downstream of a mainline bottleneck, the flow volume that reaches that ramp in a given hour would be lower than the demand volume as some vehicles would be caught in the queue behind the bottleneck. As such, the operational analysis for an intersection at the terminus of that off-ramp may most appropriately be conducted using the expected flow volume rather than the demand volume. Conversely, surface street or intersection constraints may impact the flow volumes that can reach the freeway on-ramps. Refinement of the future volumes will be done in conjunction with the operational analysis as part of a subsequent phase of analysis.

No Build Forecast Trends

The following general observations were made based on a review of the TDM outputs and post-processed demand forecasts for the No Build scenarios:

- Modest freeway growth – in general freeway and ramp demands along I-880 show only modest growth, especially in the peak direction where the freeway is already congested. Higher growth occurs in the off-peak direction and along I-980.

- Growth on arterials parallel to I-880 – although not explicitly shown in the attached tables and figures, the TDM shows significant growth on arterial roads to the south heading into and out of

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downtown (e.g. 7th/8th, 10th, Lake Merritt Blvd). This is reflective of nearby freeway links operating at or near capacity, increasing travel times on those facilities.

- Growth in Tube demands – although near capacity, peak direction demands in the Tubes are expected to grow modestly. In the off-peak direction, significant growth is forecast. This may be associated with job growth in Alameda, notably at Alameda Point.

No Build vs Build Forecast Trends

The bullets below summarize some of the key changes in travel patterns and volumes that occur under the Build alternative.

- Remove north Broadway off:
    - Traffic primarily shifts to the Oak off ramp, but some traffic shifts to I-980 ramps and/or the Market off ramp (especially in 2045)
- Construct horseshoe:
    - Provides more direct access to Jackson on-ramp to northbound I-880 and Oak on-ramp to southbound I-880
    - Significantly reduces traffic on Harrison/7th/Jackson;
    - Reduces traffic on Harrison beyond 7th by attracting some trips that used Harrison to get to I-980 (shift to horseshoe and Jackson on), and providing alternative routes to both downtown (via 6th) and Jack London Square (via 5th or 6th)
- Construct 6th Street:
    - Provides more direct access from Oak off (and from 980-Jackson off) to Webster and downtown via 6th
    - Reduces traffic on Oak, 8th and SB Webster
    - In 2025, shifts some traffic on westbound I-980 heading to the Webster Tube traffic from 12th off-ramp to Jackson off-ramp; not so much in 2045
- Conversion of Madison Street to two-way operation between 4th Street and 6th Street:
    - Provides an alternative for northbound traffic on Oak Street at 5th and 6th

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Table 2 – Observed and 2025/2045 No Build Freeway and Ramp Forecasts - AM Peak Period

ID	Location Description	2015 Observed Data				2025 No Build				2045 No Build			
		6:00 - 7:00	7:00 - 8:00	8:00 - 9:00*	9:00 - 10:00	6:00 - 7:00	7:00 - 8:00	8:00 - 9:00*	9:00 - 10:00	6:00 - 7:00	7:00 - 8:00	8:00 - 9:00*	9:00 - 10:00
Northbound I-880													
M?	**NB I-880 Mainline Start (south of 23rd off)**	5956	6863	5912	5673	5956	6863	5912	5673	6426	7496	6573	6252
R1	23rd Avenue off	533	620	514	563	569	668	564	607	792	969	878	882
M1	**NB I-880 between 23rd Avenue off and on**	5423	6243	5398	5110	5387	6195	5348	5066	5634	6527	5694	5370
R2	23rd Avenue EB on	517	956	1144	825	640	1122	1317	977	640	1122	1317	977
R3	23rd Avenue WB on	504	809	937	607	526	838	968	634	712	1089	1229	863
R4	5th Avenue off	142	212	225	236	164	241	255	263	204	295	312	312
M	**NB I-880 south of Oak off**	6302	7796	7254	6306	6390	7914	7378	6414	6782	8443	7929	6897
R5	Oak Street off	334	715	950	671	380	776	1014	727	387	786	1024	736
M	**NB I-880 between Oak off and Broadway off**	5968	7081	6304	5635	6010	7138	6364	5687	6395	7657	6905	6161
R6	Broadway off	655	957	989	840	658	961	993	844	623	914	944	801
M	**NB I-880 between Broadway off and Jackson on**	5313	6124	5315	4795	5353	6177	5371	4844	5772	6743	5961	5361
R7	Jackson Street on	1029	1861	1894	1464	1077	1926	1962	1524	1140	2011	2050	1601
M	**NB I-880 between Jackson on and I-980 off**	6342	7985	7209	6259	6430	8103	7333	6367	6912	8754	8011	6962
R8	Northbound I-980 off	1617	2601	2984	2526	1668	2670	3056	2589	1681	2688	3074	2605
M	**NB I-880 between I-980 off and Market off**	4725	5384	4225	3733	4762	5434	4277	3778	5231	6066	4937	4356
R9	Market Street off	417	633	570	364	451	679	618	406	532	788	731	505
R10	Union Street on	357	546	447	351	371	565	467	369	390	590	493	391
M	**NB I-880 End (between Union Street on and 7th Street off)**	4665	5297	4102	3720	4682	5320	4126	3741	5089	5868	4698	4242
Southbound I-880													
M4	**SB I-880 Start (between 7th Street on and Union Street off)**	3014	3012	3281	3299	3379	3504	3794	3748	3816	4093	4409	4287
R11	Union Street off	553	776	868	727	591	828	922	774	622	869	965	812
R12	5th Street/Union Street on	133	192	213	241	155	222	244	268	199	281	306	322
M	**SB I-880 between 5th/Union on and WB I-980 on**	2594	2428	2626	2813	2943	2898	3116	3243	3393	3505	3750	3797
R13	Westbound I-980 on	2204	2774	2642	2541	2386	3020	2898	2766	2473	3137	3021	2873
R13b	Westbound I-980 off to Jackson	426	805	1106	930	565	993	1302	1101	698	1171	1488	1265
M	**SB I-880 between WB I-980 on and Broadway on**	4798	5202	5268	5354	5329	5918	6015	6008	5867	6642	6770	6670
R14	Broadway on	169	193	218	252	192	224	250	280	206	243	270	298
M	**SB I-880 between Broadway on and Oak on**	4967	5395	5486	5606	5521	6142	6265	6289	6073	6885	7041	6968
R15	Oak Street/5th Street on	220	608	670	640	260	662	726	689	285	695	761	720
M	**SB I-880 south of Oak/5th on**	5187	6003	6156	6246	5781	6804	6991	6978	6358	7581	7802	7688
R16	Embarcadero/10th Avenue on	159	252	307	253	204	312	370	308	204	312	370	308
R17	Embarcadero off	176	210	291	264	181	216	298	270	213	260	343	310
R18	23rd Avenue/Kennedy Street off	410	587	628	566	420	601	642	579	420	601	642	579
R19	23rd Avenue/Kennedy Street on	396	510	537	482	463	601	632	565	463	601	632	565
M	**SB I-880 End (south of 23rd on)**	5156	5968	6081	6151	5847	6900	7053	7003	6391	7633	7818	7673
I-980 Westbound													
G	**Westbound 980 Start (east of 18th off)**	4417	6652	7542	6113	4715	7054	7962	6481	4739	7086	7995	6510
R20	Westbound 18th Street off	741	1729	2564	1869	812	1825	2664	1956	772	1769	2608	1907
R21	Westbound 12th Street off	1311	1816	1783	1260	1335	1848	1817	1290	1420	1848	1937	1395
R22	Westbound 17th Street on	193	352	403	353	298	493	550	482	452	493	768	673
R23	Westbound 11th Street on	72	121	149	134	86	139	168	150	86	139	168	150
R13A	**WB I-980 End (connector to SB 880/Jackson)**	2630	3579	3747	3471	2952	4012	4199	3867	3085	4100	4386	4031
R13	Westbound I-980 to southbound I-880	2204	2774	2642	2541	2386	3020	2898	2766	2473	3137	3021	2873
R13b	Westbound I-980 off to Jackson	426	805	1106	930	565	993	1302	1101	698	1171	1488	1265
I-980 Eastbound													
R8	**EB I-980 Start (connector from NB I-880)**	1617	2601	2984	2526	1668	2670	3056	2589	1681	2688	3074	2605
R24	Eastbound 11th Street off	82	133	184	160	99	156	208	181	66	112	162	140
R26	Eastbound 17th Street off	304	434	563	451	325	462	592	476	351	497	629	509
R25	Eastbound 12th Street on	244	397	553	542	305	480	639	617	427	644	811	767
R27	Eastbound 18th Street on	168	488	628	465	181	505	645	480	202	534	676	507
	EB I-980 end (east of 18th on)	1643	2919	3418	2922	1730	3037	3541	3029	1893	3256	3770	3230

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Table 3 - Observed and 2025/2045 Build Freeway and Ramp Forecasts - AM Peak Period

ID	Location Description	2015 Observed Data				2025 Build				2045 Build			
		6:00 - 7:00	7:00 - 8:00	8:00 - 9:00*	9:00 - 10:00	6:00 - 7:00	7:00 - 8:00	8:00 - 9:00*	9:00 - 10:00	6:00 - 7:00	7:00 - 8:00	8:00 - 9:00*	9:00 - 10:00
Northbound I-880													
M?	**NB I-880 Mainline Start (south of 23rd off)**	5956	6863	5912	5673	6034	6968	6021	5769	6392	7450	6525	6210
R1	23rd Avenue off	533	620	514	563	618	735	634	668	767	935	842	851
M1	**NB I-880 between 23rd Avenue off and on**	5423	6243	5398	5110	5415	6233	5387	5101	5625	6515	5682	5359
R2	23rd Avenue EB on	517	956	1144	825	640	1122	1317	977	640	1122	1317	977
R3	23rd Avenue WB on	504	809	937	607	526	838	968	634	726	1108	1249	880
R4	5th Avenue off	142	212	225	236	216	311	329	327	228	328	346	342
M	**NB I-880 south of Oak off**	6302	7796	7254	6306	6366	7882	7344	6385	6763	8418	7903	6874
R5	Oak Street off	334	715	950	671	926	1574	1838	1427	885	1517	1779	1376
M	**NB I-880 between Oak off and Broadway off**	5968	7081	6304	5635	5440	6308	5506	4958	5878	6901	6123	5498
R6	Broadway off	655	957	989	840	0	0	0	0	0	0	0	0
M	**NB I-880 between Broadway off and Jackson on**	5313	6124	5315	4795	5440	6308	5506	4958	5878	6901	6123	5498
R7	Jackson Street on	1029	1861	1894	1464	1141	2012	2052	1602	1147	2020	2060	1610
M	**NB I-880 between Jackson on and I-980 off**	6342	7985	7209	6259	6582	8321	7558	6560	7026	8921	8184	7108
R8	Northbound I-980 off	1617	2601	2984	2526	1743	2771	3161	2681	1779	2819	3212	2726
M	**NB I-880 between I-980 off and Market off**	4725	5384	4225	3733	4839	5550	4396	3879	5247	6102	4972	4382
R9	Market Street off	417	633	570	364	503	748	690	470	564	831	776	545
R10	Union Street on	357	546	447	351	371	565	467	369	380	578	480	380
M	**NB I-880 End (between Union Street on and 7th Street off)**	4665	5297	4102	3720	4707	5367	4173	3778	5063	5849	4676	4217
Southbound I-880													
M4	**SB I-880 Start (between 7th Street on and Union Street off)**	3014	3012	3281	3299	3379	3504	3794	3748	3816	4093	4409	4287
R11	Union Street off	553	776	868	727	591	828	922	774	610	853	949	798
R12	5th Street/Union Street on	133	192	213	241	156	223	245	269	200	282	307	323
M	**SB I-880 between 5th/Union on and WB I-980 on**	2594	2428	2626	2813	2943	2899	3117	3243	3406	3522	3767	3813
R13	Westbound I-980 on	2204	2774	2642	2541	2386	3020	2898	2766	2528	3210	3097	2940
R13b	Westbound I-980 off to Jackson	426	805	1106	930	915	1464	1794	1533	915	1464	1794	1533
M	**SB I-880 between WB I-980 on and Broadway on**	4798	5202	5268	5354	5330	5918	6015	6009	5933	6732	6864	6753
R14	Broadway on	169	193	218	252	192	224	250	280	215	255	282	308
M	**SB I-880 between Broadway on and Oak on**	4967	5395	5486	5606	5522	6142	6266	6289	6148	6987	7147	7061
R15	Oak Street/5th Street on	220	608	670	640	264	668	732	694	307	725	792	747
M	**SB I-880 south of Oak/5th on**	5187	6003	6156	6246	5786	6810	6998	6983	6455	7712	7939	7808
R16	Embarcadero/10th Avenue on	159	252	307	253	204	312	370	308	204	312	370	308
R17	Embarcadero off	176	210	291	264	184	220	302	273	211	258	341	308
R18	23rd Avenue/Kennedy Street off	410	587	628	566	420	601	642	579	420	601	642	579
R19	23rd Avenue/Kennedy Street on	396	510	537	482	466	605	636	569	466	605	636	569
M	**SB I-880 End (south of 23rd on)**	5156	5968	6081	6151	5852	6906	7059	7008	6493	7771	7961	7798
I-980 Westbound													
G	**Westbound 980 Start (east of 18th off)**	4417	6652	7542	6113	4729	7072	7980	6497	4729	7072	7980	6497
R20	Westbound 18th Street off	741	1729	2564	1869	812	1825	2664	1956	767	1764	2600	1900
R21	Westbound 12th Street off	1311	1816	1783	1260	1193	1657	1617	1115	1415	1957	1930	1389
R22	Westbound 17th Street on	193	352	403	353	265	448	504	442	442	688	753	660
R23	Westbound 11th Street on	72	121	149	134	86	139	168	150	86	139	169	151
R13A	**WB I-980 End (connector to SB 880/Jackson)**	2630	3579	3747	3471	3074	4177	4371	4018	3075	4178	4372	4019
R13	Westbound I-980 to southbound I-880	2204	2774	2642	2541	2386	3020	2898	2766	2528	3210	3097	2940
R13b	Westbound I-980 off to Jackson	426	805	1106	930	915	1464	1794	1533	915	1464	1794	1533
I-980 Eastbound													
R8	**EB I-980 Start (connector from NB I-880)**	1617	2601	2984	2526	1743	2771	3161	2681	1779	2819	3212	2726
R24	Eastbound 11th Street off	82	133	184	160	156	232	288	251	112	174	226	197
R26	Eastbound 17th Street off	304	434	563	451	374	528	661	537	404	569	703	574
R25	Eastbound 12th Street on	244	397	553	542	309	485	644	622	413	625	791	750
R27	Eastbound 18th Street on	168	488	628	465	181	505	645	480	202	533	675	506
	EB I-980 end (east of 18th on)	1643	2919	3418	2922	1703	3000	3502	2996	1877	3235	3748	3211

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Table 4 – Observed and 2025/2045 No Build Freeway and Ramp Forecasts - PM Peak Period

ID	Location Description	Existing Volumes				2025 No Build				2045 No Build			
		3:00 - 4:00	4:00 - 5:00	5:00 - 6:00*	6:00 - 7:00	3:00 - 4:00	4:00 - 5:00	5:00 - 6:00*	6:00 - 7:00	3:00 - 4:00	4:00 - 5:00	5:00 - 6:00*	6:00 - 7:00
Northbound I-880													
M?	**NB I-880 Mainline Start (south of 23rd off)**	6674	6603	6497	5760	7233	7184	7084	6271	7849	7824	7732	6834
R1	23rd Avenue off	642	680	784	615	642	680	784	615	889	937	1044	841
R2	23rd Avenue EB on	837	733	753	605	903	802	822	665	903	802	822	665
R3	23rd Avenue WB on	545	507	544	410	557	519	556	421	969	948	990	798
R4	5th Avenue off	269	284	313	298	334	352	382	357	426	448	478	441
M	**NB I-880 south of Oak off (calculated)**	7145	6879	6696	5862	7716	7472	7296	6384	8406	8190	8022	7015
R5	Oak Street off	572	532	565	406	633	595	629	462	640	602	636	468
M	**NB I-880 between Oak off and Broadway off**	6573	6347	6131	5456	7083	6877	6667	5922	7767	7588	7386	6547
R6	Broadway off	635	693	830	585	635	693	830	585	684	744	882	630
M	**NB I-880 between Broadway off and Jackson on**	5938	5654	5301	4872	6448	6184	5837	5338	7082	6844	6504	5918
R7	Jackson Street on	1414	1664	1677	1429	1428	1678	1691	1441	1428	1678	1691	1441
M	**NB I-880 between Jackson on and I-980 off**	7352	7318	6978	6300	7876	7862	7528	6779	8510	8521	8195	7359
R8	Northbound I-980 off	3581	3470	3403	3087	3940	3843	3781	3415	4168	4080	4021	3624
M	**NB I-880 between I-980 off and Market off**	3771	3848	3575	3214	3936	4019	3748	3364	4342	4441	4174	3735
R9	Market Street off	334	352	445	286	381	401	494	329	492	517	611	431
R10	Union Street on	253	268	305	212	271	287	324	229	325	343	381	278
M	**NB I-880 End (between Union Street on and 7th Street off)**	3690	3764	3435	3139	3826	3906	3578	3264	4175	4268	3944	3582
Southbound I-880													
M4	**SB I-880 Start (between 7th Street on and Union Street off)**	3111	3331	3299	3182	3316	3543	3514	3369	3914	4165	4143	3916
R11	Union Street off	698	1026	1543	859	698	1026	1543	859	727	1056	1573	885
R12	5th Street/Union Street on	251	311	257	222	277	339	285	246	344	407	355	306
M	**SB I-880 between 5th/Union on and WB I-980 on**	2664	2616	2013	2544	2896	2856	2257	2756	3531	3517	2925	3336
R13	Westbound I-980 on	1947	1841	1857	1518	2179	2083	2102	1731	2321	2230	2251	1860
R13b	Westbound I-980 off to Jackson (does not impact I-880)	747	1100	1180	996	924	1284	1365	1157	1128	1496	1580	1344
M	**SB I-880 between WB I-980 on and Broadway on**	4611	4457	3871	4062	5075	4939	4359	4486	5852	5747	5175	5197
R14	Broadway on	540	514	484	342	540	514	484	342	540	514	484	342
M	**SB I-880 between Broadway on and Oak on**	5151	4970	4354	4404	5615	5453	4842	4828	6392	6260	5659	5538
R15	Oak Street/5th Street on	922	1008	1006	848	937	1024	1022	862	927	1013	1011	852
M	**SB I-880 south of Oak/5th on**	6073	5978	5360	5252	6552	6477	5864	5690	7319	7273	6670	6391
R16	Embarcadero/10th Avenue on	311	423	473	384	400	515	566	465	407	523	574	472
R17	Embarcadero off	284	250	228	232	284	250	228	232	490	464	444	420
R18	23rd Avenue/Kennedy Street off	573	469	402	538	661	561	494	618	661	561	494	618
R19	23rd Avenue/Kennedy Street on	624	599	648	543	782	763	813	688	782	763	813	688
M	**SB I-880 End (south of 23rd on)**	6152	6281	5851	5410	6789	6944	6521	5993	7357	7534	7118	6512
I-980 Westbound													
G	**Westbound 980 Start (east of 18th off)**	3890	4057	4534	3720	4208	4388	4869	4011	4380	4566	5049	4168
R20	Westbound 18th Street off	875	794	924	805	951	873	1005	875	951	873	1005	875
R21	Westbound 12th Street off	1018	1108	1292	991	1060	1152	1336	1029	1130	1225	1410	1093
R22	Westbound 17th Street on	494	554	504	422	687	755	707	598	1008	1088	1043	891
R23	Westbound 11th Street on	202	232	211	168	219	249	229	183	138	164	143	109
R13A	**WB I-980 End (connector to SB 880/Jackson)**	2694	2941	3033	2514	3103	3366	3463	2888	3444	3720	3821	3200
R13	Westbound I-980 to southbound I-880	1947	1841	1857	1518	2179	2083	2102	1731	2321	2230	2251	1860
R13b	Westbound I-980 off to Jackson	747	1100	1180	996	924	1284	1365	1157	1128	1496	1580	1344
I-980 Eastbound													
R8	**EB I-980 Start (connector from NB I-880)**	3581	3470	3403	3087	3940	3843	3781	3415	4168	4080	4021	3624
R24	Eastbound 11th Street off	108	96	103	87	121	109	116	98	121	109	116	98
R26	Eastbound 17th Street off	382	364	454	363	430	413	504	407	599	589	682	561
R25	Eastbound 12th Street on	1277	1481	1567	1222	1276	1480	1566	1221	1316	1522	1609	1258
R27	Eastbound 18th Street on	1074	1219	1092	818	1313	1467	1343	1037	1444	1604	1481	1157
	EB I-980 end (east of 18th on)	5441	5710	5505	4677	5978	6268	6070	5167	6210	6509	6313	5379

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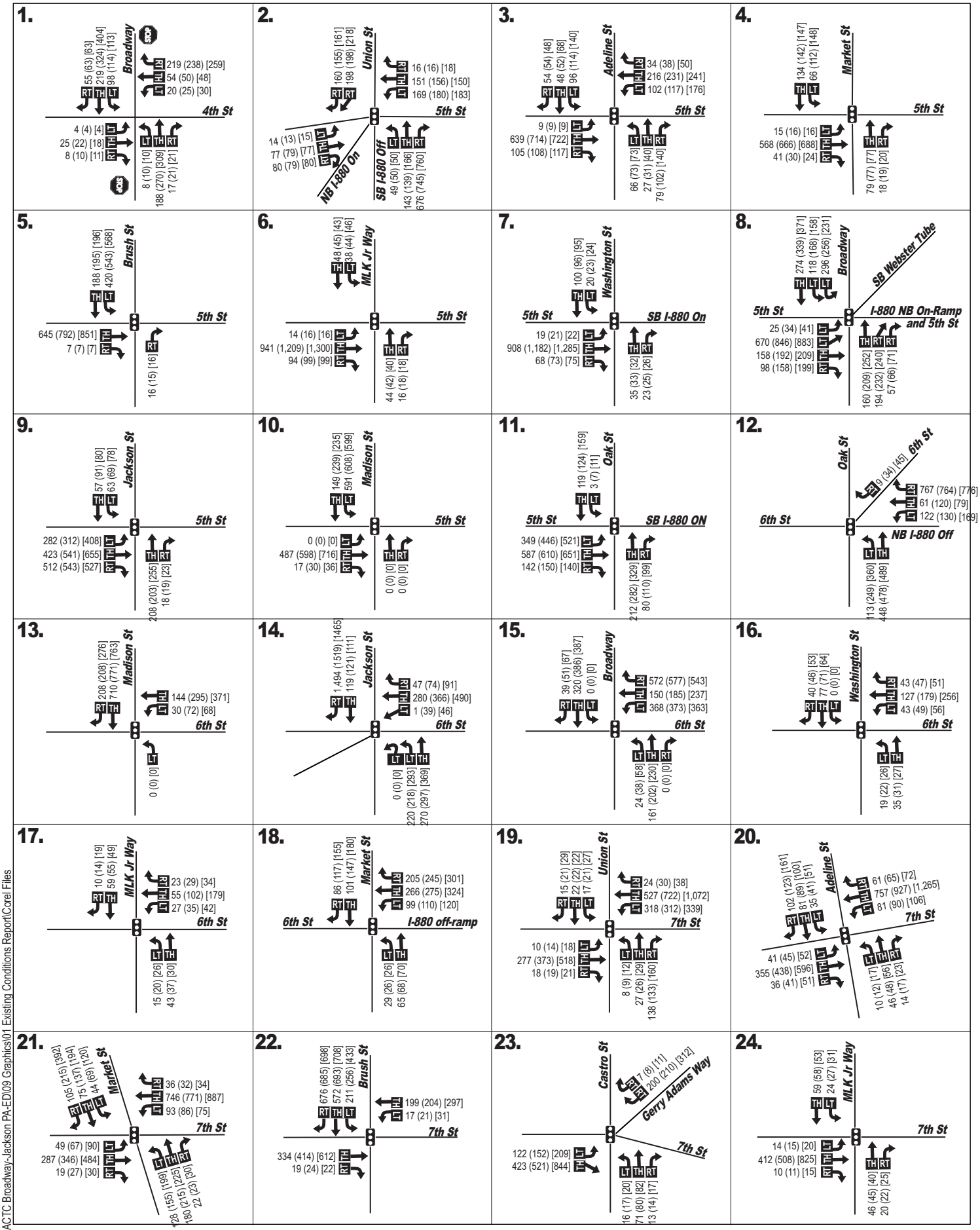
Table 5 - Observed and 2025/2045 Build Freeway and Ramp Forecasts - PM Peak Period

ID	Location Description	Existing Volumes				2025 Build				2045 Build			
		3:00 - 4:00	4:00 - 5:00	5:00 - 6:00*	6:00 - 7:00	3:00 - 4:00	4:00 - 5:00	5:00 - 6:00*	6:00 - 7:00	3:00 - 4:00	4:00 - 5:00	5:00 - 6:00*	6:00 - 7:00
Northbound I-880													
M?	**NB I-880 Mainline Start (south of 23rd off)**	6674	6603	6497	5760	7233	7184	7084	6271	7917	7895	7803	6896
R1	23rd Avenue off	642	680	784	615	642	680	784	615	893	941	1048	844
R2	23rd Avenue EB on	837	733	753	605	907	806	826	669	907	806	826	669
R3	23rd Avenue WB on	545	507	544	410	557	519	556	421	960	938	980	790
R4	5th Avenue off	269	284	313	298	334	352	382	357	428	449	480	443
M	**NB I-880 south of Oak off (calculated)**	7145	6879	6696	5862	7720	7476	7300	6388	8463	8249	8082	7067
R5	Oak Street off	572	532	565	406	1242	1260	1426	1023	1290	1309	1474	1066
M	**NB I-880 between Oak off and Broadway off**	6573	6347	6131	5456	6477	6216	5874	5365	7173	6940	6608	6001
R6	Broadway off	635	693	830	585	0	0	0	0	0	0	0	0
M	**NB I-880 between Broadway off and Jackson on**	5938	5654	5301	4872	6477	6216	5874	5365	7173	6940	6608	6001
R7	Jackson Street on	1414	1664	1677	1429	1467	1718	1732	1477	1472	1724	1738	1482
M	**NB I-880 between Jackson on and I-980 off**	7352	7318	6978	6300	7944	7934	7607	6842	8646	8664	8346	7483
R8	Northbound I-980 off	3581	3470	3403	3087	3940	3843	3781	3415	4310	4228	4170	3753
M	**NB I-880 between I-980 off and Market off**	3771	3848	3575	3214	4004	4092	3826	3427	4335	4436	4176	3730
R9	Market Street off	334	352	445	286	408	429	523	354	526	551	647	462
R10	Union Street on	253	268	305	212	271	287	324	229	303	320	358	258
M	**NB I-880 End (between Union Street on and 7th Street off)**	3690	3764	3435	3139	3867	3950	3627	3302	4113	4206	3887	3526
Southbound I-880													
M4	**SB I-880 Start (between 7th Street on and Union Street off)**	3111	3331	3299	3182	3316	3543	3514	3369	3914	4165	4143	3916
R11	Union Street off	698	1026	1543	859	698	1026	1543	859	687	1014	1531	849
R12	5th Street/Union Street on	251	311	257	222	277	339	285	246	343	406	354	305
M	**SB I-880 between 5th/Union on and WB I-980 on**	2664	2616	2013	2544	2896	2856	2257	2756	3570	3558	2966	3372
R13	Westbound I-980 on	1947	1841	1857	1518	2179	2083	2102	1731	2442	2355	2378	1970
R13b	Westbound I-980 off to Jackson (does not impact I-880)	747	1100	1180	996	1109	1476	1560	1327	1116	1483	1567	1333
M	**SB I-880 between WB I-980 on and Broadway on**	4611	4457	3871	4062	5075	4939	4359	4486	6012	5913	5343	5343
R14	Broadway on	540	514	484	342	540	514	484	342	540	514	484	342
M	**SB I-880 between Broadway on and Oak on**	5151	4970	4354	4404	5615	5453	4842	4828	6552	6426	5827	5684
R15	Oak Street/5th Street on	922	1008	1006	848	937	1024	1022	862	908	994	992	835
M	**SB I-880 south of Oak/5th on**	6073	5978	5360	5252	6552	6477	5864	5690	7460	7420	6818	6520
R16	Embarcadero/10th Avenue on	311	423	473	384	400	515	566	465	406	522	573	471
R17	Embarcadero off	284	250	228	232	284	250	228	232	473	446	426	404
R18	23rd Avenue/Kennedy Street off	573	469	402	538	661	561	494	618	661	561	494	618
R19	23rd Avenue/Kennedy Street on	624	599	648	543	782	763	813	688	782	763	813	688
M	**SB I-880 End (south of 23rd on)**	6152	6281	5851	5410	6789	6944	6521	5993	7515	7698	7284	6656
I-980 Westbound													
G	**Westbound 980 Start (east of 18th off)**	3890	4057	4534	3720	4208	4388	4869	4011	4420	4607	5091	4205
R20	Westbound 18th Street off	875	794	924	805	951	873	1005	875	970	893	1025	893
R21	Westbound 12th Street off	1018	1108	1292	991	875	959	1141	860	1070	1162	1347	1038
R22	Westbound 17th Street on	494	554	504	422	687	755	707	598	1034	1116	1072	915
R23	Westbound 11th Street on	202	232	211	168	219	249	229	183	143	170	149	114
R13A	**WB I-980 End (connector to SB 880/Jackson)**	2694	2941	3033	2514	3289	3559	3658	3058	3557	3838	3940	3303
R13	Westbound I-980 to southbound I-880	1947	1841	1857	1518	2179	2083	2102	1731	2442	2355	2378	1970
R13b	Westbound I-980 off to Jackson	747	1100	1180	996	1109	1476	1560	1327	1116	1483	1567	1333
I-980 Eastbound													
R8	**EB I-980 Start (connector from NB I-880)**	3581	3470	3403	3087	3940	3843	3781	3415	4310	4228	4170	3753
R24	Eastbound 11th Street off	108	96	103	87	159	148	156	133	147	136	144	123
R26	Eastbound 17th Street off	382	364	454	363	430	413	504	407	602	593	685	565
R25	Eastbound 12th Street on	1277	1481	1567	1222	1276	1480	1566	1221	1276	1480	1566	1221
R27	Eastbound 18th Street on	1074	1219	1092	818	1313	1467	1343	1037	1438	1597	1475	1151
	EB I-980 end (east of 18th on)	5441	5710	5505	4677	5940	6228	6030	5133	6274	6576	6381	5438



LEGEND

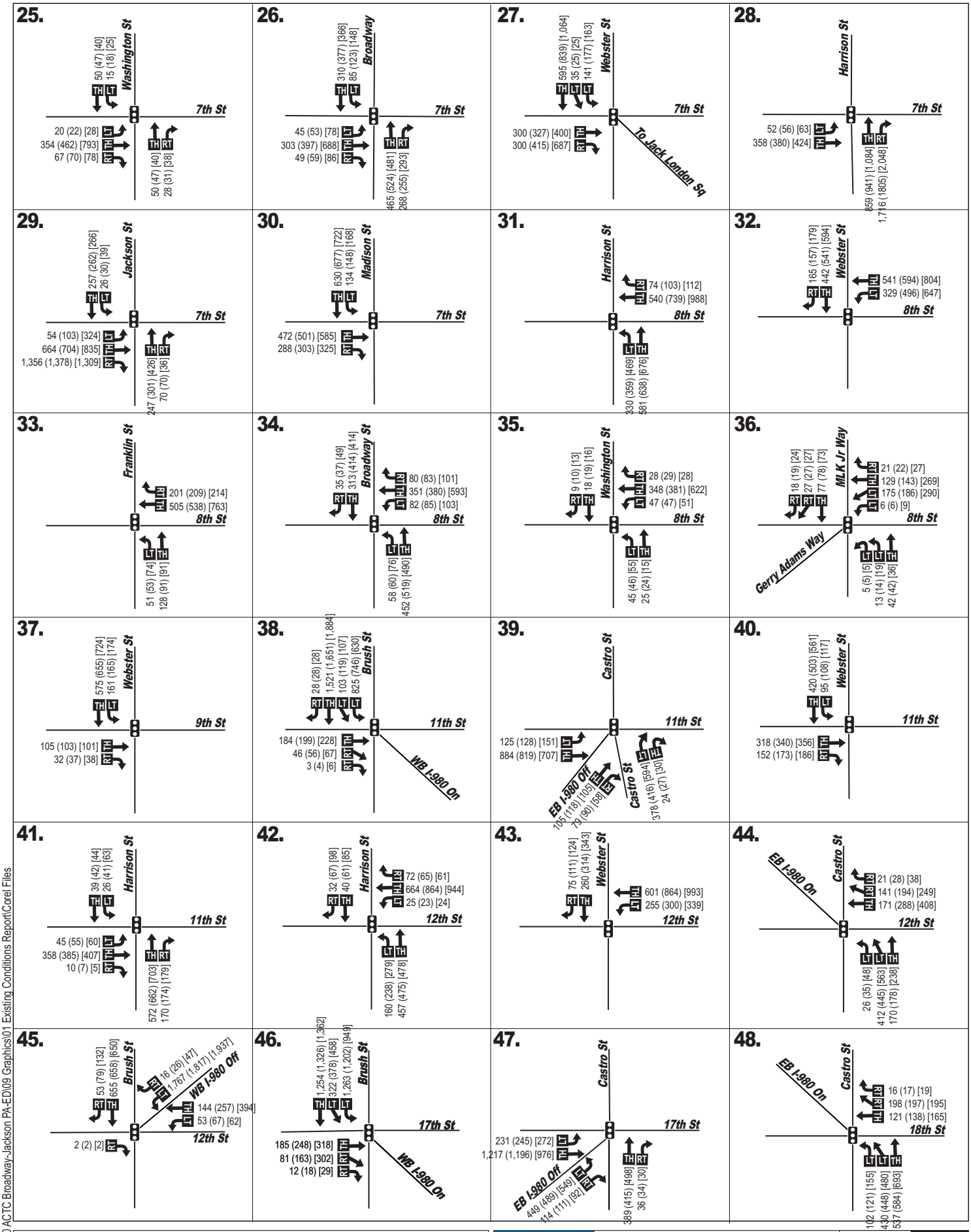
- Traffic Signal
- Stop Sign
- Existing Lane Geometry
- XX (XX) [XX] - Existing (2025 No Build) [2045 No Build]

DKS

Figure 3.1

Oakland - Alameda Freeway Study
Existing vs. 2025 No Build vs. 2045 No Build
AM Peak Hour Volumes

P:\P\15\15074-000 ACTC Broadway-Jackson PA-ED\09 Graphics\01 Existing Conditions Report\Corel Files



LEGEND

- Traffic Signal
- Stop Sign
- Existing Lane Geometry
- XX (XX) [XX] - Existing (2025 No Build) [2045 No Build]

DKS

Figure 3.2

Oakland - Alameda Freeway Study
Existing vs. 2025 No Build vs. 2045 No Build
AM Peak Hour Volumes

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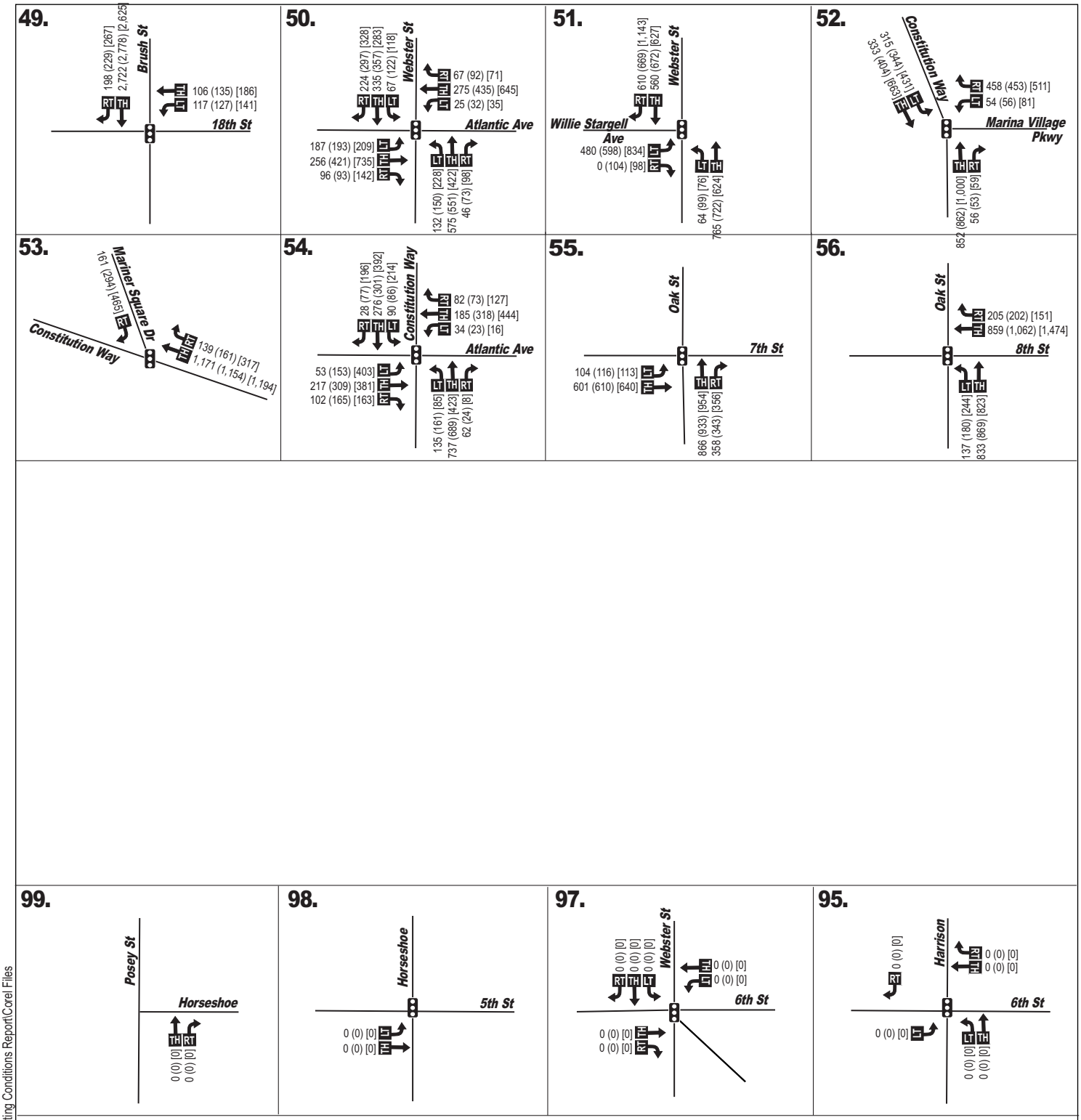


LEGEND

- Traffic Signal
- Stop Sign
- Existing Lane Geometry

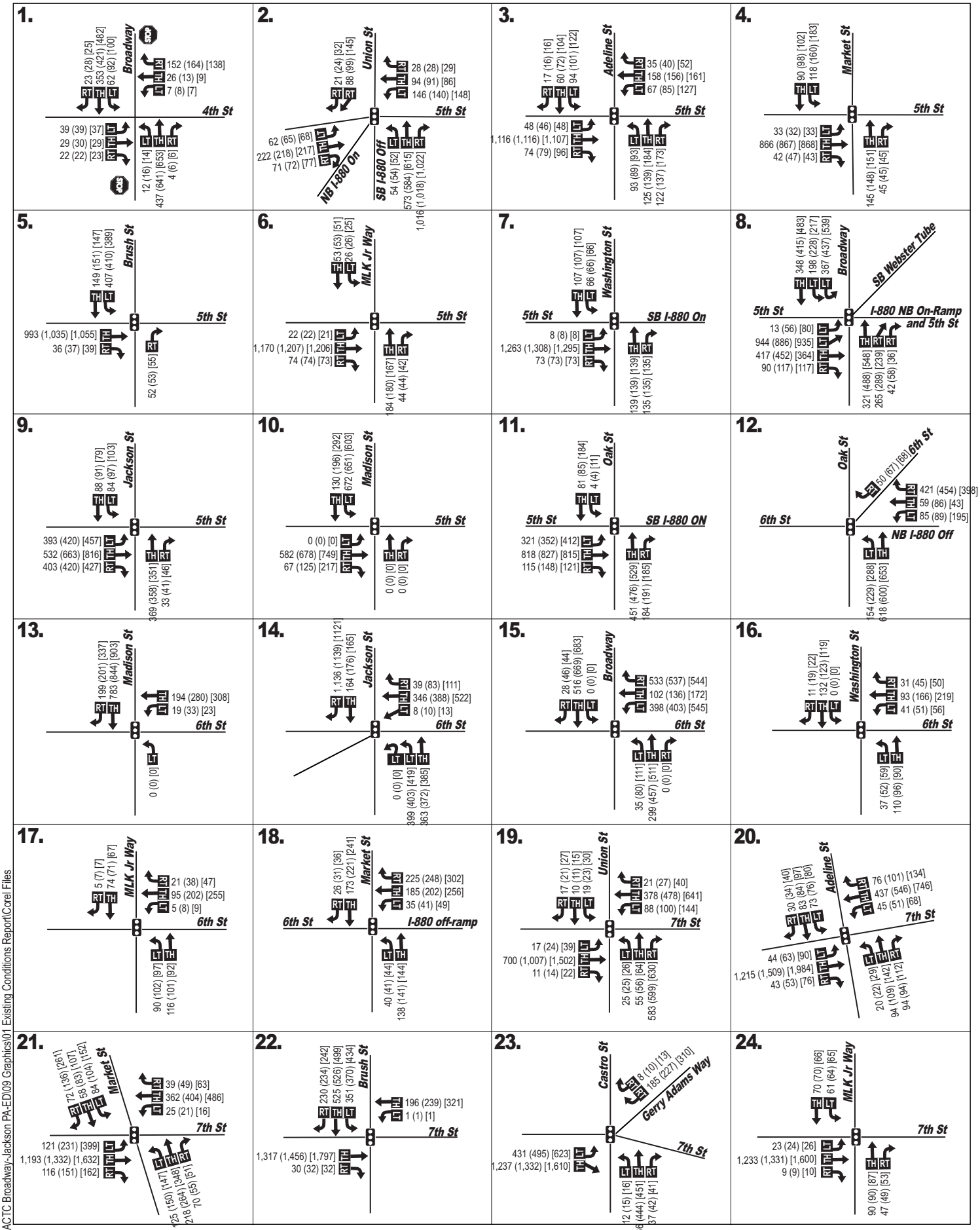
XX (XX) [XX] - Existing (2025 No Build) [2045 No Build]

DKS

Figure 3.3

Oakland - Alameda Freeway Study
Existing vs. 2025 No Build vs. 2045 No Build
AM Peak Hour Volumes

P:\P\15\15074-000 ACTC Broadway-Jackson PA-ED\09 Graphics\01 Existing Conditions Report\Corel Files



LEGEND

- Traffic Signal
- Stop Sign
- Existing Lane Geometry

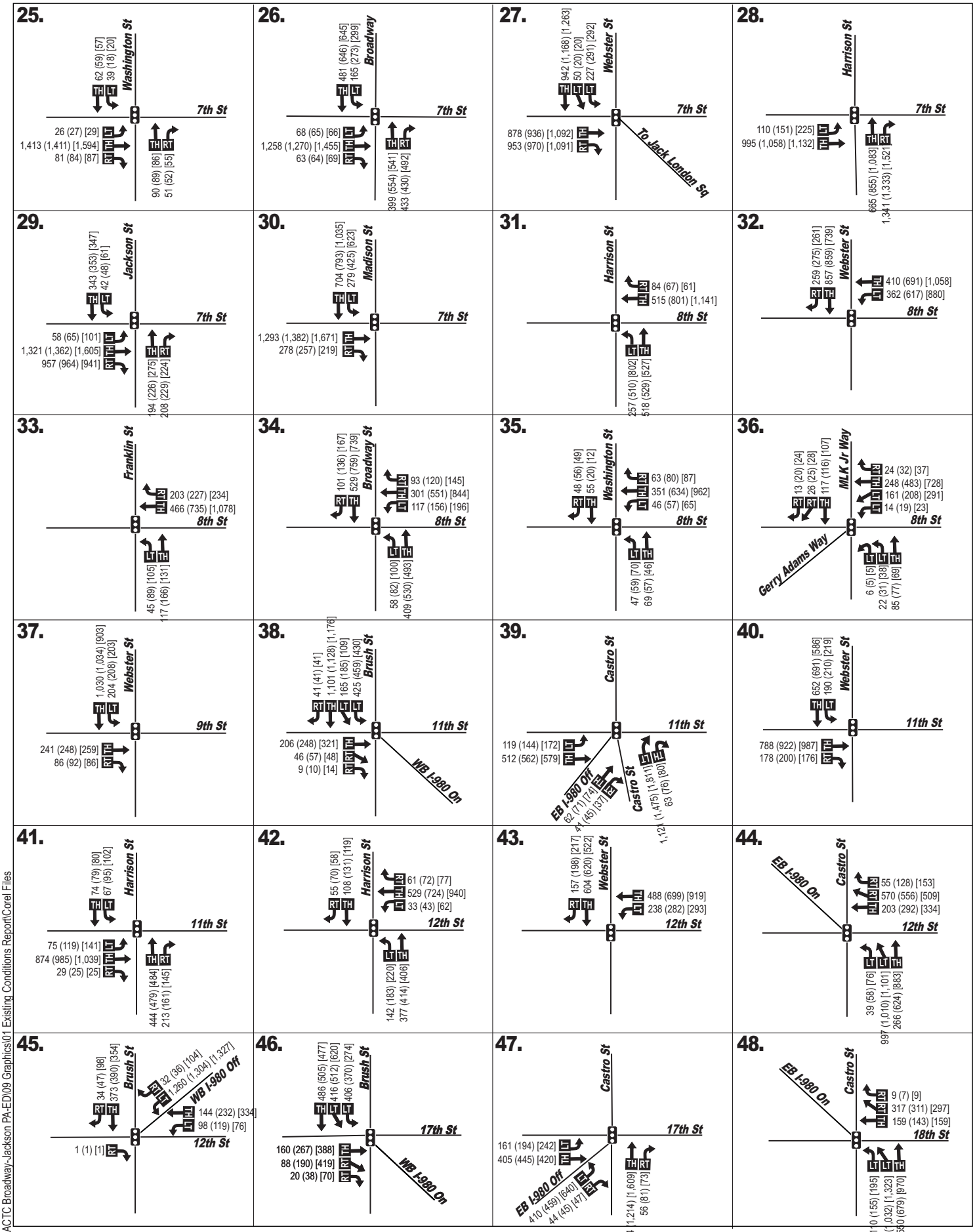
XX (XX) [XX] - Existing (2025 No Build) [2045 No Build]

DKS

Figure 4.1

Oakland - Alameda Freeway Study
Existing vs. 2025 No Build vs. 2045 No Build
PM Peak Hour Volumes

P:\P\15\15074-000 ACTC Broadway-Jackson PA-ED\09 Graphics\01 Existing Conditions Report\Corel Files



LEGEND

- Traffic Signal
- Stop Sign
- Existing Lane Geometry

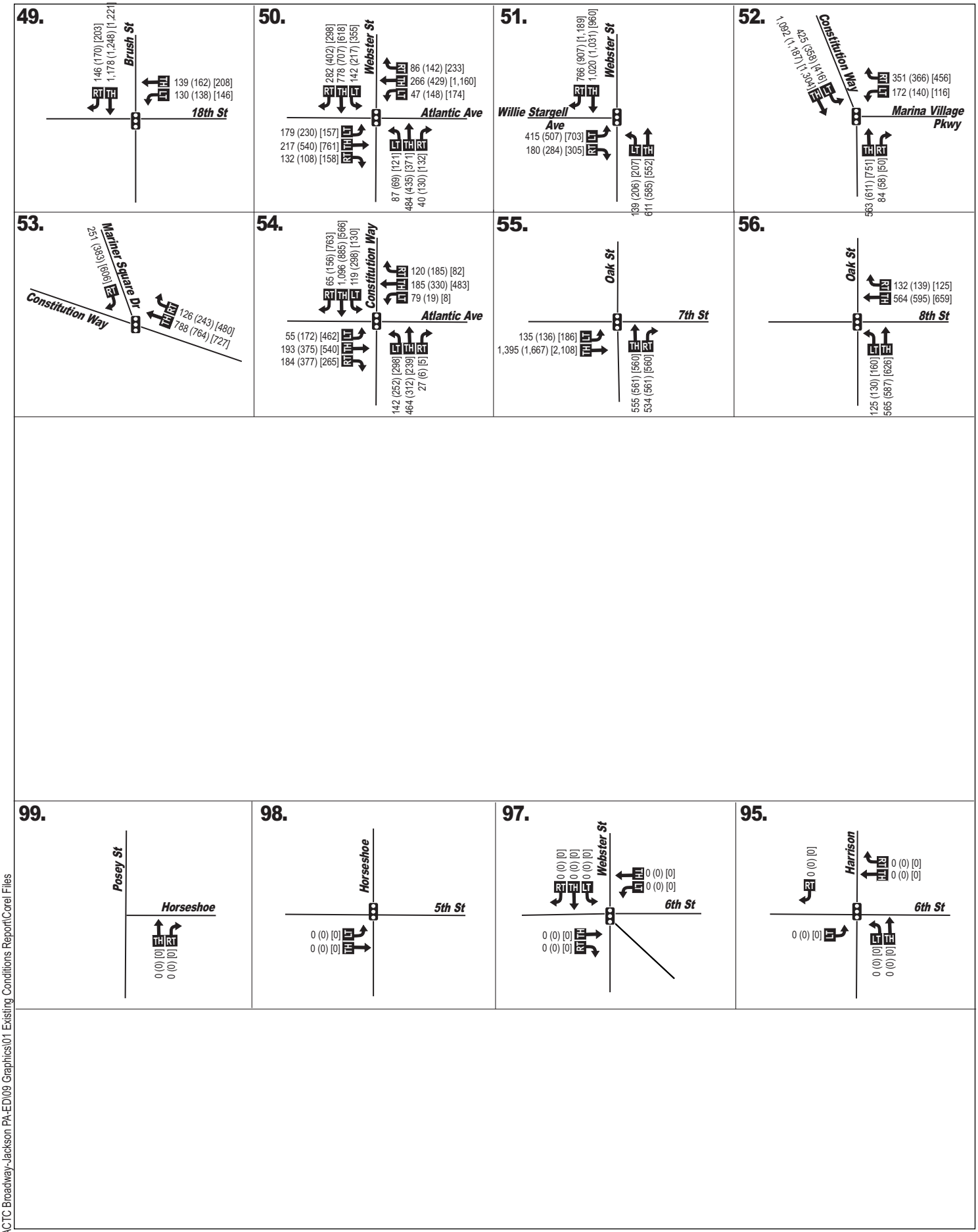
XX (XX) [XX] - Existing (2025 No Build) [2045 No Build]

DKS

Figure 4.2

Oakland - Alameda Freeway Study
Existing vs. 2025 No Build vs. 2045 No Build
PM Peak Hour Volumes

P:\P\15\15074-000 ACTC Broadway-Jackson PA-ED\09 Graphics\01 Existing Conditions Report\Corel Files



LEGEND

- Traffic Signal
- Stop Sign
- Existing Lane Geometry

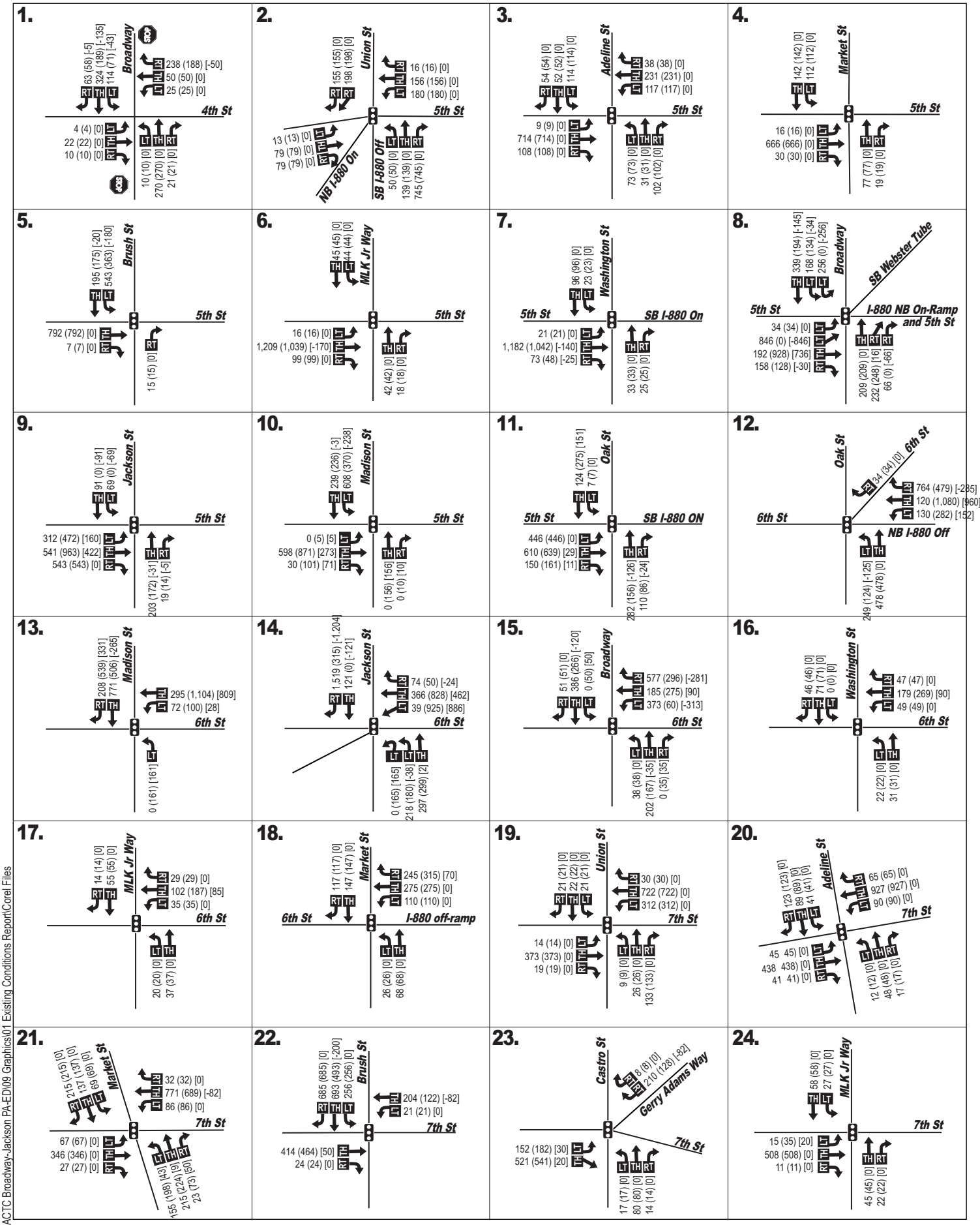
XX (XX) [XX] - Existing (2025 No Build) [2045 No Build]

DKS

Figure 4.3

Oakland - Alameda Freeway Study
Existing vs. 2025 No Build vs. 2045 No Build
PM Peak Hour Volumes

P:\P\15\15074-000 ACTC Broadway-Jackson PA-ED\09 Graphics\01 Existing Conditions Report\Corel Files



LEGEND

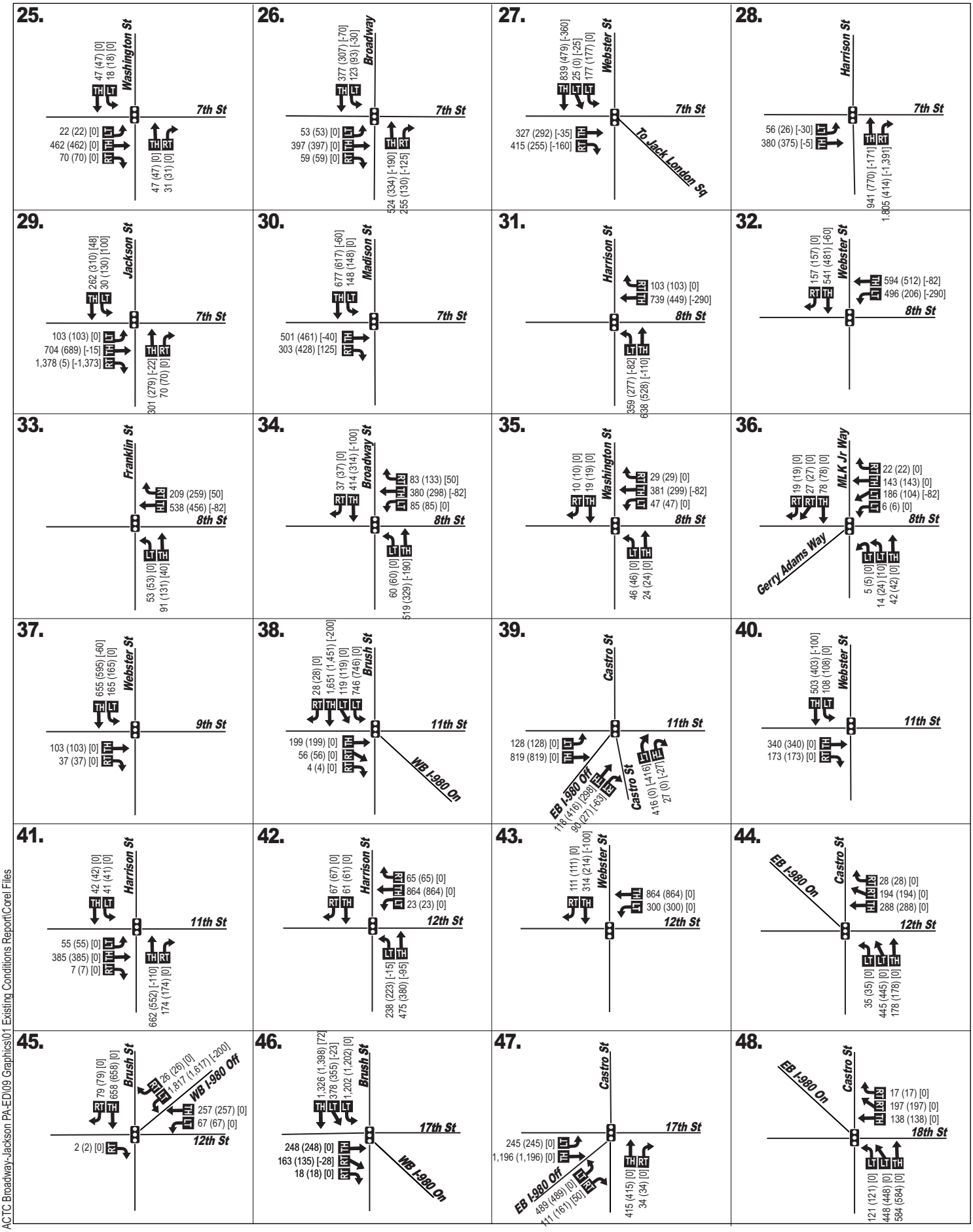
- Traffic Signal
- Stop Sign
- Existing Lane Geometry
- XX (XX) [XX] - No Build (Build) [Difference]

DKS

Figure 5.1

Oakland - Alameda Freeway Study
2025 No Build vs. Build
AM Peak Hour Volumes

P:\P\15\15074-000 ACTC Broadway-Jackson PA-ED\09 Graphics\01 Existing Conditions Report\Corel Files



LEGEND

- Traffic Signal
- Stop Sign
- Existing Lane Geometry

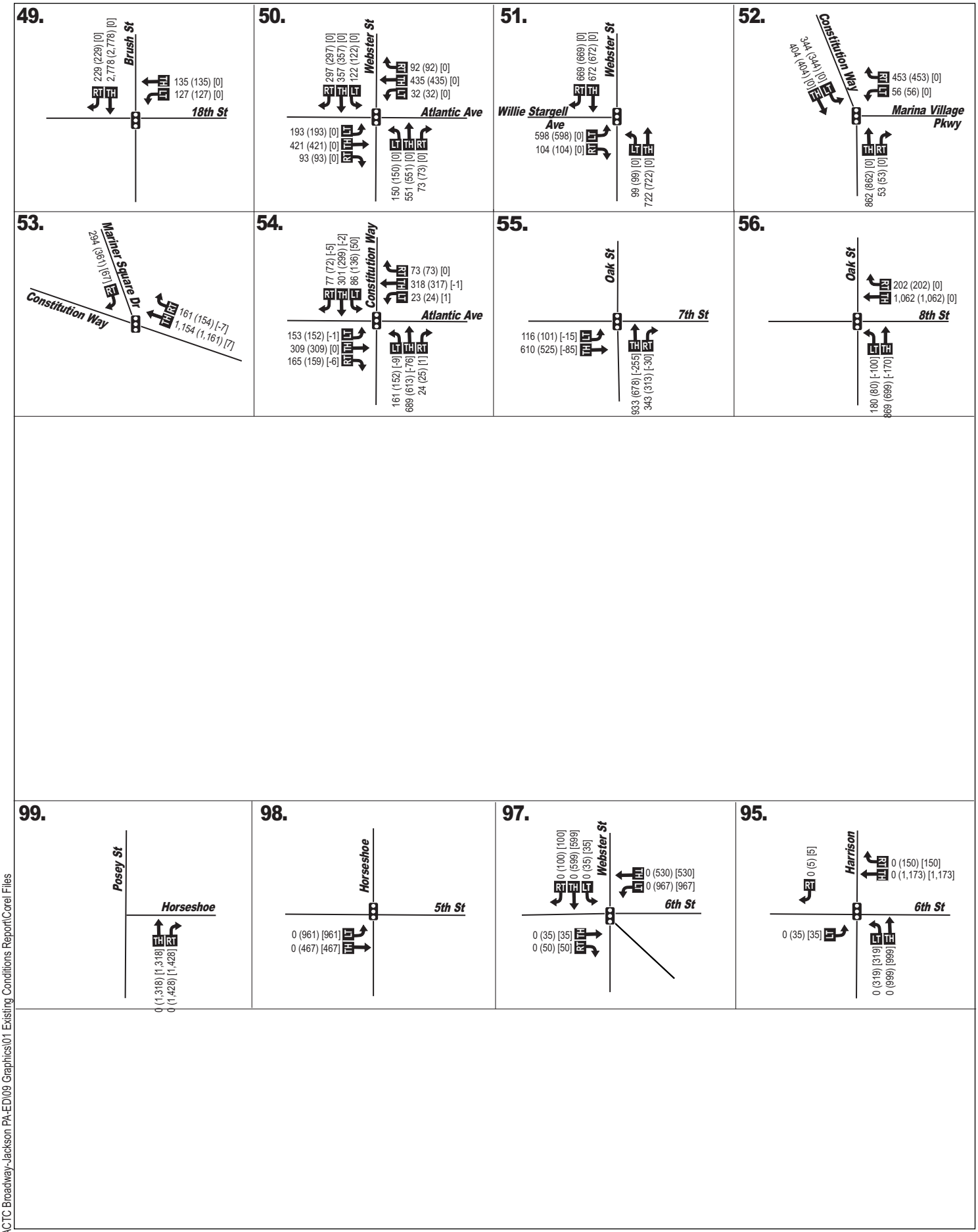
XX (XX) [XX] - No Build (Build) [Difference]

DKS

Figure 5.2

Oakland - Alameda Freeway Study
2025 No Build vs. Build
AM Peak Hour Volumes

P:\P\15\15074-000 ACTC Broadway-Jackson PA-ED\09 Graphics\01 Existing Conditions Report\Corel Files



LEGEND

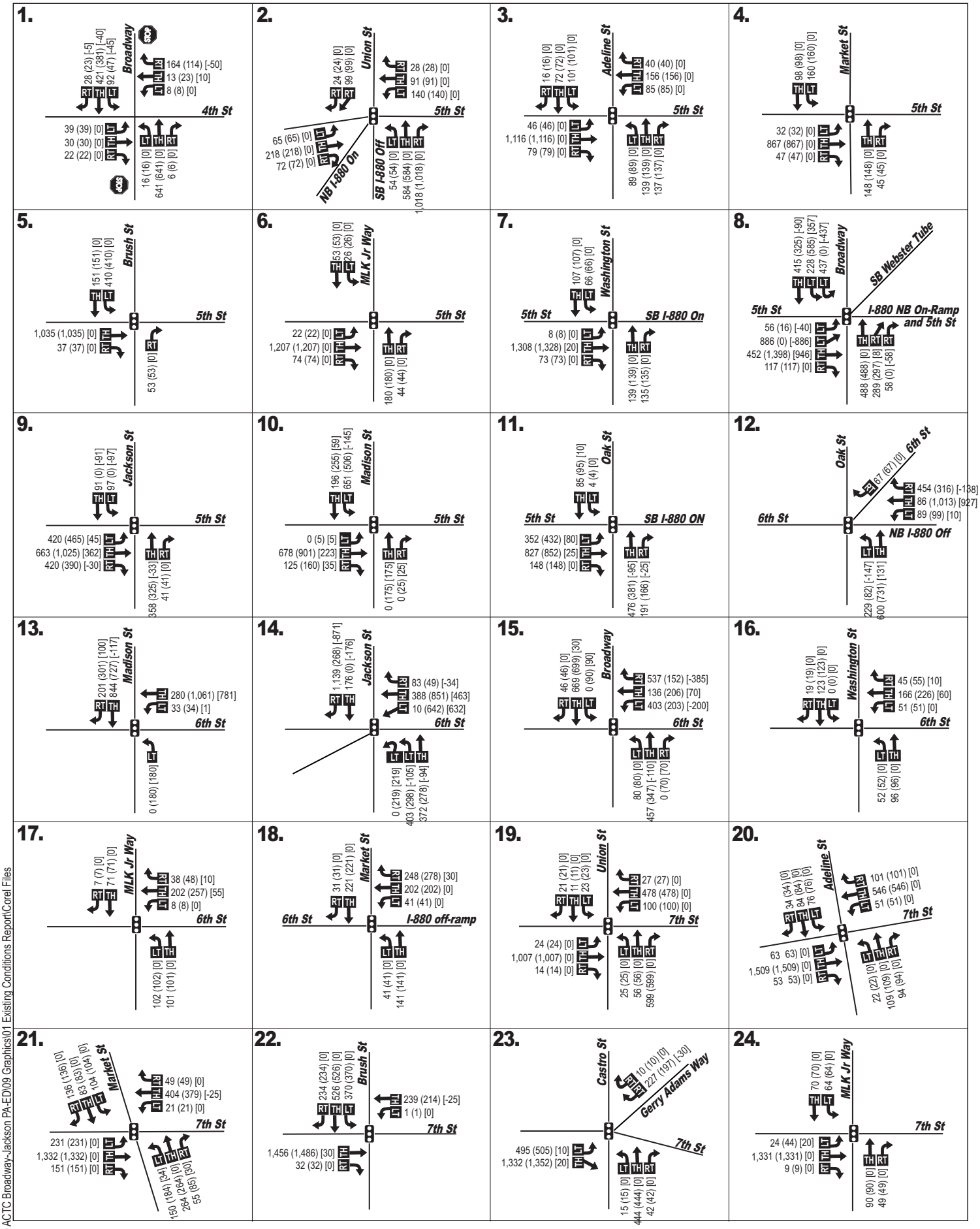
- Traffic Signal
- Stop Sign
- Existing Lane Geometry
- XX (XX) [XX] - No Build (Build) [Difference]

DKS

Figure 5.3

Oakland - Alameda Freeway Study
2025 No Build vs. Build
AM Peak Hour Volumes

P:\P\15\15074-000 ACTC Broadway-Jackson PA-ED\09 Graphics\01 Existing Conditions Report\Corel Files



LEGEND

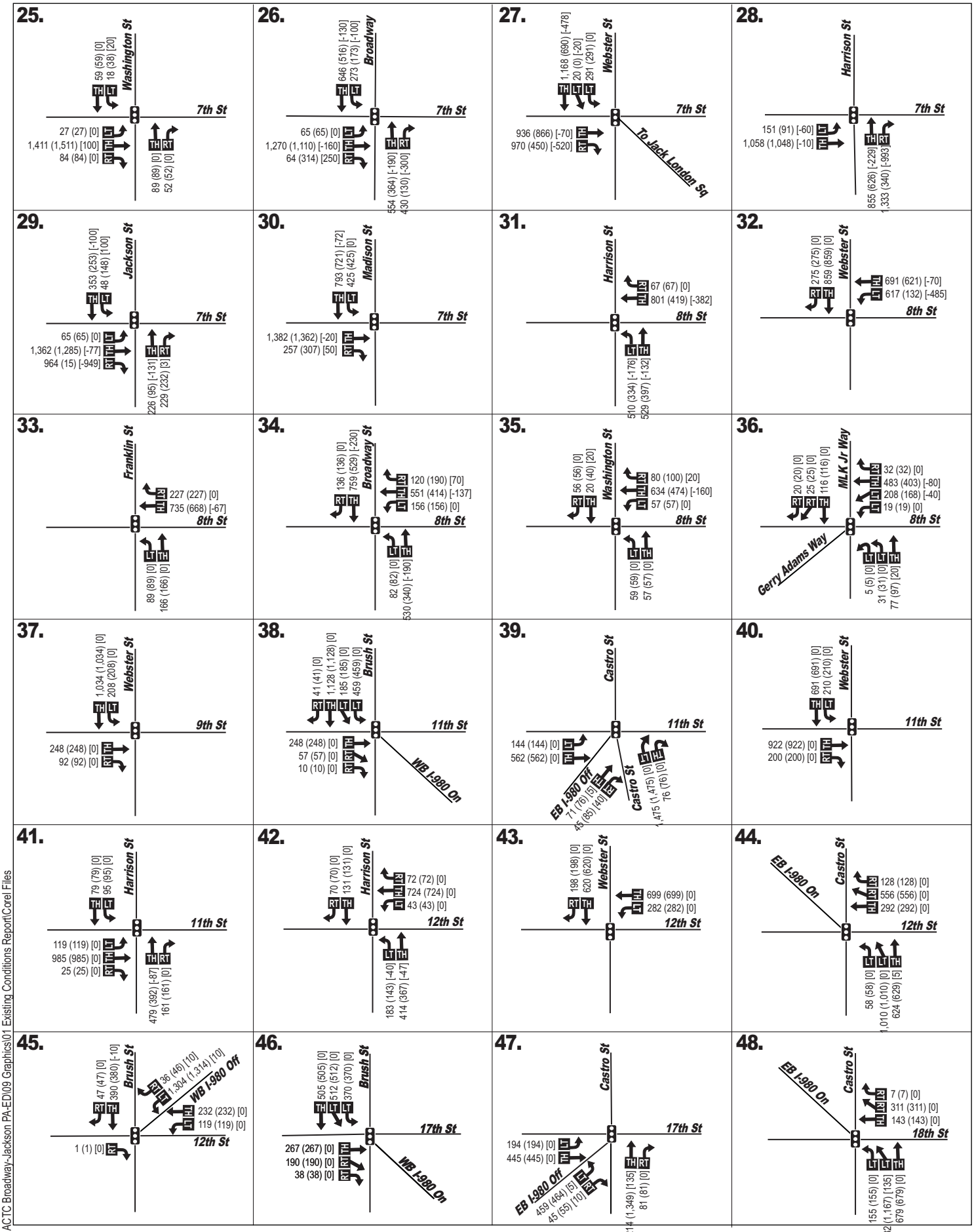
- Traffic Signal
- Stop Sign
- Existing Lane Geometry
- XX (XX) [XX] - No Build (Build) [Difference]

DKS

Figure 6.1

Oakland - Alameda Freeway Study
2025 No Build vs. Build
PM Peak Hour Volumes

P:\P\15\15074-000 ACTC Broadway-Jackson PA-ED\09 Graphics\01 Existing Conditions Report\Corel Files



LEGEND

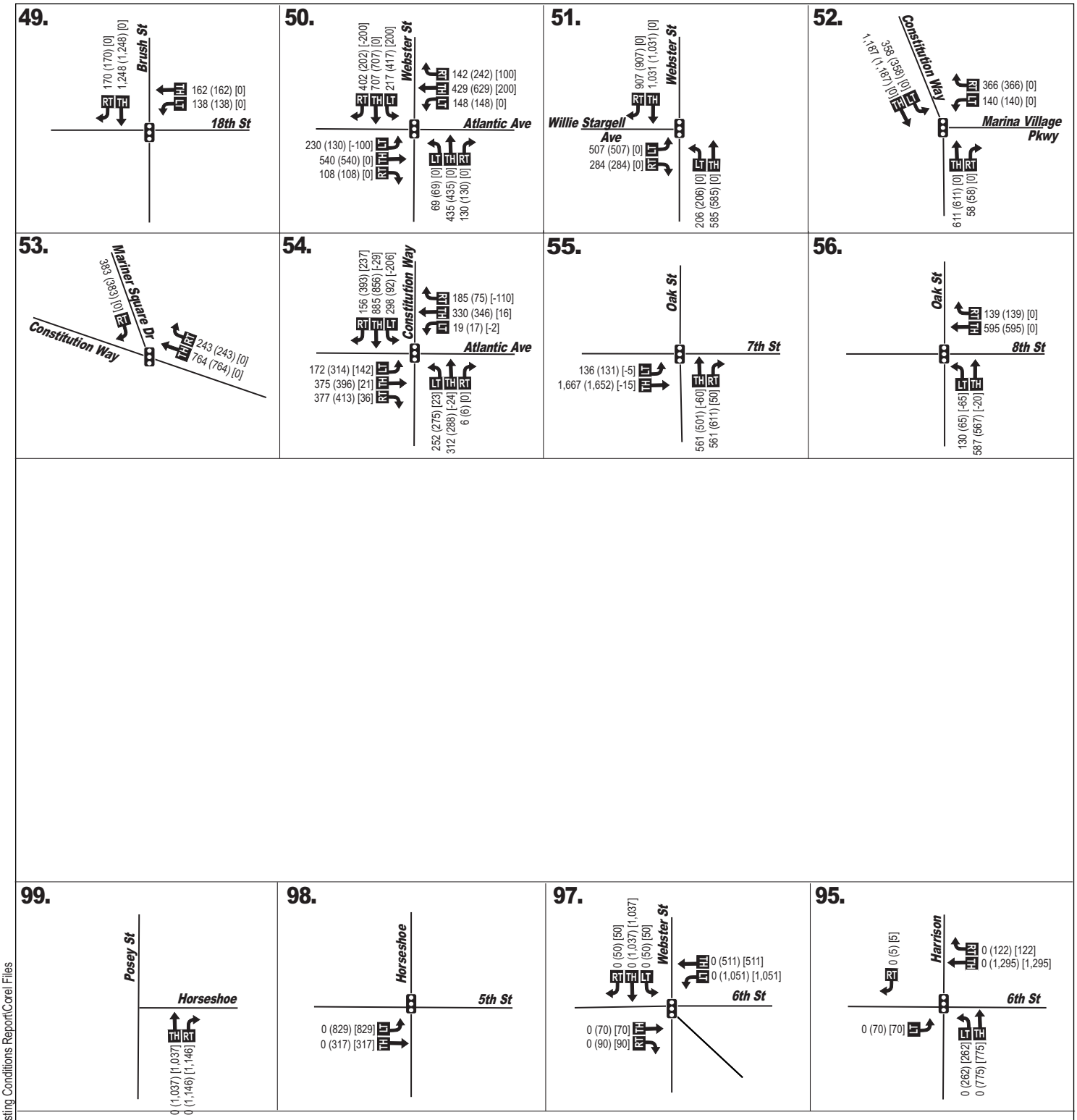
- Traffic Signal
- Existing Lane Geometry
- Stop Sign
- XX (XX) [XX] - No Build (Build) [Difference]

DKS

Figure 6.2

Oakland - Alameda Freeway Study
2025 No Build vs. Build
PM Peak Hour Volumes

P:\P\15\15074-000 ACTC Broadway-Jackson PA-ED\09 Graphics\01 Existing Conditions Report\Corel Files



LEGEND

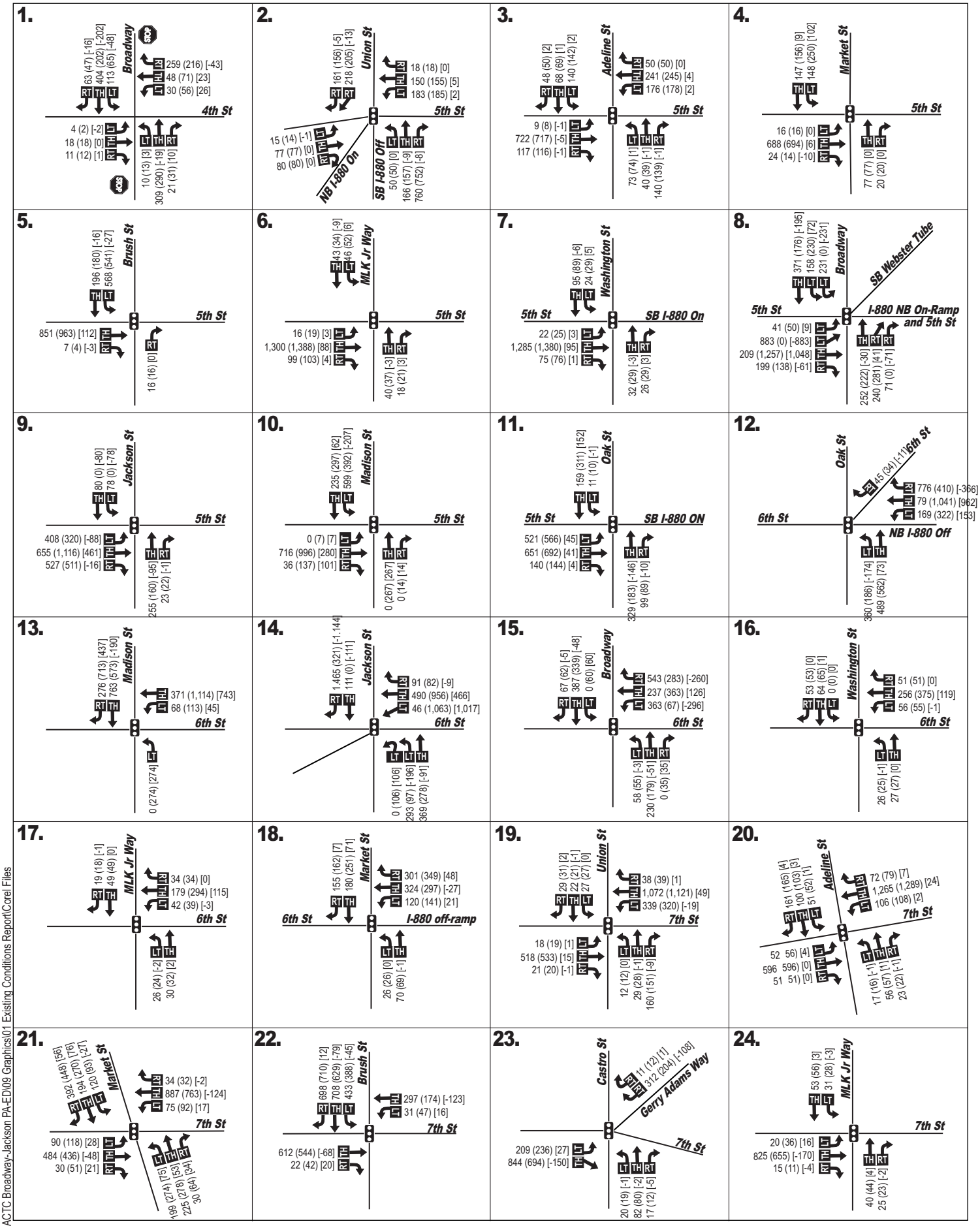
- Traffic Signal
- Stop Sign
- Existing Lane Geometry
- XX (XX) [XX] - No Build (Build) [Difference]

DKS

Figure 6.3

Oakland - Alameda Freeway Study
2025 No Build vs. Build
PM Peak Hour Volumes

P:\P\15\15074-000 ACTC Broadway-Jackson PA-ED\09 Graphics\01 Existing Conditions Report\Corel Files



LEGEND

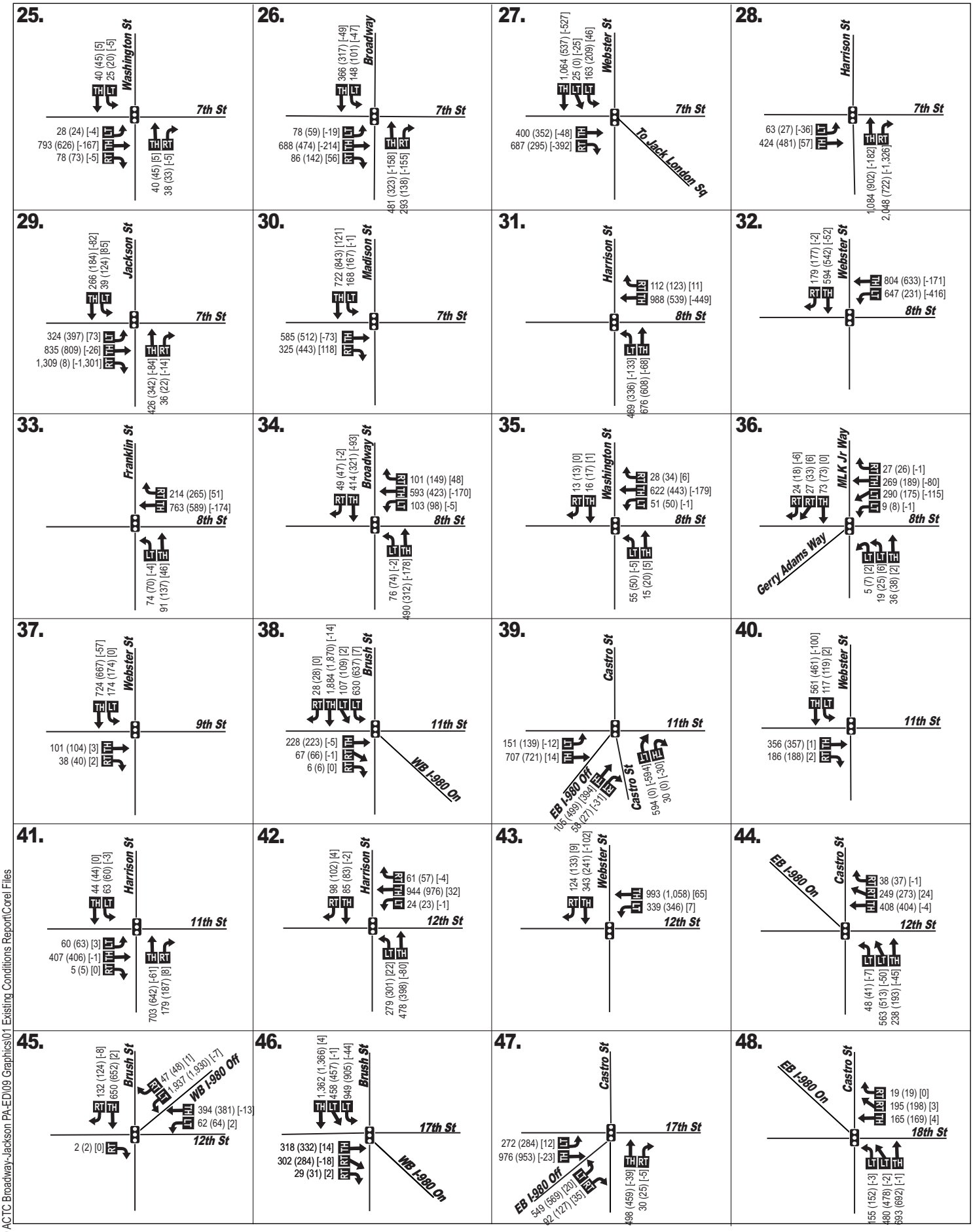
- Traffic Signal
- Stop Sign
- Existing Lane Geometry
- XX (XX) [XX] - No Build (Build) [Difference]

DKS

Figure 7.1

Oakland - Alameda Freeway Study
2045 No Build vs. Build
AM Peak Hour Volumes

P:\P\15\15074-000 ACTC Broadway-Jackson PA-ED\09 Graphics\01 Existing Conditions Report\Corel Files



LEGEND

- Traffic Signal
- Stop Sign
- Existing Lane Geometry

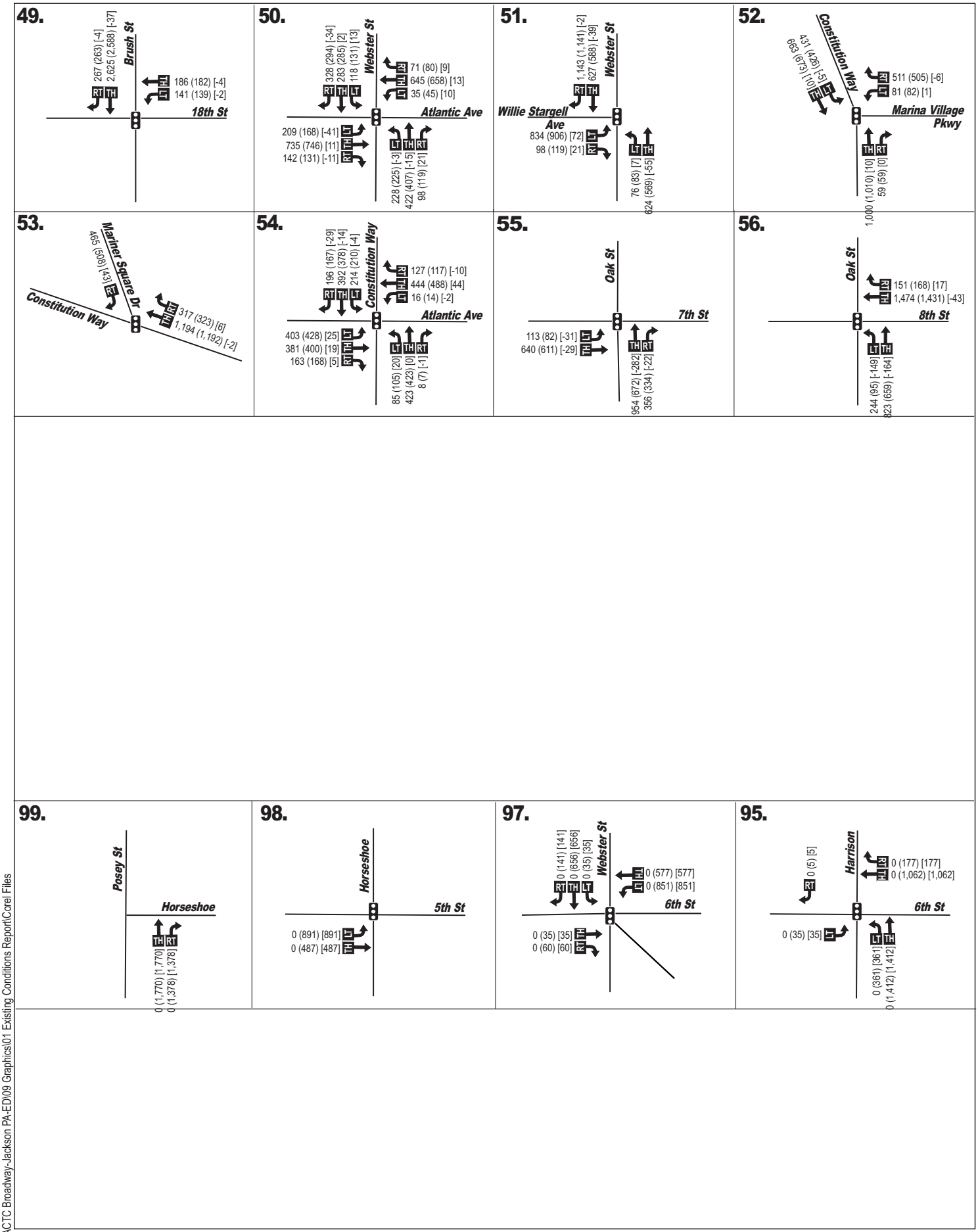
XX (XX) [XX] - No Build (Build) [Difference]

DKS

Figure 7.2

Oakland - Alameda Freeway Study
2045 No Build vs. Build
AM Peak Hour Volumes

P:\P\15\15074-000 ACTC Broadway-Jackson PA-ED\09 Graphics\01 Existing Conditions Report\Corel Files



LEGEND

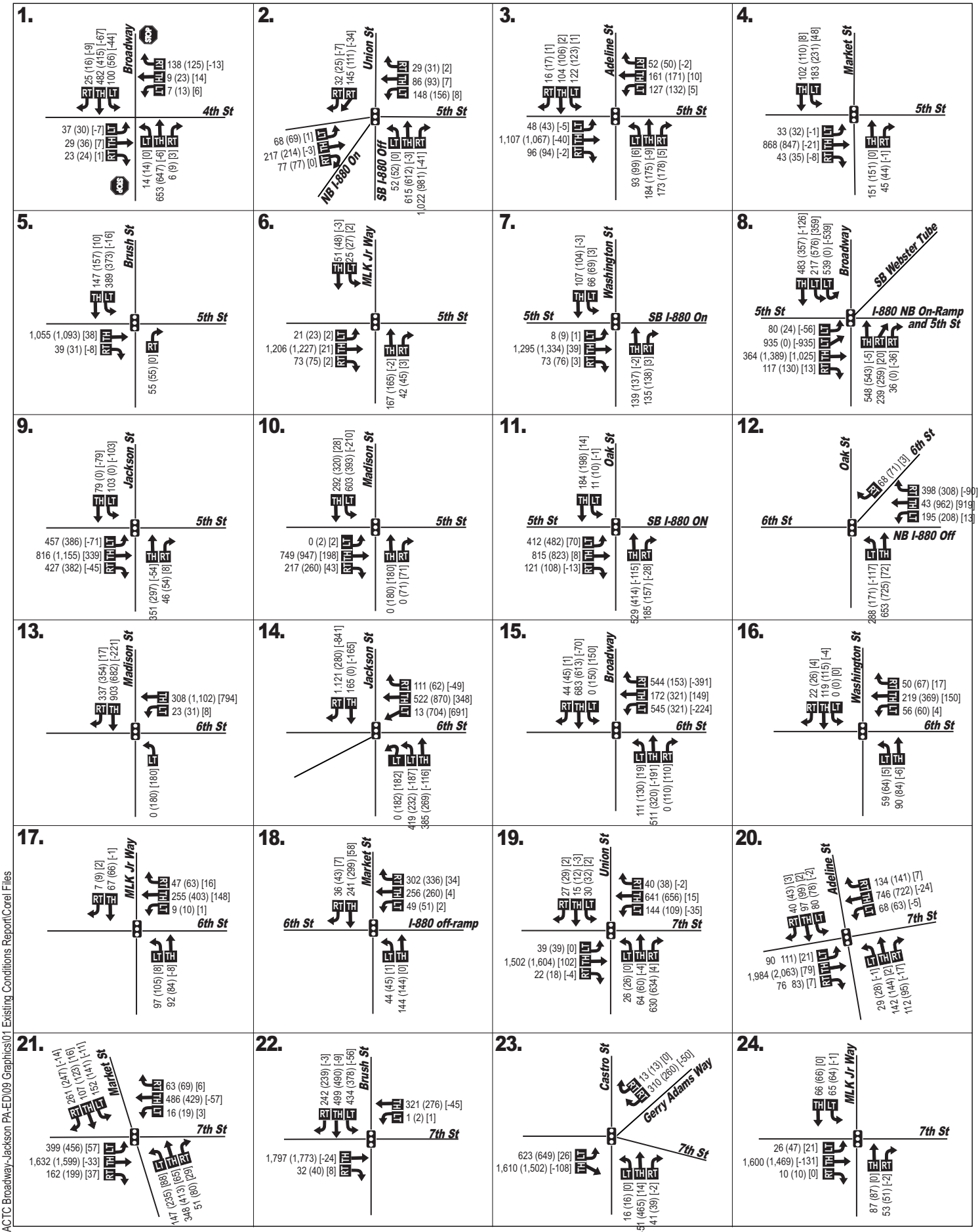
- Traffic Signal
- Stop Sign
- Existing Lane Geometry
- XX (XX) [XX] - No Build (Build) [Difference]

DKS

Figure 7.3

Oakland - Alameda Freeway Study
2045 No Build vs. Build
AM Peak Hour Volumes

P:\P\15\15074-000 ACTC Broadway-Jackson PA-ED\09 Graphics\01 Existing Conditions Report\Corel Files



LEGEND

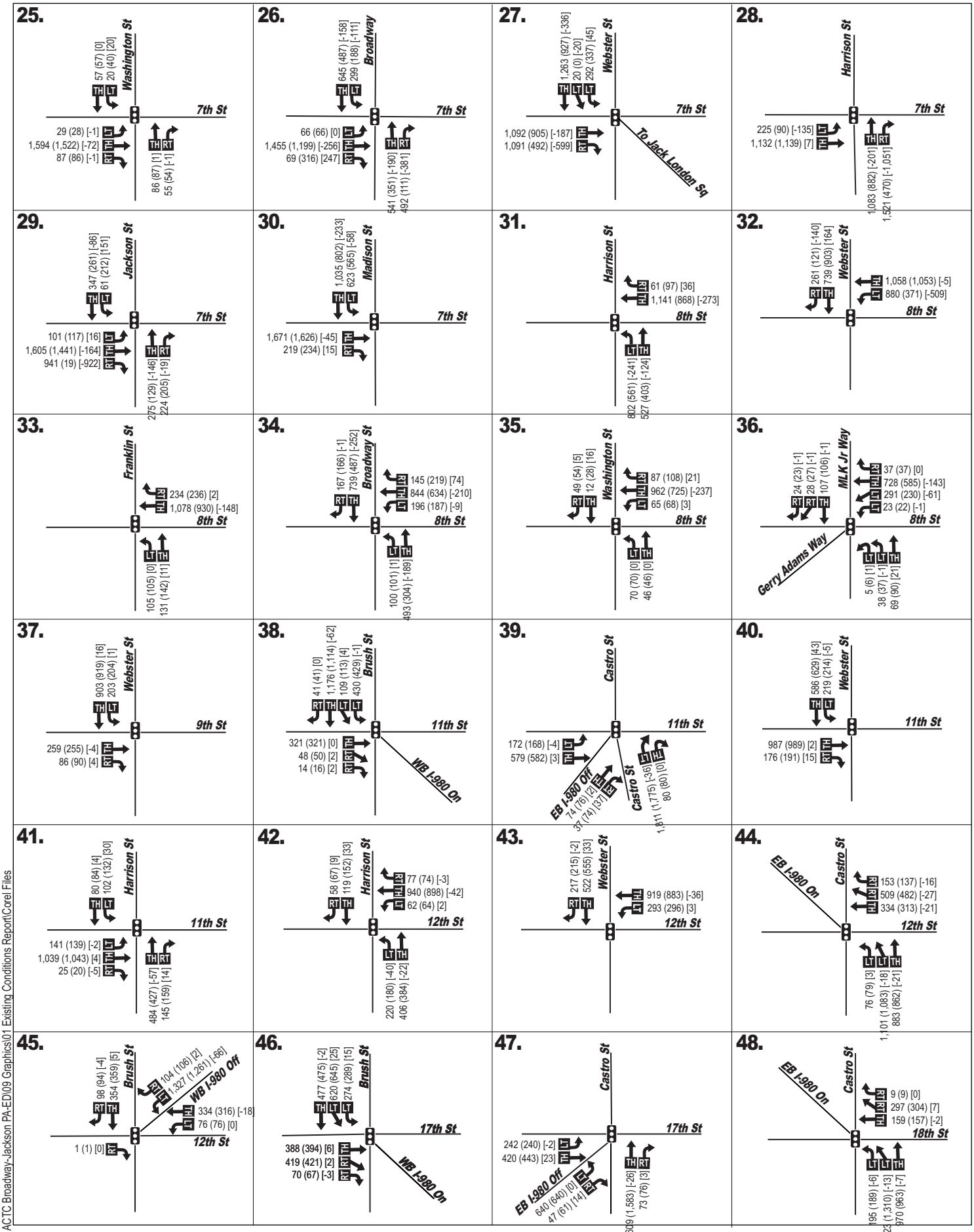
- Traffic Signal
- Stop Sign
- Existing Lane Geometry
- XX (XX) [XX] - No Build (Build) [Difference]

DKS

Figure 8.1

Oakland - Alameda Freeway Study
2045 No Build vs. Build
PM Peak Hour Volumes

P:\P\15\15074-000 ACTC Broadway-Jackson PA-ED\09 Graphics\01 Existing Conditions Report\Corel Files



LEGEND

- Traffic Signal
- Stop Sign
- Existing Lane Geometry

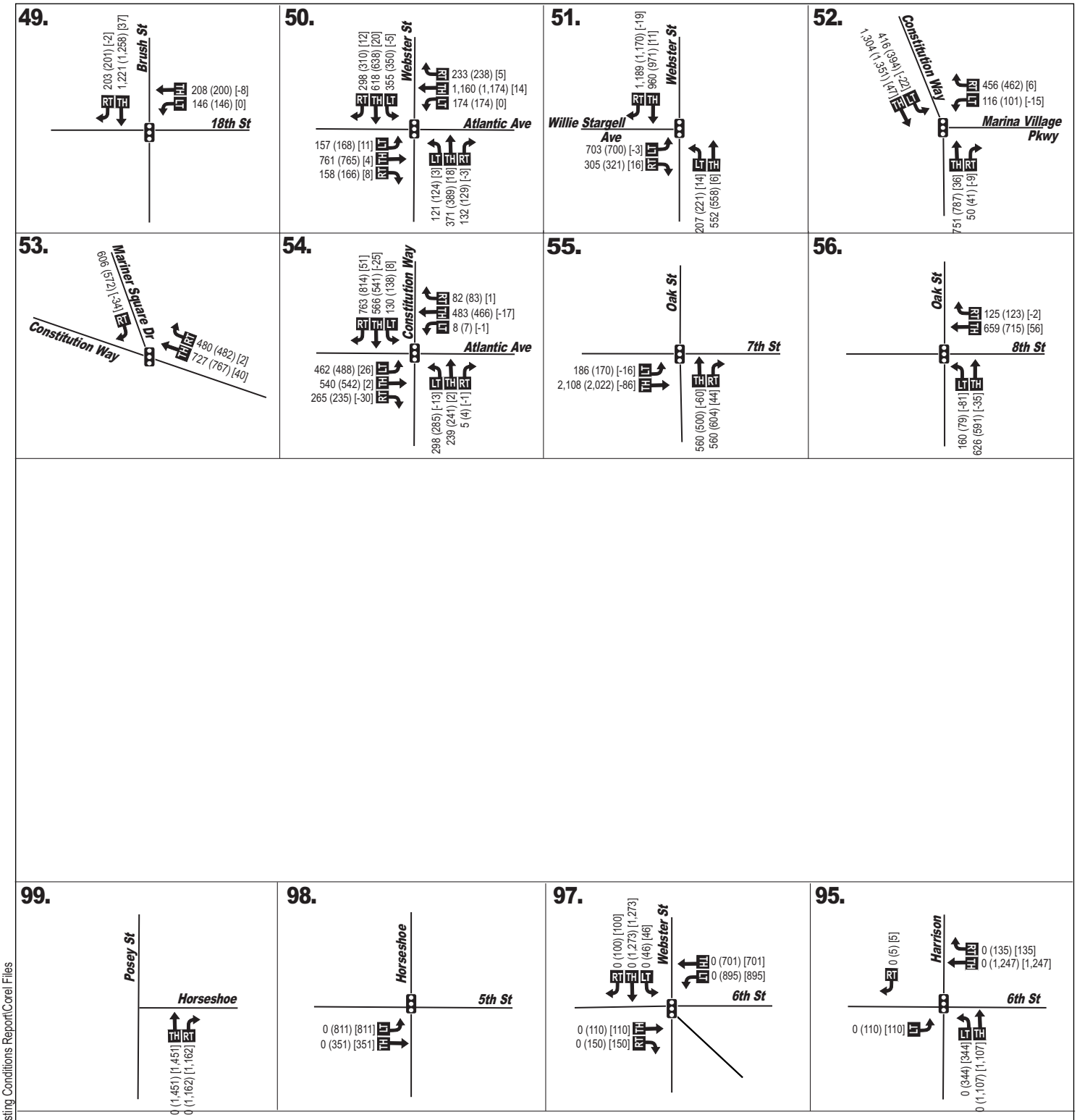
XX (XX) [XX] - No Build (Build) [Difference]

DKS

Figure 8.2

Oakland - Alameda Freeway Study
2045 No Build vs. Build
PM Peak Hour Volumes

P:\P\15\15074-000 ACTC Broadway-Jackson PA-ED\09 Graphics\01 Existing Conditions Report\Corel Files



LEGEND

- Traffic Signal
- Stop Sign
- Existing Lane Geometry
- XX (XX) [XX] - No Build (Build) [Difference]

DKS

Figure 8.3

Oakland - Alameda Freeway Study
2045 No Build vs. Build
PM Peak Hour Volumes

P:\P\15\15074-000 ACTC Broadway-Jackson PA-ED\09 Graphics\01 Existing Conditions Report\Corel Files

Attachment A: Land Use Assumptions

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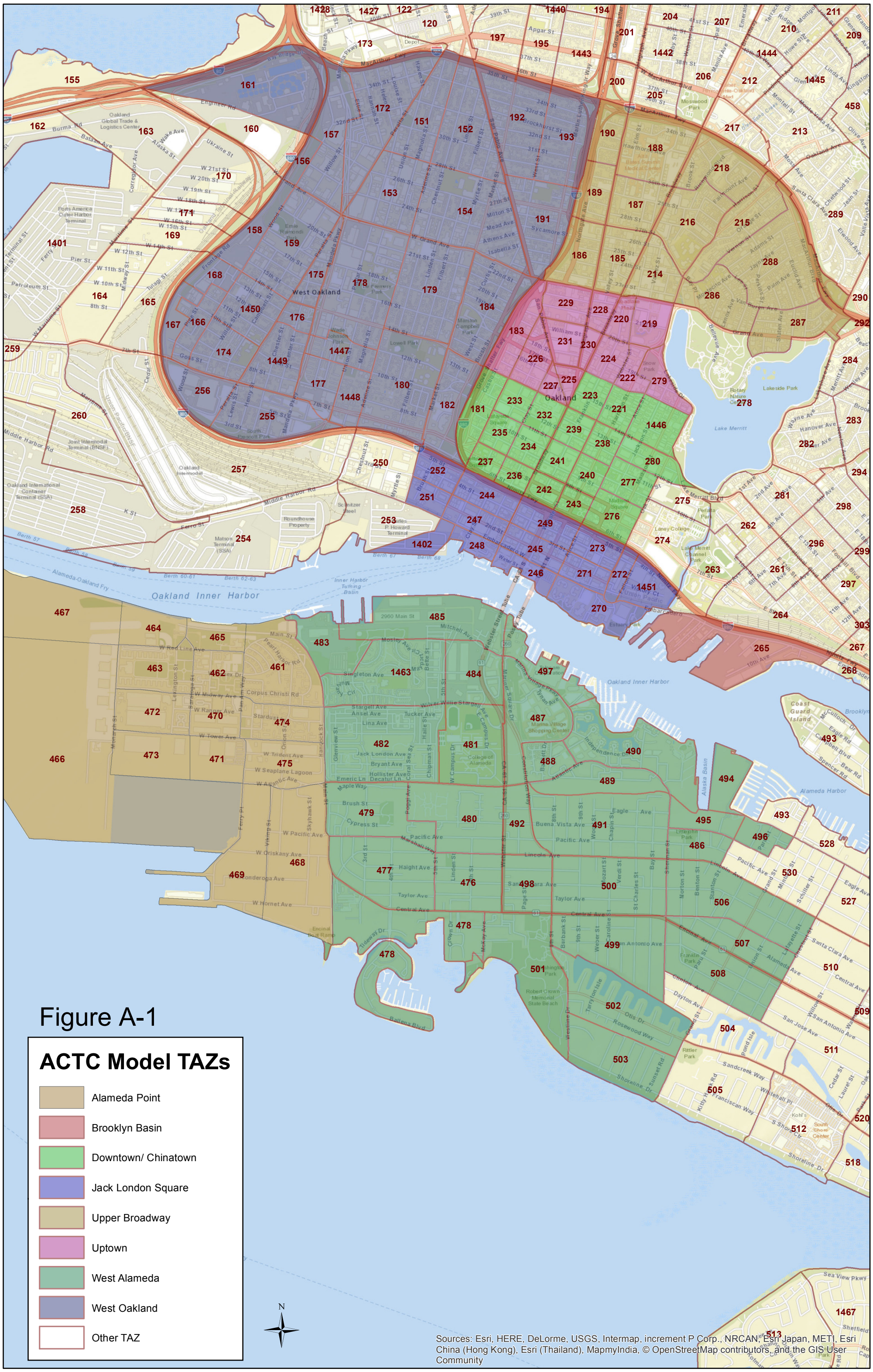
Figure A-1
ACTC Model TAZs
Alameda Point
Brooklyn Basin
Downtown/ Chinatown
Jack London Square
Upper Broadway
Uptown
West Alameda
West Oakland
Other TAZ
N
Oakland Inner Harbor
Lake Merritt
Alameda Harbor
West Oakland
Oakland
Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

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Table A-1: Household and Employment By Traffic Analysis Zone (TAZ)Growth per ACTC Travel Demand Model

Subarea		2015 Model Year			2025 Model Year			2045 Model Year		
		Single Family HH	Multi Family HH	Total Employment	Single Family HH	Multi Family HH	Total Employment	Single Family HH	Multi Family HH	Total Employment
1. Alameda Point	Total	212	279	1878	394	770	4097	858	2019	7945
	Change from Base year				182	491	2219	646	1740	6067
	% Change				86%	176%	118%	305%	624%	323%
2. Brooklyn Basin	Total	4	616	317	4	1691	440	4	3591	440
	Change from Base year				0	1075	123	0	2975	123
	% Change				0%	175%	39%	0%	483%	39%
3. Downtown/ Chinatown	Total	363	6397	49928	363	8920	57377	363	14814	65185
	Change from Base year				0	2523	7449	0	8417	15257
	% Change				0%	39%	15%	0%	132%	31%
4. Jack London Square	Total	441	1525	11983	419	2275	14260	330	3474	15759
	Change from Base year				-22	750	2277	-111	1949	3776
	% Change				-5%	49%	19%	-25%	128%	32%
5. Upper Broadway	Total	575	9160	10630	575	10517	13685	575	12997	17623
	Change from Base year				0	1357	3055	0	3837	6993
	% Change				0%	15%	29%	0%	42%	66%
6. Uptown	Total	150	3623	36965	150	4471	39623	150	6125	41960
	Change from Base year				0	848	2658	0	2502	4995
	% Change				0%	23%	7%	0%	69%	14%
7. West Alameda	Total	5433	7795	9518	5925	8265	10879	6517	9104	11748
	Change from Base year				492	470	1361	1084	1309	2230
	% Change				9%	6%	14%	20%	17%	23%
8. West Oakland	Total	3074	7168	8009	3074	9855	10324	3074	15305	14886
	Change from Base year				0	2687	2315	0	8137	6877
	% Change				0%	37%	29%	0%	114%	86%
Combined	Total	10252	36563	129228	10904	46764	150685	11871	67429	175546
	Change from Base year				652	10201	21457	1619	30866	46318
	% Change				6%	28%	17%	16%	84%	36%

Source: Alameda CTC travel demand model.

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Attachment B: Model Validation

Table B-1a: Model Validation – AM (Observed vs. 2015)

ID	Location Description	Observed		2015 Model					
		Hour	Period	Hour	Period	Hour Difference	Hour Difference %	Period Difference	Period Difference %
Northbound I-880									
Mx	NB I-880 Mainline Start (south of 23rd off)	5,912	24,404	6,941	25,168	1029	17.4%	764	3.1%
M1	NB I-880 between 23rd Avenue off and on	5,398	22,174	6,629	23,881	1231	22.8%	1707	7.7%
Mx	NB I-880 between 5th Avenue off and Oak Street Off	7,254	27,658	7,420	26,551	166	2.3%	-1107	-4.0%
Mx	NB I-880 between Broadway off and on	5,315	21,547	5,279	19,335	-36	-0.7%	-2212	-10.3%
Mx	NB I-880 north of EB I-980 off	4,225	18,067	4,441	17,291	216	5.1%	-776	-4.3%
M3	NB I-880 End (between Union Street on and 7th Street off)	4,497	17,822	4,074	16,167	-423	-9.4%	-1655	-9.3%
Southbound I-880									
M4	SB I-880 Start (between 7th Street on and Union Street off)	3281	12606	4137	16306	856	26.1%	3700	29.3%
Mx	SB I-880 south of WB I-980 on	5268	20622	5227	20479	-41	-0.8%	-143	-0.7%
Mx	SB I-880 between Oak Street on and 10th Avenue on	6156	23592	5785	23702	-371	-6.0%	110	0.5%
Mx	SB I-880 between Embarcadero off and 23rd Avenue on	6172	23622	5813	23632	-359	-5.8%	10	0.0%
M2	SB I-880 between 23rd Avenue/Kennedy Street off and on	5780	21587	5358	21965	-422	-7.3%	378	1.8%
Mx	SB I-880 End (south of 23rd on)	6317	23512	5552	22683	-765	-12.1%	-829	-3.5%
I-980 Westbound									
Mx	Westbound 980 Start (east of 18th off)	7542	24723.67	5528	18413	-2014	-26.7%	-6311	-25.5%
M5	WB I-980 between 18th Street off and 12th Street off	4978	17820.67	3910	13090	-1068	-21.5%	-4730	-26.5%
I-980 Eastbound									
M6	I-980 eastbound between 17th Street off and 12th Street on	2798	9169	1987	7617	-811	-29.0%	-1552	-16.9%
Mx	EB I-980 end (east of 18th on)	3426	10919	2078	8124	-1348	-39.4%	-2794	-25.6%
Additional Freeway Locations									
M7	580 WB (Lakeshore)	8418	29694	8516	28753	98	1.2%	-941	-3.2%
M8	580 EB (Lakeshore)	5654	16746	2629	11051	-3026	-53.5%	-5695	-34.0%
M9	24 WB (580)	5517	18118	4370	14787	-1147	-20.8%	-3331	-18.4%
M10	24 EB (580)	2598	7904	1771	6617	-827	-31.8%	-1286	-16.3%
Selected Arterial Locations									
A3	Webster Tube (SW)	1902	6284	2255	8004	354	18.6%	1721	27.4%
A4	Posey Tube (SW)	2573	11817	2803	9706	230	8.9%	-2111	-17.9%
A25	7th at LM Channel EB	422	1376	142	641	-280	-66.2%	-735	-53.4%
A19	Harrison SO 580	919	2808	356	1367	-563	-61.2%	-1441	-51.3%
A18	Piedmont NO 580 NB	200	598	130	666	-70	-35.1%	68	11.4%
	Broadway NO 580 SB	392	1174	415	1401	23	5.8%	227	19.3%
A16	Telegraph NO 580 NB	379	1165	242	786	-137	-36.0%	-379	-32.5%
	Telegraph NO 580 SB	365	1075	321	1108	-44	-12.1%	33	3.1%
A15	27th WO 980 EB	124	362	109	433	-15	-11.8%	71	19.7%

Note: Mx – Freeway volumes estimated based on observed mainline and ramp counts

Table B-1b: Model Validation – PM (Observed vs. 2015)

ID	Location Description	Observed		2015 Model					
		Hour	Period	Hour	Period	Hour Difference	Hour Difference %	Period Difference	Period Difference %
Northbound I-880									
Mx	NB I-880 Mainline Start (south of 23rd off)	6497	25535	6020	24000	-477	-7.3%	-1534	-6.0%
M1	NB I-880 between 23rd Avenue off and on	5713	22813	5813	23436	100	1.8%	623	2.7%
MX	Calculated I-880 NB volume	6,696	26,582	6,408	25,751	-288	-4.3%	-831	-3.1%
MX	NB I-880 between Broadway off and on	5,301	21,765	5,506	21,531	206	3.9%	-234	-1.1%
Mx	NB I-880 north of EB I-980 off	3,575	14,408	4,516	18,241	942	26.4%	3833	26.6%
M3	NB I-880 End (between Union Street on and 7th Street off)	3237	13335	4496	17875	1259	38.9%	4540	34.0%
Southbound I-880									
M4	SB I-880 Start (between 7th Street on and Union Street off)	3299	12922	4704	17866	1405	42.6%	4944	38.3%
Mx	SB I-880 south of WB I-980 on	3871	17000	6016	22532	2145	55.4%	5532	32.5%
Mx	SB I-880 between Oak Street on and 10th Avenue on	5913	24783	8171	30130	2258	38.2%	5347	21.6%
Mx	SB I-880 between Embarcadero off and 23rd Avenue on	6158	25380	8116	30132	1958	31.8%	4752	18.7%
M2	SB I-880 between 23rd Avenue/Kennedy Street off and on	5223	22427	6699	25742	1476	28.3%	3315	14.8%
Mx	SB I-880 End (south of 23rd on)	5871	24841	7003	26756	1132	19.3%	1915	7.7%
I-980 Westbound									
0	Westbound 980 Start (east of 18th off)	4534	16201	2390	9673	-2144	-47.3%	-6528	-40.3%
M5	WB I-980 between 18th Street off and 12th Street off	3610	12803	1951	7661	-1659	-46.0%	-5142	-40.2%
I-980 Eastbound									
M6	I-980 eastbound between 17th Street off and 12th Street on	4419	17136	3604	12642	-815	-18.4%	-4494	-26.2%
0	EB I-980 end (east of 18th on)	5553	21380	4784	16817	-769	-13.8%	-4563	-21.3%
Additional Freeway Locations									
M7	580 WB (Lakeshore)	6938	26084	4532	21403	-2406	-34.7%	-4681	-17.9%
M8	580 EB (Lakeshore)	7165	31166	8780	31456	1615	22.5%	290	0.9%
M9	24 WB (580)	2804	10287	2232	8745	-572	-20.4%	-1543	-15.0%
M10	24 EB (580)	3826	15036	4471	15221	645	16.8%	185	1.2%
Selected Arterial Locations									
A3	Webster Tube (SW)	3404	8943.5	3485	11337	81	2.4%	2394	26.8%
A4	Posey Tube (SW)	2018	5873.5	2591	9529	573	28.4%	3656	62.2%
A20	Oakland SO 580	1059	2910	855	3242	-204	-19.2%	332	11.4%
A19	Harrison SO 580	919	2808	246	1011	-673	-73.2%	-1797	-64.0%
A17	Broadway NO 580 NB	373	1140	568	2092	195	52.3%	952	83.5%
	Broadway NO 580 SB	392	1174	455	1355	63	16.0%	181	15.4%
A16	Telegraph NO 580 NB	379	1165	313	1131	-66	-17.5%	-34	-2.9%
	Telegraph NO 580 SB	365	1075	483	1228	118	32.2%	153	14.2%

Note: Mx – Freeway volumes estimated based on observed mainline and ramp counts

Table B-2: Peak Period Link Volume Validation Criterion

Validation Criterion	Criterion Met ?	
	AM	PM
75 % of freeway link volumes within 20 % of actual counts	Yes	No
50 % of freeway link volumes within 10 % of actual counts	Yes	No
75 % of link volumes on arterials within 30 % (<10,000 vpd) of actual counts	No	No
50 % of link volumes on arterials within 15 % (<10,000 vpd) of actual counts	Yes	No

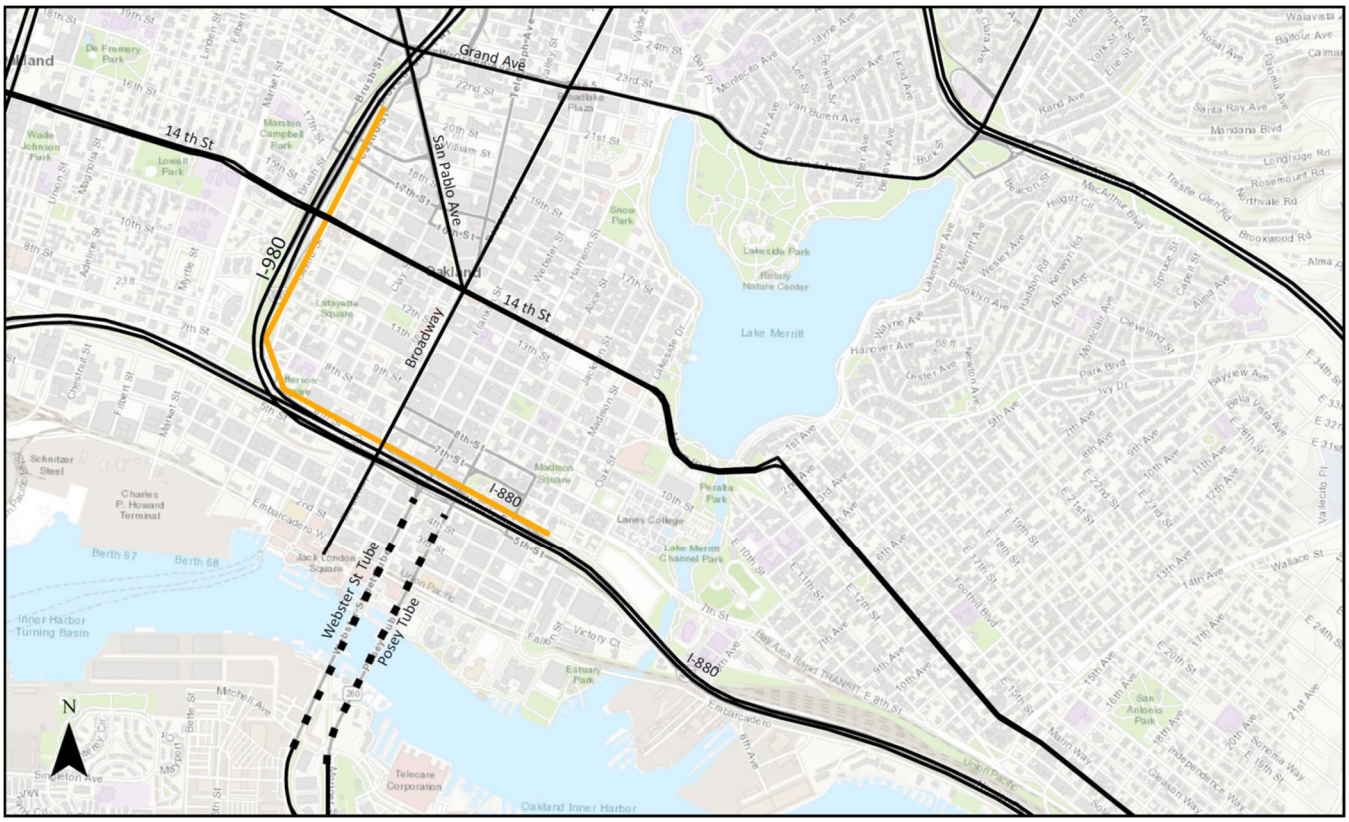

Figure B-1: Model Screenline Location

Table B-3: Model Screenline Location

Location	Time Period	2015 Observed	2015 Modeled	Percent Error	Criteria	Meets Criteria
N of I-880/I-980	AM	16,730	14,111	-15.7%	55%	Yes
	PM	13,383	10,046	-24.9%	55%	Yes

Attachment C: Build Alternative

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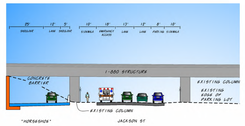
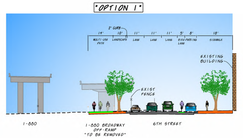


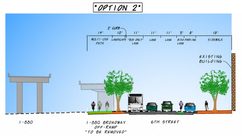
JACKSON ST BETWEEN 5TH ST/6TH ST
SECTION B -LOOKING NORTH-

"OPTION 1"



ONE WAY - OAK ST TO BROADWAY
SECTION C -LOOKING WEST-

"OPTION 2"



TWO WAY - HARRISON ST TO BROADWAY
SECTION C -LOOKING WEST-

HARRISON ST AT 7TH ST RIGHT-TURN
-LOOKING NORTH-

I-880 NB JACKSON ST ON-RAMP
-LOOKING WEST-

JACKSON ST AT 6TH ST
-LOOKING NORTH-

EXISTING 6TH ST
-LOOKING WEST-

FUTURE 6TH ST
-LOOKING WEST-

LEGEND:

- CALTRANS R/W
- PARCEL LINES
- PROPOSED CONCRETE BARRIER
- PROPOSED RETAINING WALL

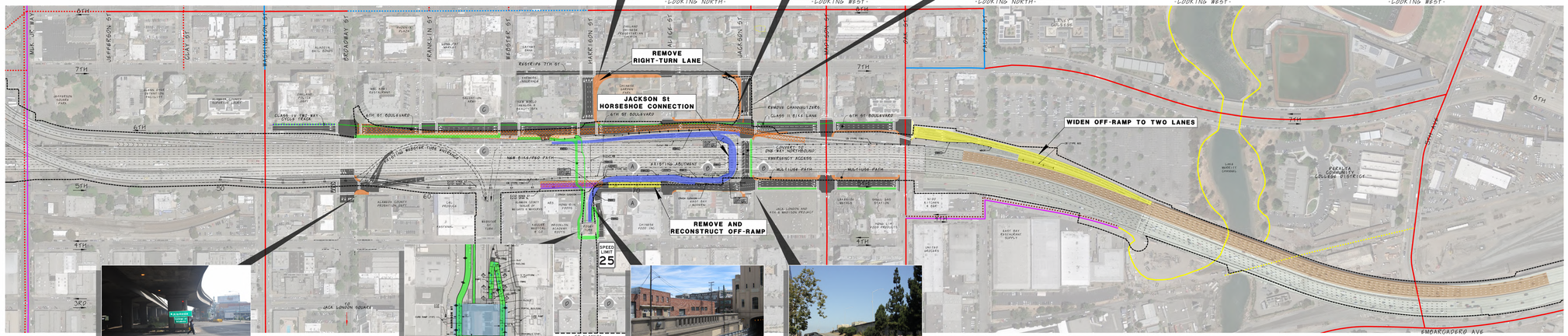
INITIAL PHASE:

- OFF-RAMP REMOVAL LIMITS
- JACKSON HORSESHOE
- RAMP MODIFICATIONS
- SURFACE STREET IMPROVEMENTS
- PROPOSED BIKE LANE/PATH
- STRUCTURES
- LANDSCAPE

CITIES OF OAKLAND & ALAMEDA BIKEWAY NETWORK

EXIST.	PROP.		
		CLASS I	BIKE PATH
		CLASS II	BIKE LANE
		CLASS III	BIKE ROUTE
		CLASS IIIA	ARTERIAL BIKE ROUTES
		CLASS IIIB	BIKE BOULEVARD
		CLASS IV	CYCLE TRACK

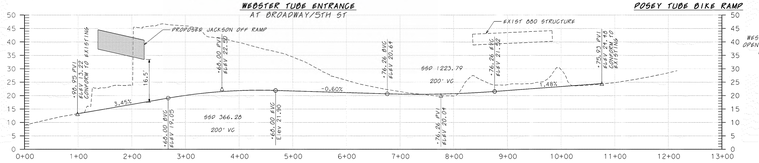
SCALE: 1"= 100'-0"



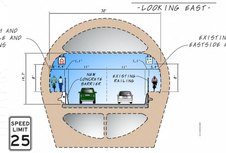
WEBSTER TUBE ENTRANCE
AT BROADWAY/5TH ST

POSEY TUBE BIKE RAMP

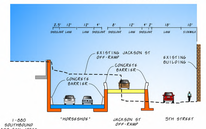
I-880/JACKSON ST OFF-RAMP
-LOOKING WEST-



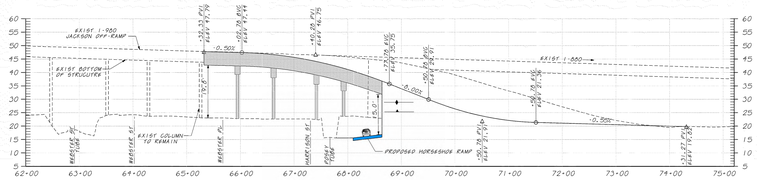
PROFILE
JACKSON HORSESHOE



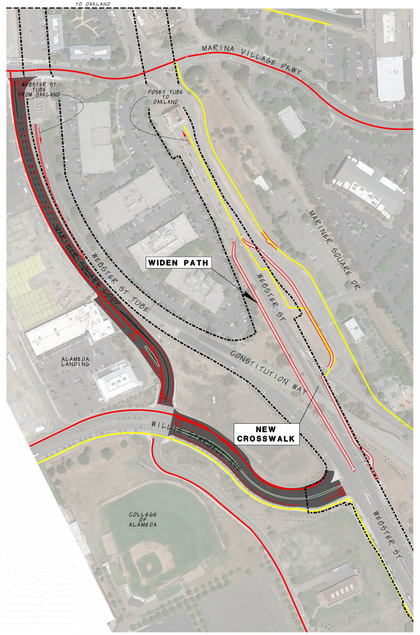
POSEY TUBE CROSS-SECTION
SECTION D - LOOKING NORTH - TOWARDS OAKLAND



JACKSON ST OFF-RAMP/5TH ST
SECTION A -LOOKING EAST-



PROFILE
WESTBOUND I-880 REALIGNED JACKSON ST OFF-RAMP



PRELIMINARY
FOR DISCUSSION ONLY
APRIL 2010

H:\EB-01-09_JACKSON HORSESHOE AND ALAMEDA-CALTRANS\ EXHIBIT-100.dgn 36x96

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Attachment D: Link Forecast Calculations

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Table D-1: AM Peak Hour No Build Freeway Mainline and Ramp Volumes

Location	Observed Volumes				Modeled Volumes			Raw Model Growth/Diff		Manual Growth Adjustments		Resulting Future Year Volumes									
	AM Peak Period				AM Peak Hour (8 AM to 9 AM)			2015 to 2025 NB	2025 NB to 2045 NB	2015 to 2025 NB	2025 NB to 2045 NB	Adj. 2025 No Build Volumes					Adj. 2045 No Build Volumes				
	(Peak Hour in Yellow Highlight)				2015	2025 NoBuild	2045 NoBuild														
	6 to 7	7 to 8	8 to 9	9 to 10	Mod. Vol	Mod. Vol	Mod. Vol	Peak Hr.	Peak Hr.	Peak Hr.	Peak Hr.	6 to 7	7 to 8	8 to 9	9 to 10	PM 4Hr	6 to 7	7 to 8	8 to 9	9 to 10	PM 4Hr
Northbound I-880																					
NB I-880 Mainline Start (south of 23rd off)	**5,956**	**6,863**	**5,912**	**5,673**	**6,733**	**6,347**	**7,007**	**(387)**	**661**	-		**5,956**	**6,863**	**5,912**	**5,673**	**24,404**	**6,426**	**7,496**	**6,573**	**6,252**	**26,747**
23rd Avenue off	533	620	514	563	312	362	677	50	314			569	668	564	607	2,407	792	969	878	882	3,522
NB I-880 between 23rd Avenue off and on	5,423	6,243	5,398	5,110	6,629	6,594	6,814	(35)	219	-		5,423	6,243	5,398	5,110	22,174	5,579	6,453	5,617	5,302	22,952
23rd Avenue EB on	517	956	1,144	825	771	944	898	173	(46)		-	640	1,122	1,317	977	4,057	640	1,122	1,317	977	4,057
23rd Avenue WB on	504	809	937	607	136	167	428	31	261			526	838	968	634	2,966	712	1,089	1,229	863	3,893
5th Avenue off	142	212	225	236	116	146	203	30	56			164	241	255	263	923	204	295	312	312	1,123
Oak Street off	334	715	950	671	1,499	1,297	855	(202)	(441)	64	10	380	776	1,014	727	2,897	387	786	1,024	736	2,932
Broadway off from northbound I-880	655	957	989	840	642	540	447	(102)	(93)	4	(49)	658	961	993	844	3,455	623	914	944	801	3,281
Jackson Street on to northbound I-880	1,029	1,861	1,894	1,464	1,477	1,506	1,513	28	7	68	88	1,077	1,926	1,962	1,524	6,489	1,140	2,011	2,050	1,601	6,801
Northbound I-980 off	1,617	2,601	2,984	2,526	2,316	2,387	2,406	72	19			1,668	2,670	3,056	2,589	9,982	1,681	2,688	3,074	2,605	10,048
Market Street off	417	633	570	364	455	503	617	48	114			451	679	618	406	2,153	532	788	731	505	2,556
Union Street on	357	546	447	351	88	109	134	20	26			371	565	467	369	1,773	390	590	493	391	1,863
NB I-880 End (between Union Street on and 7th Street off)	**4,665**	**5,297**	**4,102**	**3,720**	**3,866**	**3,836**	**4,777**	**(30)**	**941**			**4,682**	**5,320**	**4,126**	**3,741**	**17,870**	**5,089**	**5,868**	**4,698**	**4,242**	**19,898**
Southbound I-880																					
SB I-880 Start (between 7th Street on and Union Street off)	**3,014**	**3,012**	**3,281**	**3,299**	**4,137**	**4,650**	**5,265**	**513**	**615**			**3,379**	**3,504**	**3,794**	**3,748**	**14,425**	**3,816**	**4,093**	**4,409**	**4,287**	**16,604**
Union Street off	553	776	868	727	711	765	808	54	43			591	828	922	774	3,116	622	869	965	812	3,267
5th Street/Union Street on	133	192	213	241	117	148	209	31	61			155	222	244	268	890	199	281	306	322	1,108
Westbound I-980 on to southbound I-880	2,204	2,774	2,642	2,541	1,684	1,940	2,063	256	122			2,386	3,020	2,898	2,766	11,070	2,473	3,137	3,021	2,873	11,504
Broadway on to southbound I-880	169	193	218	252	131	164	184	32	20			192	224	250	280	947	206	243	270	298	1,017
Oak Street/5th Street on	220	608	670	640	426	483	517	56	35	-		260	662	726	689	2,338	285	695	761	720	2,461
Embarcadero/10th Avenue on	159	252	307	253	147	210	200	63	(10)		-	204	312	370	308	1,193	204	312	370	308	1,193
Embarcadero off	176	210	291	264	119	126	171	7	46			181	216	298	270	964	213	260	343	310	1,126
23rd Avenue/Kennedy Street off	410	587	628	566	455	469	465	14	(4)		-	420	601	642	579	2,242	420	601	642	579	2,242
23rd Avenue/Kennedy Street on	396	510	537	482	194	289	278	95	(11)		-	463	601	632	565	2,260	463	601	632	565	2,260
SB I-880 End (south of 23rd on)	**5,156**	**5,968**	**6,081**	**6,151**	**5,552**	**6,524**	**7,272**	**972**	**748**			**5,847**	**6,900**	**7,053**	**7,003**	**26,802**	**6,391**	**7,633**	**7,818**	**7,673**	**29,514**
I-980 Westbound																					
Westbound 980 Start (east of 18th off)	**4,417**	**6,652**	**7,542**	**6,113**	**5,528**	**5,947**	**5,980**	**420**	**33**			**4,715**	**7,054**	**7,962**	**6,481**	**26,212**	**4,739**	**7,086**	**7,995**	**6,510**	**26,329**
Westbound 18th Street off	741	1,729	2,564	1,869	1,618	1,540	1,341	(77)	(199)	**100**	**(56)**	812	1,825	2,664	1,956	7,258	772	1,769	2,608	1,907	7,057
WB I-980 between 18th Street off and 12th Street off	3,676	4,922	4,978	4,244	3,910	4,407	4,639	497	232			4,030	5,399	5,475	4,680	19,583	4,195	5,602	5,707	4,883	20,387
Westbound 12th Street off	1,311	1,816	1,783	1,260	1,913	2,124	2,262	211	139	**34**	**120**	1,335	1,848	1,817	1,290	6,290	1,420	1,848	1,937	1,395	6,601
Westbound 17th Street on	193	352	403	353	271	419	636	147	217			298	493	550	482	1,823	452	493	768	673	2,386
Westbound 11th Street on	72	121	149	134	146	165	163	19	(2)		-	86	139	168	150	543	86	139	168	150	543
WB I-980 End (connector to SB 880/Jackson)	2,630	3,579	3,748	3,471	2,415	2,867	3,176	452	309			2,952	4,013	4,200	3,867	15,032	3,171	4,308	4,509	4,138	16,126
I-980 Eastbound																					
EB I-980 Start (connector from NB I-880)	1,617	2,601	2,984	2,526	2,316	2,387	2,406	72	19			1,668	2,670	3,056	2,589	9,982	1,681	2,688	3,074	2,605	10,048
Eastbound 11th Street off	82	133	184	160	168	192	146	24	(46)		-	99	156	208	181	643	66	112	162	140	480
Eastbound 17th Street off	304	434	563	451	654	683	720	29	37			325	462	592	476	1,854	351	497	629	509	1,986
Eastbound 12th Street on	244	397	553	542	493	580	751	86	171			305	480	639	617	2,042	427	644	811	767	2,649
Eastbound 18th Street on	168	488	628	465	91	108	138	17	30			181	505	645	480	1,811	202	534	676	507	1,918
EB I-980 end (east of 18th on)	**1,643**	**2,919**	**3,418**	**2,922**	**2,078**	**2,201**	**2,430**	**123**	**229**			**1,730**	**3,037**	**3,541**	**3,029**	**11,337**	**1,893**	**3,256**	**3,770**	**3,230**	**12,149**

Table D-2: AM Peak Hour Build Freeway Mainline and Ramp Volumes

Location	Adjusted 2025 No Build				Modeled Volumes			Raw Model Growth/Diff		Manual Growth Adjustments		Resulting Future Year Volumes									
	AM Peak Period				AM Peak Hour (8 AM to 9 AM)			2025 NB to 2025 Build	2025 Build to 2045 Build	2025 NB to 2025 Build	2025 Build to 2045 Build	Adj. 2025 Build Volumes					Adj. 2045 Build Volumes				
	(Peak Hour in Yellow Highlight)				2025 NoBuild	2025 Build	2045 Build														
	6 to 7	7 to 8	8 to 9	9 to 10	Mod. Vol	Mod. Vol	Mod. Vol	Peak Hr.	Peak Hr.	Peak Hr.	Peak Hr.	6 to 7	7 to 8	8 to 9	9 to 10	PM 4Hr	6 to 7	7 to 8	8 to 9	9 to 10	PM 4Hr
Northbound I-880																					
NB I-880 Mainline Start (south of 23rd off)	**5,956**	**6,863**	**5,912**	**5,673**	**6,347**	**6,456**	**6,959**	**109**	**503**			**6,034**	**6,968**	**6,021**	**5,769**	**24,792**	**6,392**	**7,450**	**6,525**	**6,210**	**26,576**
23rd Avenue off	569	668	564	607	362	432	641	70	208			618	735	634	668	2,656	767	935	842	851	3,395
23rd Avenue EB on	640	1,122	1,317	977	944	901	868	(43)	(33)	-	-	640	1,122	1,317	977	4,057	640	1,122	1,317	977	4,057
23rd Avenue WB on	526	838	968	634	167	164	445	(3)	281	-		526	838	968	634	2,966	726	1,108	1,249	880	3,963
5th Avenue off	164	241	255	263	146	219	237	73	17			216	311	329	327	1,183	228	328	346	342	1,244
Oak Street off	380	776	1,014	727	1,297	1,510	1,134	214	(376)	827	(68)	926	1,574	1,838	1,427	5,765	885	1,517	1,779	1,376	5,558
Broadway off from northbound I-880	658	961	993	844	540	links removed		link removed		-	-	-	-	-	-	-	-	-	-	-	-
Jackson Street on to northbound I-880	1,077	1,926	1,962	1,524	1,506	1,515	1,523	10	8	90		1,141	2,012	2,052	1,602	6,808	1,147	2,020	2,060	1,610	6,837
Northbound I-980 off	1,668	2,670	3,056	2,589	2,387	2,493	2,543	106	51			1,743	2,771	3,161	2,681	10,357	1,779	2,819	3,212	2,726	10,536
Market Street off	451	679	618	406	503	576	661	73	86			503	748	690	470	2,411	564	831	776	545	2,715
Union Street on	371	565	467	369	109	128	141	19	13	-		371	565	467	369	1,773	380	578	480	380	1,818
NB I-880 End (between Union Street on and 7th Street off)	**4,682**	**5,320**	**4,126**	**3,741**	**3,836**	**3,933**	**4,721**	**98**	**787**			**4,707**	**5,367**	**4,173**	**3,778**	**18,025**	**5,063**	**5,849**	**4,676**	**4,217**	**19,805**
Southbound I-880																					
SB I-880 Start (between 7th Street on and Union Street off)	**3,379**	**3,504**	**3,794**	**3,748**	**4,650**	**4,650**	**5,265**	**(0)**	**615**	**-**		**3,379**	**3,504**	**3,794**	**3,748**	**14,425**	**3,816**	**4,093**	**4,409**	**4,287**	**16,606**
Union Street off	591	828	922	774	765	752	779	(13)	27	-		591	828	922	774	3,116	610	853	949	798	3,210
5th Street/Union Street on	155	222	244	268	148	148	210	(0)	62	**0**		156	223	245	269	892	200	282	307	323	1,112
Westbound I-980 on to southbound I-880	2,386	3,020	2,898	2,766	1,940	1,879	2,077	(62)	198	-		2,386	3,020	2,898	2,766	11,070	2,528	3,210	3,097	2,940	11,774
Broadway on to southbound I-880	192	224	250	280	164	154	186	(9)	32	-		192	224	250	280	947	215	255	282	308	1,060
Oak Street/5th Street on	260	662	726	689	483	489	548	6	60	-		264	668	732	694	2,358	307	725	792	747	2,570
Embarcadero/10th Avenue on	204	312	370	308	210	208	200	(2)	(7)	-	-	204	312	370	308	1,193	204	312	370	308	1,193
Embarcadero off	181	216	298	270	126	130	169	4	39			184	220	302	273	979	211	258	341	308	1,117
23rd Avenue/Kennedy Street off	420	601	642	579	469	464	462	(5)	(2)	-	-	420	601	642	579	2,242	420	601	642	579	2,242
23rd Avenue/Kennedy Street on	463	601	632	565	289	293	293	4	(0)		**0**	466	605	636	569	2,275	466	605	636	569	2,276
SB I-880 End (south of 23rd on)	**5,847**	**6,900**	**7,053**	**7,003**	**6,524**	**6,473**	**7,370**	**(50)**	**896**			**5,852**	**6,906**	**7,059**	**7,008**	**26,825**	**6,493**	**7,771**	**7,961**	**7,798**	**30,024**
I-980 Westbound																					
Westbound 980 Start (east of 18th off)	**4,715**	**7,054**	**7,962**	**6,481**	**5,947**	**5,966**	**5,948**	**18**	**(18)**		**-**	**4,729**	**7,072**	**7,980**	**6,497**	**26,277**	**4,729**	**7,072**	**7,980**	**6,497**	**26,277**
Westbound 18th Street off	812	1,825	2,664	1,956	1,540	1,567	1,321	27	(246)	-	**(64)**	812	1,825	2,664	1,956	7,258	767	1,764	2,600	1,900	7,031
WB I-980 between 18th Street off and 12th Street off	4,030	5,399	5,475	4,680	4,407	4,399	4,627	(8)	228	-		4,030	5,399	5,475	4,680	19,583	4,192	5,617	5,703	4,880	20,392
Westbound 12th Street off	1,335	1,848	1,817	1,290	2,124	1,637	1,969	(487)	332	**(200)**	**313**	1,193	1,657	1,617	1,115	5,581	1,415	1,957	1,930	1,389	6,691
Westbound 17th Street on	298	493	550	482	419	372	622	(47)	250	-		265	448	504	442	1,658	442	688	753	660	2,543
Westbound 11th Street on	86	139	168	150	165	164	164	(1)	(0)	-		86	139	168	150	543	86	139	169	151	545
WB I-980 End (connector to SB 880/Jackson)	2,952	4,013	4,200	3,867	2,867	3,297	3,443	430	145			3,258	4,425	4,631	4,244	16,558	3,361	4,564	4,776	4,372	17,073
I-980 Eastbound																					
EB I-980 Start (connector from NB I-880)	1,668	2,670	3,056	2,589	2,387	2,493	2,543	106	51			1,743	2,771	3,161	2,681	10,357	1,779	2,819	3,212	2,726	10,536
Eastbound 11th Street off	99	156	208	181	192	219	158	28	(61)	80	-	156	232	288	251	927	112	174	226	197	709
Eastbound 17th Street off	325	462	592	476	683	752	794	69	42			374	528	661	537	2,099	404	569	703	574	2,250
Eastbound 12th Street on	305	480	639	617	580	585	731	5	146			309	485	644	622	2,059	413	625	791	750	2,578
Eastbound 18th Street on	181	505	645	480	108	108	138	0	30			181	505	645	480	1,811	202	533	675	506	1,916
EB I-980 end (east of 18th on)	**1,730**	**3,037**	**3,541**	**3,029**	**2,201**	**2,214**	**2,460**	**14**	**245**			**1,703**	**3,000**	**3,502**	**2,996**	**11,201**	**1,877**	**3,235**	**3,748**	**3,211**	**12,071**

Table D-3: PM Peak Hour No Build Freeway Mainline and Ramp Volumes

Location	Observed Volumes				Modeled Volumes			Raw Model Growth/Diff		Manual Growth Adjustments		Resulting Future Year Volumes									
	PM Peak Period (Peak Hour in Yellow Highlight)				PM Peak Hour (5 PM to 6 PM)			2015 to 2025 Nb	2025 NB to 2045 Nb	2015 to 2025 NB	2025 NB to 2045 NB	2025					2045				
	3 to 4	4 to 5	5 to 6	6 to 7	2015 Mod. Vol	2025 Mod. Vol	2045 Mod. Vol	Peak Hr.	Peak Hr.	Peak Hr.	Peak Hr.	3 to 4	4 to 5	5 to 6	6 to 7	PM 4Hr	3 to 4	4 to 5	5 to 6	6 to 7	PM 4Hr
Northbound I-880																					
NB I-880 Mainline Start (south of 23rd off)	**6,674**	**6,603**	**6,497**	**5,760**	**6,020**	**6,607**	**7,255**	**587**	**648**			**7,233**	**7,184**	**7,084**	**6,271**	**27,771**	**7,849**	**7,824**	**7,732**	**6,834**	**30,238**
23rd Avenue off	642	680	784	615	493	431	690	(62)	259	-		642	680	784	615	2,722	889	937	1,044	841	3,711
NB I-880 between 23rd Avenue off and on	6,032	5,923	5,713	5,145	5,813	6,606	6,890	793	284			6,787	6,707	6,506	5,835	25,835	7,057	6,988	6,790	6,082	26,917
23rd Avenue EB on	837	733	753	605	571	640	608	69	(32)		-	903	802	822	665	3,192	903	802	822	665	3,192
23rd Avenue WB on	545	507	544	410	94	106	540	12	434			557	519	556	421	2,053	969	948	990	798	3,706
5th Avenue off	269	284	313	298	70	139	235	69	96			334	352	382	357	1,426	426	448	478	441	1,793
Oak Street off	572	532	565	406	702	709	515	7	(194)	64	7	633	595	629	462	2,319	640	602	636	468	2,345
Broadway off from northbound I-880	635	693	830	585	199	172	223	(28)	52	-		635	693	830	585	2,742	684	744	882	630	2,940
Jackson Street on to northbound I-880	1,414	1,664	1,677	1,429	1,521	1,535	1,532	14	(3)	-	-	1,428	1,678	1,691	1,441	6,238	1,428	1,678	1,691	1,441	6,238
Northbound I-980 off	3,581	3,470	3,403	3,087	2,511	2,888	3,128	377	240			3,940	3,843	3,781	3,415	14,978	4,168	4,080	4,021	3,624	15,893
Market Street off	334	352	445	286	261	310	427	49	117			381	401	494	329	1,604	492	517	611	431	2,051
Union Street on	253	268	305	212	241	260	317	19	57			271	287	324	229	1,112	325	343	381	278	1,328
NB I-880 End (between Union Street on and 7th Street off)	**3,690**	**3,764**	**3,435**	**3,139**	**4,211**	**4,502**	**5,034**	**290**	**533**			**3,826**	**3,906**	**3,578**	**3,264**	**14,575**	**4,175**	**4,268**	**3,944**	**3,582**	**15,969**
Southbound I-880																					
SB I-880 Start (between 7th Street on and Union Street off)	**3,111**	**3,331**	**3,299**	**3,182**	**4,704**	**4,919**	**5,548**	**215**	**629**			**3,316**	**3,543**	**3,514**	**3,369**	**13,743**	**3,914**	**4,165**	**4,143**	**3,916**	**16,139**
Union Street off	698	1,026	1,543	859	688	677	707	(10)	30	-		698	1,026	1,543	859	4,126	727	1,056	1,573	885	4,242
5th Street/Union Street on	251	311	257	222	241	268	338	28	69			277	339	285	246	1,147	344	407	355	306	1,412
Westbound I-980 on to southbound I-880	1,947	1,841	1,857	1,518	1,759	2,003	2,152	245	149			2,179	2,083	2,102	1,731	8,095	2,321	2,230	2,251	1,860	8,661
Broadway on to southbound I-880	540	514	484	342	665	631	525	(35)	(105)	-	-	540	514	484	342	1,879	540	514	484	342	1,879
Oak Street/5th Street on	922	1,008	1,006	848	803	799	788	(4)	(11)	16	-	937	1,024	1,022	862	3,845	927	1,013	1,011	852	3,803
Embarcadero/10th Avenue on	311	423	473	384	138	232	240	93	8			400	515	566	465	1,946	407	523	574	472	1,977
Embarcadero off	284	250	228	232	193	140	356	(53)	216	-		284	250	228	232	994	490	464	444	420	1,818
23rd Avenue/Kennedy Street off	573	469	402	538	730	823	647	93	(176)		-	661	561	494	618	2,334	661	561	494	618	2,334
SB I-880 between 23rd Avenue/Kennedy Street off and on	5,514	5,850	5,223	5,840	6,699	7,212	7,881	514	668			6,003	6,358	5,737	6,287	24,384	6,639	7,018	6,405	6,868	26,931
23rd Avenue/Kennedy Street on	624	599	648	543	304	470	441	166	(29)		-	782	763	813	688	3,046	782	763	813	688	3,046
SB I-880 End (south of 23rd on)	**6,152**	**6,281**	**5,851**	**5,410**	**7,003**	**7,682**	**8,322**	**680**	**640**			**6,789**	**6,944**	**6,521**	**5,993**	**26,247**	**7,357**	**7,534**	**7,118**	**6,512**	**28,523**
I-980 Westbound																					
Westbound 980 Start (east of 18th off)	**3,890**	**4,057**	**4,534**	**3,720**	**2,390**	**2,724**	**2,905**	**335**	**180**			**4,208**	**4,388**	**4,869**	**4,011**	**17,476**	**4,380**	**4,566**	**5,049**	**4,168**	**18,164**
Westbound 18th Street off	875	794	924	805	439	519	514	81	(5)		-	951	873	1,005	875	3,705	951	873	1,005	875	3,705
WB I-980 between 18th Street off and 12th Street off	3,015	3,263	3,610	2,915	1,951	2,205	2,391	254	186			3,257	3,514	3,864	3,136	13,771	3,434	3,698	4,050	3,298	14,479
Westbound 12th Street off	1,018	1,108	1,292	991	859	903	977	44	74			1,060	1,152	1,336	1,029	4,577	1,130	1,225	1,410	1,093	4,858
Westbound 17th Street on	494	554	504	422	539	742	1,078	203	336			687	755	707	598	2,748	1,008	1,088	1,043	891	4,029
Westbound 11th Street on	202	232	211	168	407	425	340	18	(85)		-	219	249	229	183	880	138	164	143	109	555
WB I-980 End (connector to SB 880/Jackson)	2,694	2,941	3,037	2,514	2,038	2,468	2,831	430	363			3,103	3,366	3,467	2,888	12,825	3,449	3,726	3,830	3,204	14,209
I-980 Eastbound																					
EB I-980 Start (connector from NB I-880)	3,581	3,470	3,403	3,087	2,511	2,888	3,128	377	240			3,940	3,843	3,781	3,415	14,978	4,168	4,080	4,021	3,624	15,893
Eastbound 11th Street off	108	96	103	87	72	74	63	2	(11)	13	-	121	109	116	98	444	121	109	116	98	444
Eastbound 17th Street off	382	364	454	363	371	392	570	21	178	50		430	413	504	407	1,754	599	589	682	561	2,431
Eastbound 12th Street on	1,277	1,481	1,567	1,222	1,537	1,493	1,536	(44)	43	(1)		1,276	1,480	1,566	1,221	5,543	1,316	1,522	1,609	1,258	5,706
I-980 eastbound between 17th Street off and 12th Street on	4,367	4,491	4,419	3,858	3,604	3,914	4,031	310	116			4,662	4,797	4,729	4,128	18,316	4,773	4,912	4,845	4,229	18,760
Eastbound 18th Street on	1,074	1,219	1,092	818	1,179	1,430	1,569	251	138			1,313	1,467	1,343	1,037	5,159	1,444	1,604	1,481	1,157	5,687
EB I-980 end (east of 18th on)	**5,441**	**5,710**	**5,505**	**4,677**	**4,784**	**5,345**	**5,599**	**561**	**255**			**5,978**	**6,268**	**6,070**	**5,167**	**23,483**	**6,210**	**6,509**	**6,313**	**5,379**	**24,412**

Table D-4: PM Peak Hour Build Freeway Mainline and Ramp Volumes

Location	Adjusted 2025 No Build				Modeled Volumes			Raw Model Growth/Diff		Manual Growth Adjustments		Resulting Future Year Volumes									
	PM Peak Period (Peak Hour in Yellow Highlight)				PM Peak Hour (8 AM to 9 AM)			2025 NB to 2025 Build	2025 Build to 2045 Build	2025 NB to 2025 Build	2025 Build to 2045 Build	Adj. 2025 Build Volumes					Adj. 2045 Build Volumes				
					2025 NoBuild	2025 Build	2045 Build														
	6 to 7	7 to 8	8 to 9	9 to 10	Mod. Vol	Mod. Vol	Mod. Vol	Peak Hr.	Peak Hr.	Peak Hr.	Peak Hr.	6 to 7	7 to 8	8 to 9	9 to 10	PM 4Hr	6 to 7	7 to 8	8 to 9	9 to 10	PM 4Hr
Northbound I-880																					
NB I-880 Mainline Start (south of 23rd off)	**7,233**	**7,184**	**7,084**	**6,271**	**6,607**	**6,562**	**7,281**	**(45)**	**719**	-		**7,233**	**7,184**	**7,084**	**6,271**	**27,771**	**7,917**	**7,895**	**7,803**	**6,896**	**30,511**
23rd Avenue off	642	680	784	615	431	423	686	(8)	263	-		642	680	784	615	2,722	893	941	1,048	844	3,726
23rd Avenue EB on	903	802	822	665	640	645	613	4	(32)	-	-	907	806	826	669	3,208	907	806	826	669	3,208
23rd Avenue WB on	557	519	556	421	106	105	529	(1)	424	-		557	519	556	421	2,053	960	938	980	790	3,667
5th Avenue off	334	352	382	357	139	135	233	(3)	98	-		334	352	382	357	1,426	428	449	480	443	1,799
Oak Street off	633	595	629	462	709	859	718	150	(141)	799	50	1,242	1,260	1,426	1,023	4,951	1,290	1,309	1,474	1,066	5,139
Broadway off from northbound I-880	635	693	830	585	172	links removed		link removed		-	-	-	-	-	-	-	-	-	-	-	-
Jackson Street on to northbound I-880	1,428	1,678	1,691	1,441	1,535	1,532	1,538	(3)	6	41		1,467	1,718	1,732	1,477	6,394	1,472	1,724	1,738	1,482	6,416
Northbound I-980 off	3,940	3,843	3,781	3,415	2,888	2,793	3,182	(95)	389	-		3,940	3,843	3,781	3,415	14,978	4,310	4,228	4,170	3,753	16,461
Market Street off	381	401	494	329	310	322	446	12	123	29		408	429	523	354	1,715	526	551	647	462	2,185
Union Street on	271	287	324	229	260	313	346	52	34	-		271	287	324	229	1,112	303	320	358	258	1,240
NB I-880 End (between Union Street on and 7th Street off)	**3,826**	**3,906**	**3,578**	**3,264**	**4,502**	**4,625**	**5,042**	**123**	**417**			**3,867**	**3,950**	**3,627**	**3,302**	**14,746**	**4,113**	**4,206**	**3,887**	**3,526**	**15,732**
Southbound I-880																					
SB I-880 Start (between 7th Street on and Union Street off)	**3,316**	**3,543**	**3,514**	**3,369**	**4,919**	**4,919**	**5,548**	**(0)**	**629**	-		**3,316**	**3,543**	**3,514**	**3,369**	**13,743**	**3,914**	**4,165**	**4,143**	**3,916**	**16,139**
Union Street off	698	1,026	1,543	859	677	702	690	25	(12)	-	-	698	1,026	1,543	859	4,126	687	1,014	1,531	849	4,081
5th Street/Union Street on	277	339	285	246	268	265	334	(3)	68	-		277	339	285	246	1,147	343	406	354	305	1,408
Westbound I-980 on to southbound I-880	2,179	2,083	2,102	1,731	2,003	1,905	2,181	(98)	276	-		2,179	2,083	2,102	1,731	8,095	2,442	2,355	2,378	1,970	9,145
Broadway on to southbound I-880	540	514	484	342	631	626	530	(5)	(96)	-	-	540	514	484	342	1,879	540	514	484	342	1,879
Oak Street/5th Street on	937	1,024	1,022	862	799	778	748	(21)	(30)	-	-	937	1,024	1,022	862	3,845	908	994	992	835	3,729
Embarcadero/10th Avenue on	400	515	566	465	232	224	231	(8)	7	-		400	515	566	465	1,946	406	522	573	471	1,972
Embarcadero off	284	250	228	232	140	139	338	(1)	198	-		284	250	228	232	994	473	446	426	404	1,750
23rd Avenue/Kennedy Street off	661	561	494	618	823	764	682	(59)	(82)	-	-	661	561	494	618	2,334	661	561	494	618	2,334
23rd Avenue/Kennedy Street on	782	763	813	688	470	461	457	(9)	(4)	-	-	782	763	813	688	3,046	782	763	813	688	3,046
SB I-880 End (south of 23rd on)	**6,789**	**6,944**	**6,521**	**5,993**	**7,682**	**7,573**	**8,318**	**(110)**	**745**			**6,789**	**6,944**	**6,521**	**5,993**	**26,247**	**7,515**	**7,698**	**7,284**	**6,656**	**29,153**
I-980 Westbound																					
Westbound 980 Start (east of 18th off)	**4,208**	**4,388**	**4,869**	**4,011**	**2,724**	**2,671**	**2,893**	**(54)**	**222**	-		**4,208**	**4,388**	**4,869**	**4,011**	**17,476**	**4,420**	**4,607**	**5,091**	**4,205**	**18,322**
Westbound 18th Street off	951	873	1,005	875	519	495	515	(24)	20	-		951	873	1,005	875	3,705	970	893	1,025	893	3,781
WB I-980 between 18th Street off and 12th Street off	3,257	3,514	3,864	3,136	2,205	2,176	2,378	(29)	202	-		3,257	3,514	3,864	3,136	13,771	3,449	3,714	4,066	3,312	14,541
Westbound 12th Street off	1,060	1,152	1,336	1,029	903	508	713	(395)	205	**(195)**		875	959	1,141	860	3,834	1,070	1,162	1,347	1,038	4,617
Westbound 17th Street on	687	755	707	598	742	705	1,070	(36)	365	-		687	755	707	598	2,748	1,034	1,116	1,072	915	4,137
Westbound 11th Street on	219	249	229	183	425	417	337	(8)	(79)	-	-	219	249	229	183	880	143	170	149	114	577
WB I-980 End (connector to SB 880/Jackson)	3,103	3,366	3,467	2,888	2,468	2,790	3,072	322	282			3,410	3,685	3,789	3,168	14,051	3,678	3,963	4,071	3,413	15,125
I-980 Eastbound																					
EB I-980 Start (connector from NB I-880)	3,940	3,843	3,781	3,415	2,888	2,793	3,182	(95)	389	-		3,940	3,843	3,781	3,415	14,978	4,310	4,228	4,170	3,753	16,461
Eastbound 11th Street off	121	109	116	98	74	83	71	9	(12)	40	-	159	148	156	133	596	147	136	144	123	550
Eastbound 17th Street off	430	413	504	407	392	391	573	(1)	181	-		430	413	504	407	1,754	602	593	685	565	2,445
Eastbound 12th Street on	1,276	1,480	1,566	1,221	1,493	1,523	1,521	30	(2)	-	-	1,276	1,480	1,566	1,221	5,543	1,276	1,480	1,566	1,221	5,543
Eastbound 18th Street on	1,313	1,467	1,343	1,037	1,430	1,421	1,553	(9)	132	-		1,313	1,467	1,343	1,037	5,159	1,438	1,597	1,475	1,151	5,661
EB I-980 end (east of 18th on)	**5,978**	**6,268**	**6,070**	**5,167**	**5,345**	**5,262**	**5,612**	**(82)**	**350**			**5,940**	**6,228**	**6,030**	**5,133**	**23,330**	**6,274**	**6,576**	**6,381**	**5,438**	**24,670**

Appendix D
Freeway Analysis (FREQ) Reports

Existing Conditions
AM Peak Period

```
FFFFFFFFFF RRRRRRRRR  EEEEEEEEEE     QQQQQQQ         1111      222222     PPPPPPPPP     EEEEEEEEEE
FFFFFFFFFF RRRRRRRRRR EEEEEEEEEE   Q*A.D.MAY*Q     111111     222  222    PPPPPPPPPP    EEEEEEEEEE
FFF        RRR    RRR EEE         QQQQQ    QQQQQ     1111    222    222   PPP    PPP    EEE
FFF        RRR    RRR EEE        QQQQ        QQQQ    1111           222   PPP    PPP    EEE
FFFFFFF    RRRRRRRRRR EEEEEEE    QQQQ        QQQQ    1111          222    PPPPPPPPPP    EEEEEEE
FFFFFFF    RRRRRRRRR  EEEEEEE    QQQQ        QQQQ    1111        2222     PPPPPPPPP     EEEEEEE
FFF        RRR RRR    EEE        QQQQ    QQQ QQQQ    1111      2222       PPP           EEE
FFF        RRR  RRR   EEE         Q*UC*    QQQQQ     1111     222         PPP           EEE
FFF        RRR   RRR  EEEEEEEEEE   Q*REGENTS*QQ      1111    222          PPP           EEEEEEEEEE
FFF        RRR    RRR EEEEEEEEEE     Q*1999*Q QQQ  11111111  2222222222   PPP           EEEEEEEEEE
```

FREQ12PE Existing AM NB

1. THIS IS A SIMULATION ONLY EXECUTION.

2. THERE ARE 4.0 TIME SLICES PER HOUR.

3. WEAVING ANALYSIS IS ENGAGED WITH FACTOR = 0.5

4. NO ALTERNATE ROUTE IS PROVIDED.

5. SPEED FLOW DATA IS SUPPLIED BY THE PROGRAM. DEFAULT FREE-FLOW SPEED = 55
   LOWER LIMB (AT V/C=1) = 30

6. FUEL DATA ARE SUPPLIED BY THE PROGRAM.

7. EMISSION RATES SELECTED FROM PROGRAM TABLES: EMFAC2002 2005 - 75 DEGREES F.

FREEWAY AND ARTERIAL DESIGN FEATURES

SUB SEC	NO. LNS	SSEC CAP	SSEC LENGTH	DESIGN SPEED	ORG DES	TRK FAC	SSEC GRAD	PCT TRK	PCT DES TRUCKS	SPECIAL RAMP	FF.SPD. ALT.RTE	CAP. ALT.RTE	ART TYPE	GRADE ALT.RTE	SUBSECTION LOCATION
1	4	8000.	10000.	55	O	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Dummy Link
2	4	7800.	1500.	55	D	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Mainline to 23rd off
3	4	7800.	1118.	55		0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	23rd off to 23rd on diag
4	4	7800.	345.	55	O	0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	23rd on diag to 23rd loo
5	4	7800.	5130.	55	OD	0.99	0.0	13	0	NO	0.0	0.	GOOD	0.0	23rd on loop to 5th off
6	4	7800.	3655.	55	D	0.99	0.0	13	0	NO	0.0	0.	GOOD	0.0	5th off to Oak off
7	4	7800.	1280.	55	D	0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Oak off to Broadway off
8	4	7800.	1570.	55		0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Broadway off to Jacks on
9	5	9000.	1515.	55	OD	0.99	0.0	13	0	YES	0.0	0.	GOOD	0.0	Jacks on to 980 off
10	4	7800.	1190.	55	D	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	980 off to Market off
11	4	7800.	230.	55		0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Market Off to Merge
12	3	5850.	4755.	55		0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Merge to Union on
13	4	8000.	1275.	55	O	0.99	0.0	15	0	YES	0.0	0.	GOOD	0.0	R10 - Union On to ML End
14	4	8000.	2640.	55	D	1.00	0.0	0	0	NO	0.0	0.	GOOD	0.0	Dummy end

ON-RAMP CAPACITY LIMITS

1	2	3	4	5
8000.	1500.	1500.	2000.	1500.

OFF-RAMP CAPACITY LIMITS

1	2	3	4	5	6	7
1500.	1500.	1500.	1500.	3600.	1500.	8000.

ON-RAMP 1 IS THE MAINLINE ORIGIN
OFF-RAMP 7 IS THE MAINLINE DESTINATION

TIME SLICE 1 OF 16

ON-RAMP LOCATIONS
1 4 5 9 13

OFF-RAMP LOCATIONS
2 5 6 7 9 10 14

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1212. 99. 94. 206. 70.

ORIGINAL OUTPUT COUNTS--
116. 23. 54. 128. 297. 85. 952.

TOTAL ORIGINAL INPUT = 1681. TOTAL ORIGINAL OUTPUT= 1655.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 2 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1443. 106. 116. 223. 77.

ORIGINAL OUTPUT COUNTS--
123. 32. 72. 161. 364. 103. 1068.

TOTAL ORIGINAL INPUT = 1965. TOTAL ORIGINAL OUTPUT= 1923.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 3 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1604. 150. 155. 276. 100.

ORIGINAL OUTPUT COUNTS--
123. 38. 91. 183. 463. 109. 1179.

TOTAL ORIGINAL INPUT = 2285. TOTAL ORIGINAL OUTPUT= 2186.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.05
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 4 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1697. 162. 138. 324. 110.

ORIGINAL OUTPUT COUNTS--
171. 49. 116. 183. 492. 120. 1166.

TOTAL ORIGINAL INPUT = 2431. TOTAL ORIGINAL OUTPUT= 2297.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.06
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 5 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1789. 165. 161. 362. 135.

ORIGINAL OUTPUT COUNTS--
162. 47. 125. 191. 491. 182. 1264.

TOTAL ORIGINAL INPUT = 2612. TOTAL ORIGINAL OUTPUT= 2462.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.06
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 6 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1755. 209. 190. 451. 146.

ORIGINAL OUTPUT COUNTS--
157. 45. 162. 220. 628. 175. 1302.

TOTAL ORIGINAL INPUT = 2751. TOTAL ORIGINAL OUTPUT= 2689.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 7 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1651. 261. 212. 528. 142.

ORIGINAL OUTPUT COUNTS--
177. 58. 194. 273. 698. 140. 1276.

TOTAL ORIGINAL INPUT = 2794. TOTAL ORIGINAL OUTPUT= 2816.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.99
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 8 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1608. 321. 246. 521. 123.

ORIGINAL OUTPUT COUNTS--
124. 61. 234. 274. 794. 136. 1140.

TOTAL ORIGINAL INPUT = 2819. TOTAL ORIGINAL OUTPUT= 2763.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 9 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1604. 292. 250. 493. 120.

ORIGINAL OUTPUT COUNTS--
137. 56. 255. 266. 756. 135. 1131.

TOTAL ORIGINAL INPUT = 2759. TOTAL ORIGINAL OUTPUT= 2736.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 10 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1606. 301. 235. 449. 104.

ORIGINAL OUTPUT COUNTS--
119. 58. 248. 237. 732. 135. 1102.

TOTAL ORIGINAL INPUT = 2695. TOTAL ORIGINAL OUTPUT= 2631.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 11 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1461. 287. 220. 458. 93.

ORIGINAL OUTPUT COUNTS--
122. 60. 240. 242. 746. 135. 1155.

TOTAL ORIGINAL INPUT = 2519. TOTAL ORIGINAL OUTPUT= 2700.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.93
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 12 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1441. 265. 231. 470. 92.

ORIGINAL OUTPUT COUNTS--
135. 51. 207. 244. 749. 135. 1109.

TOTAL ORIGINAL INPUT = 2499. TOTAL ORIGINAL OUTPUT= 2630.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.95
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 13 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1505. 236. 171. 396. 88.

ORIGINAL OUTPUT COUNTS--
135. 55. 205. 219. 671. 97. 1037.

TOTAL ORIGINAL INPUT = 2396. TOTAL ORIGINAL OUTPUT= 2419.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.99
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 14 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1479. 210. 154. 372. 100.

ORIGINAL OUTPUT COUNTS--
142. 53. 158. 212. 643. 88. 997.

TOTAL ORIGINAL INPUT = 2315. TOTAL ORIGINAL OUTPUT= 2293.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 15 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1351. 194. 145. 350. 84.

ORIGINAL OUTPUT COUNTS--
124. 57. 145. 204. 592. 87. 981.

TOTAL ORIGINAL INPUT = 2124. TOTAL ORIGINAL OUTPUT= 2190.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.97
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 16 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1388. 185. 138. 346. 79.

ORIGINAL OUTPUT COUNTS--
162. 70. 163. 205. 620. 92. 963.

TOTAL ORIGINAL INPUT = 2136. TOTAL ORIGINAL OUTPUT= 2275.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.94
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

***** INPUT HAS BEEN COMPLETED *****

```
**************************************************
**                                              **
**         FREEWAY TRAVEL TIME (MINUTES)        **
**                                              **
**************************************************
```

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.74	4.49	4.76	5.40	5.64	7.48
2	0.00	1.13	1.89	2.15	2.79	3.03	4.87
3	0.00	1.06	1.82	2.08	2.72	2.96	4.80
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	4852.	0.	4852.	4852.	0.	4852.	8000.	0.	0.	0.	.61	55.	22.1	C	20.3	11.8
2	4	1500.	0.	472.	4852.	0.	472.	4852.	7800.	0.	0.	0.	.62	55.	22.1	C	20.3	11.8
3	4	1118.	0.	0.	4380.	0.	0.	4380.	7800.	0.	0.	0.	.56	55.	19.9	C	20.3	11.8
4	4	345.	396.	0.	4776.	396.	0.	4776.	7800.	0.	0.	0.	.61	55.	21.7	C	20.5	11.8
5	4	5130.	372.	96.	5148.	372.	96.	5148.	7800.	0.	0.	0.	.66	55.	23.4	C	20.8	11.7
6	4	3655.	0.	220.	5052.	0.	220.	5052.	7800.	0.	0.	0.	.65	55.	23.0	C	20.8	11.7
7	4	1280.	0.	520.	4832.	0.	520.	4832.	7800.	0.	0.	0.	.62	55.	22.0	C	20.5	11.8
8	4	1570.	0.	0.	4312.	0.	0.	4312.	7800.	0.	0.	0.	.55	55.	19.6	C	20.3	11.8
9	5	1515.	824.	1200.	5136.	824.	1200.	5136.	8337.	663.	0.	0.	.62	55.	18.7	C	20.8	11.7
10	4	1190.	0.	348.	3936.	0.	348.	3936.	7775.	25.	0.	0.	.51	55.	17.9	B	20.3	11.8
11	4	230.	0.	0.	3588.	0.	0.	3588.	7800.	0.	0.	0.	.46	55.	16.3	B	20.5	11.8
12	3	4755.	0.	0.	3588.	0.	0.	3588.	5850.	0.	0.	0.	.61	55.	21.7	C	20.5	11.8
13	4	1275.	280.	0.	3868.	280.	0.	3868.	8000.	0.	0.	0.	.48	55.	17.6	B	20.3	11.8
14	4	2640.	0.	3868.	3868.	0.	3868.	3868.	8000.	0.	0.	0.	.48	55.	17.6	B	24.4	11.2
TOTAL		36203. =	6.9 MILES							MAX(V/C) = 0.66	LOWEST LOS = C		AVG = 55.		21.3		20.7	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	143. VEH-HRS	180. PASS-HRS	143. VEH-HRS	180. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	143. VEH-HRS	180. PASS-HRS	143. VEH-HRS	180. PASS-HRS
TOTAL TRAV DISTANCE =	7844. VEH-MI.	9883. PASS-MI.	7844. VEH-MI.	9883. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	21. VPMPL		21. VPMPL	
TOTAL FUEL =	379. GALLONS		379. GALLONS	
TOTAL EMISSIONS =	92. KILOGRAMS		92. KILOGRAMS	

```
**************************************************
**                                              **
**         FREEWAY TRAVEL TIME (MINUTES)        **
**                                              **
**************************************************
```

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.74	4.49	4.76	5.40	5.64	7.48
2	0.00	1.13	1.89	2.15	2.79	3.03	4.87
3	0.00	1.06	1.82	2.08	2.72	2.96	4.80
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5776.	0.	5776.	5776.	0.	5776.	8000.	0.	0.	0.	.72	55.	26.3	D	20.3	11.8
2	4	1500.	0.	504.	5776.	0.	504.	5776.	7800.	0.	0.	0.	.74	55.	26.3	D	20.3	11.8
3	4	1118.	0.	0.	5272.	0.	0.	5272.	7800.	0.	0.	0.	.68	55.	24.0	C	20.3	11.8
4	4	345.	420.	0.	5692.	420.	0.	5692.	7800.	0.	0.	0.	.73	55.	25.9	C	20.5	11.8
5	4	5130.	464.	128.	6156.	464.	128.	6156.	7800.	0.	0.	0.	.79	55.	28.0	D	20.8	11.7
6	4	3655.	0.	296.	6028.	0.	296.	6028.	7800.	0.	0.	0.	.77	55.	27.4	D	20.8	11.7
7	4	1280.	0.	656.	5732.	0.	656.	5732.	7800.	0.	0.	0.	.73	55.	26.1	D	20.5	11.8
8	4	1570.	0.	0.	5076.	0.	0.	5076.	7800.	0.	0.	0.	.65	55.	23.1	C	20.3	11.8
9	5	1515.	896.	1492.	5972.	896.	1492.	5972.	8292.	708.	0.	0.	.72	55.	21.7	C	20.8	11.7
10	4	1190.	0.	424.	4480.	0.	424.	4480.	7772.	28.	0.	0.	.58	55.	20.4	C	20.3	11.8
11	4	230.	0.	0.	4056.	0.	0.	4056.	7800.	0.	0.	0.	.52	55.	18.4	C	20.5	11.8
12	3	4755.	0.	0.	4056.	0.	0.	4056.	5850.	0.	0.	0.	.69	55.	24.6	C	20.5	11.8
13	4	1275.	308.	0.	4364.	308.	0.	4364.	8000.	0.	0.	0.	.55	55.	19.8	C	20.3	11.8
14	4	2640.	0.	4364.	4364.	0.	4364.	4364.	8000.	0.	0.	0.	.55	55.	19.8	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.79		LOWEST LOS = D	AVG = 55.	25.0		20.7	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	168. VEH-HRS	211. PASS-HRS	310. VEH-HRS	391. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	168. VEH-HRS	211. PASS-HRS	310. VEH-HRS	391. PASS-HRS
TOTAL TRAV DISTANCE =	9227. VEH-MI.	11627. PASS-MI.	17071. VEH-MI.	21510. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	25. VPMPL		23. VPMPL	
TOTAL FUEL =	446. GALLONS		825. GALLONS	
TOTAL EMISSIONS =	109. KILOGRAMS		201. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.77	4.52	4.78	5.42	5.67	7.51
2	0.00	1.16	1.91	2.18	2.82	3.06	4.90
3	0.00	1.09	1.84	2.11	2.74	2.99	4.83
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6420.	0.	6420.	6420.	0.	6420.	8000.	0.	0.	0.	.80	55.	29.2	D	20.3	11.8
2	4	1500.	0.	516.	6420.	0.	516.	6420.	7800.	0.	0.	0.	.82	55.	29.2	D	20.3	11.8
3	4	1118.	0.	0.	5904.	0.	0.	5904.	7800.	0.	0.	0.	.76	55.	26.8	D	20.3	11.8
4	4	345.	596.	0.	6500.	596.	0.	6500.	7800.	0.	0.	0.	.83	55.	29.5	D	20.5	11.8
5	4	5130.	616.	156.	7116.	616.	156.	7116.	7800.	0.	0.	0.	.91	54.	33.2	D	21.0	11.6
6	4	3655.	0.	380.	6960.	0.	380.	6960.	7800.	0.	0.	0.	.89	55.	31.6	D	20.8	11.7
7	4	1280.	0.	768.	6580.	0.	768.	6580.	7800.	0.	0.	0.	.84	55.	29.9	D	20.5	11.8
8	4	1570.	0.	0.	5812.	0.	0.	5812.	7800.	0.	0.	0.	.75	55.	26.4	D	20.3	11.8
9	5	1515.	1104.	1932.	6916.	1104.	1932.	6916.	8164.	836.	0.	0.	.85	55.	25.1	C	20.8	11.7
10	4	1190.	0.	452.	4984.	0.	452.	4984.	7768.	32.	0.	0.	.64	55.	22.7	C	20.3	11.8
11	4	230.	0.	0.	4532.	0.	0.	4532.	7800.	0.	0.	0.	.58	55.	20.6	C	20.5	11.8
12	3	4755.	0.	0.	4532.	0.	0.	4532.	5850.	0.	0.	0.	.77	55.	27.5	D	20.5	11.8
13	4	1275.	400.	0.	4932.	400.	0.	4932.	8000.	0.	0.	0.	.62	55.	22.4	C	20.3	11.8
14	4	2640.	0.	4932.	4932.	0.	4932.	4932.	8000.	0.	0.	0.	.62	55.	22.4	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.91		LOWEST LOS = D	AVG = 55.	28.4		20.7	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	191. VEH-HRS	240. PASS-HRS	501. VEH-HRS	631. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	191. VEH-HRS	240. PASS-HRS	501. VEH-HRS	631. PASS-HRS
TOTAL TRAV DISTANCE =	10439. VEH-MI.	13153. PASS-MI.	27511. VEH-MI.	34663. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	28. VPMPL		25. VPMPL	
TOTAL FUEL =	503. GALLONS		1328. GALLONS	
TOTAL EMISSIONS =	123. KILOGRAMS		323. KILOGRAMS	

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**         FREEWAY TRAVEL TIME (MINUTES)        **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.78	4.55	4.81	5.45	5.70	7.53
2	0.00	1.17	1.94	2.21	2.84	3.09	4.93
3	0.00	1.10	1.87	2.13	2.77	3.02	4.86
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6788.	0.	6788.	6788.	0.	6788.	8000.	0.	0.	0.	.85	55.	30.9	D	20.3	11.8
2	4	1500.	0.	724.	6788.	0.	724.	6788.	7800.	0.	0.	0.	.87	55.	30.9	D	20.3	11.8
3	4	1118.	0.	0.	6064.	0.	0.	6064.	7800.	0.	0.	0.	.78	55.	27.6	D	20.3	11.8
4	4	345.	648.	0.	6712.	648.	0.	6712.	7800.	0.	0.	0.	.86	55.	30.5	D	20.5	11.8
5	4	5130.	552.	208.	7264.	552.	208.	7264.	7800.	0.	0.	0.	.93	53.	34.2	D	21.1	11.6
6	4	3655.	0.	488.	7056.	0.	488.	7056.	7800.	0.	0.	0.	.90	54.	32.8	D	21.0	11.6
7	4	1280.	0.	776.	6568.	0.	776.	6568.	7800.	0.	0.	0.	.84	55.	29.9	D	20.5	11.8
8	4	1570.	0.	0.	5792.	0.	0.	5792.	7800.	0.	0.	0.	.74	55.	26.3	D	20.3	11.8
9	5	1515.	1296.	2080.	7088.	1296.	2080.	7088.	8032.	968.	0.	0.	.88	55.	25.8	C	20.8	11.7
10	4	1190.	0.	508.	5008.	0.	508.	5008.	7760.	40.	0.	0.	.65	55.	22.8	C	20.3	11.8
11	4	230.	0.	0.	4500.	0.	0.	4500.	7800.	0.	0.	0.	.58	55.	20.5	C	20.5	11.8
12	3	4755.	0.	0.	4500.	0.	0.	4500.	5850.	0.	0.	0.	.77	55.	27.3	D	20.5	11.8
13	4	1275.	440.	0.	4940.	440.	0.	4940.	8000.	0.	0.	0.	.62	55.	22.5	C	20.3	11.8
14	4	2640.	0.	4940.	4940.	0.	4940.	4940.	8000.	0.	0.	0.	.62	55.	22.5	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.93		LOWEST LOS = D	AVG = 55.	29.3		20.8	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	196. VEH-HRS	247. PASS-HRS	697. VEH-HRS	879. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	196. VEH-HRS	247. PASS-HRS	697. VEH-HRS	879. PASS-HRS
TOTAL TRAV DISTANCE =	10709. VEH-MI.	13494. PASS-MI.	38220. VEH-MI.	48157. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	29. VPMPL		26. VPMPL	
TOTAL FUEL =	515. GALLONS		1844. GALLONS	
TOTAL EMISSIONS =	126. KILOGRAMS		449. KILOGRAMS	

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**         FREEWAY TRAVEL TIME (MINUTES)        **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.42	3.88	4.69	4.96	5.60	5.84	7.68
2	0.00	1.23	2.04	2.31	2.95	3.19	5.03
3	0.00	1.16	1.97	2.24	2.87	3.12	4.96
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7152.	0.	7152.	7152.	0.	7152.	8000.	0.	0.	0.	.89	54.	33.1	D	20.5	11.7
2	4	1500.	0.	688.	7152.	0.	688.	7152.	7800.	0.	0.	0.	.92	54.	33.4	D	20.6	11.7
3	4	1118.	0.	0.	6464.	0.	0.	6464.	7800.	0.	0.	0.	.83	55.	29.4	D	20.3	11.8
4	4	345.	656.	0.	7120.	656.	0.	7120.	7800.	0.	0.	0.	.91	54.	33.2	D	20.8	11.7
5	4	5130.	644.	196.	7764.	644.	196.	7764.	7800.	0.	0.	0.	.99	50.	38.6	E	21.7	11.3
6	4	3655.	0.	528.	7568.	0.	528.	7568.	7800.	0.	0.	0.	.97	52.	36.7	E	21.5	11.4
7	4	1280.	0.	812.	7040.	0.	812.	7040.	7800.	0.	0.	0.	.90	54.	32.7	D	20.8	11.7
8	4	1570.	0.	0.	6228.	0.	0.	6228.	7800.	0.	0.	0.	.80	55.	28.3	D	20.3	11.8
9	5	1515.	1444.	2084.	7672.	1444.	2084.	7672.	7867.	1133.	0.	0.	.98	55.	27.9	D	20.8	11.7
10	4	1190.	0.	768.	5588.	0.	768.	5588.	7737.	63.	0.	0.	.72	55.	25.4	C	20.3	11.8
11	4	230.	0.	0.	4820.	0.	0.	4820.	7800.	0.	0.	0.	.62	55.	21.9	C	20.5	11.8
12	3	4755.	0.	0.	4820.	0.	0.	4820.	5850.	0.	0.	0.	.82	55.	29.2	D	20.5	11.8
13	4	1275.	540.	0.	5360.	540.	0.	5360.	8000.	0.	0.	0.	.67	55.	24.4	C	20.3	11.8
14	4	2640.	0.	5360.	5360.	0.	5360.	5360.	8000.	0.	0.	0.	.67	55.	24.4	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.99		LOWEST LOS = E		AVG = 53.		31.9	21.0	11.6

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	214. VEH-HRS	270. PASS-HRS	912. VEH-HRS	1149. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	214. VEH-HRS	270. PASS-HRS	912. VEH-HRS	1149. PASS-HRS
TOTAL TRAV DISTANCE =	11434. VEH-MI.	14407. PASS-MI.	49654. VEH-MI.	62565. PASS-MI.
AVERAGE SYSTEM SPEED =	53. MPH.		54. MPH.	
AVERAGE DENSITY =	32. VPMPL		27. VPMPL	
TOTAL FUEL =	544. GALLONS		2388. GALLONS	
TOTAL EMISSIONS =	133. KILOGRAMS		582. KILOGRAMS	

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**         FREEWAY TRAVEL TIME (MINUTES)        **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.41	4.07	4.88	5.15	6.04	6.28	8.12
2	0.00	1.34	2.15	2.41	3.31	3.55	5.39
3	0.00	1.17	1.98	2.24	3.13	3.38	5.22
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7024.	0.	7024.	7024.	0.	7024.	8000.	0.	0.	0.	.88	54.	32.3	D	20.4	11.8
2	4	1500.	0.	644.	7024.	0.	644.	7024.	7800.	0.	0.	0.	.90	54.	32.6	D	20.5	11.7
3	4	1118.	0.	0.	6380.	0.	0.	6208.	7800.	0.	* 490.	172.	.80	39.	40.0	F	19.0	13.1
4	4	345.	836.	0.	7216.	836.	0.	7044.	7800.	0.	** 345.	172.	.90	23.	77.2	F	17.0	15.7
5	4	5130.	756.	184.	7972.	756.	180.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	664.	7788.	0.	650.	7620.	7800.	0.	0.	0.	.98	51.	37.2	E	21.5	11.4
7	4	1280.	0.	900.	7124.	0.	881.	6970.	7800.	0.	0.	0.	.89	55.	31.7	D	20.5	11.8
8	4	1570.	0.	0.	6224.	0.	0.	5886.	7800.	0.	* 750.	203.	.75	31.	47.8	F	17.8	14.2
9	5	1515.	1800.	2564.	8024.	1800.	2456.	7686.	7686.	1314.	0.	0.	1.00	55.	28.0	E	20.8	11.7
10	4	1190.	0.	716.	5460.	0.	686.	5230.	7730.	70.	0.	0.	.68	55.	23.8	C	20.3	11.8
11	4	230.	0.	0.	4744.	0.	0.	4544.	7800.	0.	0.	0.	.58	55.	20.7	C	20.5	11.8
12	3	4755.	0.	0.	4744.	0.	0.	4544.	5850.	0.	0.	0.	.78	55.	27.5	D	20.5	11.8
13	4	1275.	584.	0.	5328.	584.	0.	5128.	8000.	0.	0.	0.	.64	55.	23.3	C	20.3	11.8
14	4	2640.	0.	5328.	5328.	0.	5128.	5128.	8000.	0.	0.	0.	.64	55.	23.3	C	24.4	11.2
TOTAL		36203. =	6.9 MILES										MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 51.	32.9	20.8	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	222. VEH-HRS	280. PASS-HRS	1134. VEH-HRS	1429. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	222. VEH-HRS	280. PASS-HRS	1134. VEH-HRS	1429. PASS-HRS
TOTAL TRAV DISTANCE =	11231. VEH-MI.	14151. PASS-MI.	60885. VEH-MI.	76715. PASS-MI.
AVERAGE SYSTEM SPEED =	51. MPH.		54. MPH.	
AVERAGE DENSITY =	33. VPMPL		28. VPMPL	
TOTAL FUEL =	540. GALLONS		2929. GALLONS	
TOTAL EMISSIONS =	132. KILOGRAMS		714. KILOGRAMS	

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**         FREEWAY TRAVEL TIME (MINUTES)        **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	4.30	5.11	5.37	6.72	6.97	8.81
2	0.00	1.36	2.17	2.43	3.78	4.03	5.87
3	0.00	1.17	1.97	2.24	3.58	3.83	5.67
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6608.	0.	6608.	6608.	0.	6608.	8000.	0.	0.	0.	.83	55.	30.0	D	20.3	11.8
2	4	1500.	0.	704.	6608.	0.	704.	6608.	7800.	0.	0.	0.	.85	55.	30.0	D	20.3	11.8
3	4	1118.	0.	0.	5904.	0.	0.	5908.	7800.	0.	* 476.	-4.	.76	23.	65.6	F	16.2	16.1
4	4	345.	1048.	0.	6952.	1048.	0.	6956.	7800.	0.	** 345.	-4.	.89	20.	88.0	F	16.2	16.8
5	4	5130.	844.	232.	7796.	844.	232.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	772.	7564.	0.	772.	7568.	7800.	0.	0.	0.	.97	52.	36.7	E	21.5	11.4
7	4	1280.	0.	1080.	6792.	0.	1081.	6795.	7800.	0.	0.	0.	.87	55.	30.9	D	20.5	11.8
8	4	1570.	0.	0.	5712.	0.	0.	5628.	7800.	0.	* 1044.	87.	.72	17.	81.5	F	14.7	18.2
9	5	1515.	2112.	2772.	7824.	2000.	2702.	7628.	7628.	1372.	0.	0.	1.00	55.	27.7	E	20.8	11.7
10	4	1190.	0.	560.	5052.	0.	546.	4925.	7737.	63.	0.	0.	.64	55.	22.4	C	20.3	11.8
11	4	230.	0.	0.	4492.	0.	0.	4379.	7800.	0.	0.	0.	.56	55.	19.9	C	20.5	11.8
12	3	4755.	0.	0.	4492.	0.	0.	4379.	5850.	0.	0.	0.	.75	55.	26.5	D	20.5	11.8
13	4	1275.	568.	0.	5060.	568.	0.	4947.	8000.	0.	0.	0.	.62	55.	22.5	C	20.3	11.8
14	4	2640.	0.	5060.	5060.	0.	4947.	4947.	8000.	0.	0.	0.	.62	55.	22.5	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 47.	34.2		20.4	12.1

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	231. VEH-HRS	291. PASS-HRS	1364. VEH-HRS	1719. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	4. VEH-HRS	4. PASS-HRS	4. VEH-HRS	4. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	234. VEH-HRS	295. PASS-HRS	1368. VEH-HRS	1724. PASS-HRS
TOTAL TRAV DISTANCE =	10837. VEH-MI.	13655. PASS-MI.	71722. VEH-MI.	90370. PASS-MI.
AVERAGE SYSTEM SPEED =	46. MPH.		53. MPH.	
AVERAGE DENSITY =	34. VPMPL		29. VPMPL	
TOTAL FUEL =	532. GALLONS		3461. GALLONS	
TOTAL EMISSIONS =	131. KILOGRAMS		845. KILOGRAMS	

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**         FREEWAY TRAVEL TIME (MINUTES)        **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.39	4.65	5.45	5.72	6.96	7.21	9.05
2	0.00	1.36	2.17	2.43	3.68	3.92	5.76
3	0.00	1.17	1.97	2.24	3.48	3.73	5.57
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6432.	0.	6432.	6432.	0.	6432.	8000.	0.	0.	0.	.80	55.	29.2	D	20.3	11.8
2	4	1500.	0.	508.	6432.	0.	508.	6193.	7800.	0.	* 219.	239.	.79	53.	29.4	F	20.2	12.0
3	4	1118.	0.	0.	5924.	0.	0.	5685.	7800.	0.	B* 1118.	239.	.73	14.	100.3	F	13.5	26.2
4	4	345.	1284.	0.	7208.	1284.	0.	6969.	7800.	0.	BB 345.	239.	.89	20.	87.6	F	16.2	16.8
5	4	5130.	984.	248.	8192.	984.	236.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	956.	7944.	0.	910.	7564.	7800.	0.	0.	0.	.97	52.	36.7	E	21.5	11.4
7	4	1280.	0.	1120.	6988.	0.	1066.	6654.	7800.	0.	0.	0.	.85	55.	30.2	D	20.5	11.8
8	4	1570.	0.	0.	5868.	0.	0.	5732.	7800.	0.	* 545.	-145.	.73	19.	74.8	F	15.3	17.3
9	5	1515.	2080.	3240.	7948.	2000.	3147.	7732.	7732.	1268.	0.	0.	1.00	55.	28.1	E	20.8	11.7
10	4	1190.	0.	552.	4708.	0.	537.	4586.	7739.	61.	0.	0.	.59	55.	20.8	C	20.3	11.8
11	4	230.	0.	0.	4156.	0.	0.	4048.	7800.	0.	0.	0.	.52	55.	18.4	C	20.5	11.8
12	3	4755.	0.	0.	4156.	0.	0.	4048.	5850.	0.	0.	0.	.69	55.	24.5	C	20.5	11.8
13	4	1275.	492.	0.	4648.	492.	0.	4540.	8000.	0.	0.	0.	.57	55.	20.6	C	20.3	11.8
14	4	2640.	0.	4648.	4648.	0.	4540.	4540.	8000.	0.	0.	0.	.57	55.	20.6	C	24.4	11.2
TOTAL		36203. =	6.9 MILES										MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 46.	34.2	20.3	12.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	231. VEH-HRS	291. PASS-HRS	1596. VEH-HRS	2011. PASS-HRS
FREEWAY MERGE DELAY =	5. VEH-HRS	6. PASS-HRS	5. VEH-HRS	6. PASS-HRS
ON-RAMP MRG/CAP DELAY =	10. VEH-HRS	12. PASS-HRS	13. VEH-HRS	16. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	246. VEH-HRS	309. PASS-HRS	1614. VEH-HRS	2033. PASS-HRS
TOTAL TRAV DISTANCE =	10557. VEH-MI.	13302. PASS-MI.	82280. VEH-MI.	103672. PASS-MI.
AVERAGE SYSTEM SPEED =	43. MPH.		52. MPH.	
AVERAGE DENSITY =	34. VPMPL		30. VPMPL	
TOTAL FUEL =	526. GALLONS		3986. GALLONS	
TOTAL EMISSIONS =	131. KILOGRAMS		976. KILOGRAMS	

QUEUE CLEAR SECTION 8 T2 =0.229

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**         FREEWAY TRAVEL TIME (MINUTES)        **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.69	5.15	5.95	6.22	7.05	7.30	9.14
2	0.00	1.37	2.18	2.44	3.28	3.52	5.36
3	0.00	1.17	1.97	2.24	3.07	3.32	5.15
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST STORAGE LENGTH	RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6420.	0.	6420.	6420.	0.	6420.	8000.	0.	0.	0.	.80	55.	29.2	D	20.3	11.8
2	4	1500.	0.	552.	6420.	0.	552.	6260.	7800.	0.	* 898.	160.	.80	27.	57.2	F	17.4	14.9
3	4	1118.	0.	0.	5868.	0.	0.	5708.	7800.	0.	B* 1118.	160.	.73	12.	122.0	F	12.3	22.7
4	4	345.	1164.	0.	7032.	1164.	0.	6872.	7800.	0.	BB 345.	160.	.88	19.	90.3	F	15.8	17.3
5	4	5130.	1000.	224.	8032.	1000.	218.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	1028.	7808.	0.	998.	7582.	7800.	0.	0.	0.	.97	51.	36.8	E	21.5	11.4
7	4	1280.	0.	1072.	6780.	0.	1041.	6584.	7800.	0.	0.	0.	.84	55.	29.9	D	20.5	11.8
8	4	1570.	0.	0.	5708.	0.	0.	5717.	7800.	0.	0.	-174.	.73	34.	41.6	E	18.4	13.6
9	5	1515.	1972.	3052.	7680.	2000.	3068.	7717.	7717.	1283.	0.	0.	1.00	55.	28.1	E	20.8	11.7
10	4	1190.	0.	548.	4628.	0.	550.	4649.	7738.	62.	0.	0.	.60	55.	21.1	C	20.3	11.8
11	4	230.	0.	0.	4080.	0.	0.	4099.	7800.	0.	0.	0.	.53	55.	18.6	C	20.5	11.8
12	3	4755.	0.	0.	4080.	0.	0.	4099.	5850.	0.	0.	0.	.70	55.	24.8	C	20.5	11.8
13	4	1275.	480.	0.	4560.	480.	0.	4579.	8000.	0.	0.	0.	.57	55.	20.8	C	20.3	11.8
14	4	2640.	0.	4560.	4560.	0.	4579.	4579.	8000.	0.	0.	0.	.57	55.	20.8	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 45.	34.7		20.3	12.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	234. VEH-HRS	295. PASS-HRS	1830. VEH-HRS	2306. PASS-HRS
FREEWAY MERGE DELAY =	7. VEH-HRS	9. PASS-HRS	12. VEH-HRS	15. PASS-HRS
ON-RAMP MRG/CAP DELAY =	11. VEH-HRS	14. PASS-HRS	24. VEH-HRS	30. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	252. VEH-HRS	318. PASS-HRS	1866. VEH-HRS	2351. PASS-HRS
TOTAL TRAV DISTANCE =	10558. VEH-MI.	13303. PASS-MI.	92837. VEH-MI.	116975. PASS-MI.
AVERAGE SYSTEM SPEED =	42. MPH.		51. MPH.	
AVERAGE DENSITY =	35. VPMPL		30. VPMPL	
TOTAL FUEL =	528. GALLONS		4515. GALLONS	
TOTAL EMISSIONS =	132. KILOGRAMS		1108. KILOGRAMS	

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**                                              **
**         FREEWAY TRAVEL TIME (MINUTES)        **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	3.19	5.65	6.45	6.72	7.35	7.60	9.44
2	0.00	1.37	2.17	2.44	3.08	3.32	5.16
3	0.00	1.17	1.97	2.24	2.87	3.12	4.96
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6428.	0.	6428.	6428.	0.	6194.	8000.	0.	* 341.	234.	.77	54.	28.7	F	20.2	11.9
2	4	1500.	0.	488.	6428.	0.	488.	6194.	7800.	0.	B* 1500.	234.	.79	16.	98.4	F	14.3	19.3
3	4	1118.	0.	0.	5940.	0.	0.	5706.	7800.	0.	BB 1118.	234.	.73	12.	122.0	F	12.3	22.7
4	4	345.	1204.	0.	7144.	1204.	0.	6910.	7800.	0.	BB 345.	234.	.89	19.	89.2	F	16.0	17.1
5	4	5130.	940.	240.	8084.	940.	232.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	1020.	7844.	0.	984.	7568.	7800.	0.	0.	0.	.97	52.	36.7	E	21.5	11.4
7	4	1280.	0.	968.	6824.	0.	934.	6584.	7800.	0.	0.	0.	.84	55.	29.9	D	20.5	11.8
8	4	1570.	0.	0.	5856.	0.	0.	5650.	7800.	0.	0.	0.	.72	55.	25.7	C	20.3	11.8
9	5	1515.	1796.	3000.	7652.	1960.	2985.	7610.	7731.	1269.	0.	0.	.98	55.	27.7	D	20.8	11.7
10	4	1190.	0.	552.	4652.	0.	549.	4626.	7739.	61.	0.	0.	.60	55.	21.0	C	20.3	11.8
11	4	230.	0.	0.	4100.	0.	0.	4077.	7800.	0.	0.	0.	.52	55.	18.5	C	20.5	11.8
12	3	4755.	0.	0.	4100.	0.	0.	4077.	5850.	0.	0.	0.	.70	55.	24.7	C	20.5	11.8
13	4	1275.	416.	0.	4516.	416.	0.	4493.	8000.	0.	0.	0.	.56	55.	20.4	C	20.3	11.8
14	4	2640.	0.	4516.	4516.	0.	4493.	4493.	8000.	0.	0.	0.	.56	55.	20.4	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F		AVG = 44.	35.4	20.1	12.3

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	242. VEH-HRS	304. PASS-HRS	2071. VEH-HRS	2610. PASS-HRS
FREEWAY MERGE DELAY =	9. VEH-HRS	11. PASS-HRS	20. VEH-HRS	26. PASS-HRS
ON-RAMP MRG/CAP DELAY =	5. VEH-HRS	6. PASS-HRS	29. VEH-HRS	37. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	255. VEH-HRS	322. PASS-HRS	2121. VEH-HRS	2673. PASS-HRS
TOTAL TRAV DISTANCE =	10525. VEH-MI.	13261. PASS-MI.	103362. VEH-MI.	130236. PASS-MI.
AVERAGE SYSTEM SPEED =	41. MPH.		50. MPH.	
AVERAGE DENSITY =	35. VPMPL		31. VPMPL	
TOTAL FUEL =	529. GALLONS		5043. GALLONS	
TOTAL EMISSIONS =	132. KILOGRAMS		1240. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	3.30	5.81	6.61	6.88	7.52	7.76	9.60
2	0.00	1.38	2.19	2.45	3.09	3.33	5.17
3	0.00	1.17	1.97	2.24	2.87	3.12	4.96
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5844.	0.	5844.	5844.	0.	5844.	8000.	0.	0.	0.	.73	54.	27.2	D	20.2	11.9
2	4	1500.	0.	456.	5844.	0.	456.	6065.	7800.	0.	* 1018.	-221.	.78	14.	104.8	F	13.6	26.3
3	4	1118.	0.	0.	5388.	0.	0.	5609.	7800.	0.	B* 1118.	-221.	.72	11.	124.7	F	12.1	23.1
4	4	345.	1152.	0.	6540.	1152.	0.	6761.	7800.	0.	BB 345.	-221.	.87	18.	93.3	F	15.5	17.8
5	4	5130.	884.	228.	7424.	884.	239.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	900.	7196.	0.	946.	7561.	7800.	0.	0.	0.	.97	52.	36.6	E	21.5	11.4
7	4	1280.	0.	904.	6296.	0.	950.	6615.	7800.	0.	0.	0.	.85	55.	30.1	D	20.5	11.8
8	4	1570.	0.	0.	5392.	0.	0.	5665.	7800.	0.	0.	0.	.73	55.	25.8	C	20.3	11.8
9	5	1515.	1832.	2780.	7224.	1832.	2885.	7497.	7800.	1200.	0.	0.	.96	55.	27.3	D	20.8	11.7
10	4	1190.	0.	504.	4444.	0.	523.	4612.	7744.	56.	0.	0.	.60	55.	21.0	C	20.3	11.8
11	4	230.	0.	0.	3940.	0.	0.	4089.	7800.	0.	0.	0.	.52	55.	18.6	C	20.5	11.8
12	3	4755.	0.	0.	3940.	0.	0.	4089.	5850.	0.	0.	0.	.70	55.	24.8	C	20.5	11.8
13	4	1275.	372.	0.	4312.	372.	0.	4461.	8000.	0.	0.	0.	.56	55.	20.3	C	20.3	11.8
14	4	2640.	0.	4312.	4312.	0.	4461.	4461.	8000.	0.	0.	0.	.56	55.	20.3	C	24.4	11.2
TOTAL		36203. =	6.9 MILES										MAX(V/C) = 1.00	LOWEST LOS = F	AVG = 43.	35.4		20.0	12.4

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	239. VEH-HRS	301. PASS-HRS	2310. VEH-HRS	2911. PASS-HRS
FREEWAY MERGE DELAY =	4. VEH-HRS	5. PASS-HRS	24. VEH-HRS	30. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	29. VEH-HRS	37. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	243. VEH-HRS	306. PASS-HRS	2364. VEH-HRS	2978. PASS-HRS
TOTAL TRAV DISTANCE =	10219. VEH-MI.	12876. PASS-MI.	113581. VEH-MI.	143112. PASS-MI.
AVERAGE SYSTEM SPEED =	42. MPH.		49. MPH.	
AVERAGE DENSITY =	35. VPMPL		31. VPMPL	
TOTAL FUEL =	512. GALLONS		5555. GALLONS	
TOTAL EMISSIONS =	127. KILOGRAMS		1367. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.56	4.93	5.74	6.00	6.64	6.89	8.73
2	0.00	1.38	2.19	2.46	3.09	3.34	5.18
3	0.00	1.17	1.97	2.24	2.88	3.12	4.96
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5764.	0.	5764.	5764.	0.	5764.	8000.	0.	0.	0.	.72	55.	26.2	D	20.3	11.8
2	4	1500.	0.	512.	5764.	0.	512.	5764.	7800.	0.	0.	0.	.74	35.	41.5	E	18.5	13.6
3	4	1118.	0.	0.	5252.	0.	0.	5696.	7800.	0.	* 477.	-444.	.73	13.	111.2	F	12.8	21.5
4	4	345.	1060.	0.	6312.	1060.	0.	6756.	7800.	0.	** 345.	-444.	.87	18.	93.4	F	15.5	17.8
5	4	5130.	924.	192.	7236.	924.	207.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	788.	7044.	0.	849.	7593.	7800.	0.	0.	0.	.97	51.	36.9	E	21.5	11.4
7	4	1280.	0.	928.	6256.	0.	1000.	6744.	7800.	0.	0.	0.	.86	55.	30.7	D	20.5	11.8
8	4	1570.	0.	0.	5328.	0.	0.	5743.	7800.	0.	0.	0.	.74	55.	26.1	D	20.3	11.8
9	5	1515.	1880.	2848.	7208.	1880.	3012.	7623.	7790.	1210.	0.	0.	.98	55.	27.7	D	20.8	11.7
10	4	1190.	0.	512.	4360.	0.	542.	4611.	7742.	58.	0.	0.	.60	55.	21.0	C	20.3	11.8
11	4	230.	0.	0.	3848.	0.	0.	4070.	7800.	0.	0.	0.	.52	55.	18.5	C	20.5	11.8
12	3	4755.	0.	0.	3848.	0.	0.	4070.	5850.	0.	0.	0.	.70	55.	24.7	C	20.5	11.8
13	4	1275.	368.	0.	4216.	368.	0.	4438.	8000.	0.	0.	0.	.55	55.	20.2	C	20.3	11.8
14	4	2640.	0.	4216.	4216.	0.	4438.	4438.	8000.	0.	0.	0.	.55	55.	20.2	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 47.	32.1		20.5	12.1

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	217. VEH-HRS	273. PASS-HRS	2527. VEH-HRS	3184. PASS-HRS
FREEWAY MERGE DELAY =	2. VEH-HRS	3. PASS-HRS	26. VEH-HRS	33. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	29. VEH-HRS	37. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	219. VEH-HRS	276. PASS-HRS	2583. VEH-HRS	3254. PASS-HRS
TOTAL TRAV DISTANCE =	10188. VEH-MI.	12837. PASS-MI.	123769. VEH-MI.	155949. PASS-MI.
AVERAGE SYSTEM SPEED =	47. MPH.		49. MPH.	
AVERAGE DENSITY =	32. VPMPL		31. VPMPL	
TOTAL FUEL =	499. GALLONS		6054. GALLONS	
TOTAL EMISSIONS =	123. KILOGRAMS		1490. KILOGRAMS	

QUEUE CLEAR SECTION 4 FT= 27

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	4.05	4.82	5.08	5.72	5.97	7.81
2	0.00	1.31	2.08	2.35	2.98	3.23	5.07
3	0.00	1.10	1.88	2.14	2.78	3.02	4.86
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6020.	0.	6020.	6020.	0.	6020.	8000.	0.	0.	0.	.75	55.	27.4	D	20.3	11.8
2	4	1500.	0.	536.	6020.	0.	536.	6020.	7800.	0.	0.	0.	.77	55.	27.4	D	20.3	11.8
3	4	1118.	0.	0.	5484.	0.	0.	5484.	7800.	0.	0.	0.	.70	35.	39.0	E	18.5	13.5
4	4	345.	948.	0.	6432.	948.	0.	6638.	7800.	0.	0.	-206.	.85	19.	87.3	F	15.7	17.4
5	4	5130.	684.	216.	7116.	684.	222.	7322.	7800.	0.	0.	0.	.94	53.	34.6	D	21.2	11.5
6	4	3655.	0.	816.	6900.	0.	840.	7100.	7800.	0.	0.	0.	.91	54.	33.1	D	21.0	11.6
7	4	1280.	0.	868.	6084.	0.	893.	6260.	7800.	0.	0.	0.	.80	55.	28.5	D	20.5	11.8
8	4	1570.	0.	0.	5216.	0.	0.	5367.	7800.	0.	0.	0.	.69	55.	24.4	C	20.3	11.8
9	5	1515.	1584.	2660.	6800.	1584.	2719.	6951.	7987.	1013.	0.	0.	.87	55.	25.3	C	20.8	11.7
10	4	1190.	0.	384.	4140.	0.	393.	4232.	7761.	39.	0.	0.	.55	55.	19.2	C	20.3	11.8
11	4	230.	0.	0.	3756.	0.	0.	3839.	7800.	0.	0.	0.	.49	55.	17.5	B	20.5	11.8
12	3	4755.	0.	0.	3756.	0.	0.	3839.	5850.	0.	0.	0.	.66	55.	23.3	C	20.5	11.8
13	4	1275.	352.	0.	4108.	352.	0.	4191.	8000.	0.	0.	0.	.52	55.	19.1	C	20.3	11.8
14	4	2640.	0.	4108.	4108.	0.	4191.	4191.	8000.	0.	0.	0.	.52	55.	19.1	C	24.4	11.2
TOTAL		36203. =	6.9 MILES										MAX(V/C) = 0.94	LOWEST LOS = F		AVG = 52.	28.0	20.7	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	188. VEH-HRS	237. PASS-HRS	2715. VEH-HRS	3422. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	26. VEH-HRS	33. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	29. VEH-HRS	37. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	188. VEH-HRS	237. PASS-HRS	2771. VEH-HRS	3492. PASS-HRS
TOTAL TRAV DISTANCE =	9883. VEH-MI.	12453. PASS-MI.	133652. VEH-MI.	168402. PASS-MI.
AVERAGE SYSTEM SPEED =	52. MPH.		49. MPH.	
AVERAGE DENSITY =	28. VPMPL		31. VPMPL	
TOTAL FUEL =	478. GALLONS		6533. GALLONS	
TOTAL EMISSIONS =	117. KILOGRAMS		1607. KILOGRAMS	

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**                                              **
**         FREEWAY TRAVEL TIME (MINUTES)        **
**                                              **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.74	4.49	4.76	5.40	5.64	7.48
2	0.00	1.13	1.89	2.15	2.79	3.03	4.87
3	0.00	1.06	1.82	2.08	2.72	2.96	4.80
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5912.	0.	5912.	5912.	0.	5912.	8000.	0.	0.	0.	.74	55.	26.9	D	20.3	11.8
2	4	1500.	0.	572.	5912.	0.	572.	5912.	7800.	0.	0.	0.	.76	55.	26.9	D	20.3	11.8
3	4	1118.	0.	0.	5340.	0.	0.	5340.	7800.	0.	0.	0.	.68	55.	24.3	C	20.3	11.8
4	4	345.	840.	0.	6180.	840.	0.	6180.	7800.	0.	0.	0.	.79	55.	28.1	D	20.5	11.8
5	4	5130.	616.	216.	6796.	616.	216.	6796.	7800.	0.	0.	0.	.87	55.	30.9	D	20.8	11.7
6	4	3655.	0.	636.	6580.	0.	636.	6580.	7800.	0.	0.	0.	.84	55.	29.9	D	20.8	11.7
7	4	1280.	0.	852.	5944.	0.	852.	5944.	7800.	0.	0.	0.	.76	55.	27.0	D	20.5	11.8
8	4	1570.	0.	0.	5092.	0.	0.	5092.	7800.	0.	0.	0.	.65	55.	23.1	C	20.3	11.8
9	5	1515.	1488.	2600.	6580.	1488.	2600.	6580.	8055.	945.	0.	0.	.82	55.	23.9	C	20.8	11.7
10	4	1190.	0.	352.	3980.	0.	352.	3980.	7765.	35.	0.	0.	.51	55.	18.1	C	20.3	11.8
11	4	230.	0.	0.	3628.	0.	0.	3628.	7800.	0.	0.	0.	.47	55.	16.5	B	20.5	11.8
12	3	4755.	0.	0.	3628.	0.	0.	3628.	5850.	0.	0.	0.	.62	55.	22.0	C	20.5	11.8
13	4	1275.	400.	0.	4028.	400.	0.	4028.	8000.	0.	0.	0.	.50	55.	18.3	C	20.3	11.8
14	4	2640.	0.	4028.	4028.	0.	4028.	4028.	8000.	0.	0.	0.	.50	55.	18.3	C	24.4	11.2
TOTAL		36203. =	6.9 MILES							MAX(V/C) = 0.87	LOWEST LOS = D		AVG = 55.		25.5		20.7	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	171. VEH-HRS	216. PASS-HRS	2887. VEH-HRS	3638. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	26. VEH-HRS	33. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	29. VEH-HRS	37. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	171. VEH-HRS	216. PASS-HRS	2943. VEH-HRS	3708. PASS-HRS
TOTAL TRAV DISTANCE =	9430. VEH-MI.	11882. PASS-MI.	143083. VEH-MI.	180284. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		50. MPH.	
AVERAGE DENSITY =	25. VPMPL		31. VPMPL	
TOTAL FUEL =	456. GALLONS		6989. GALLONS	
TOTAL EMISSIONS =	111. KILOGRAMS		1718. KILOGRAMS	

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**                                              **
**         FREEWAY TRAVEL TIME (MINUTES)        **
**                                              **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.74	4.49	4.76	5.40	5.64	7.48
2	0.00	1.13	1.89	2.15	2.79	3.03	4.87
3	0.00	1.06	1.82	2.08	2.72	2.96	4.80
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5400.	0.	5400.	5400.	0.	5400.	8000.	0.	0.	0.	.67	55.	24.5	C	20.3	11.8
2	4	1500.	0.	480.	5400.	0.	480.	5400.	7800.	0.	0.	0.	.69	55.	24.5	C	20.3	11.8
3	4	1118.	0.	0.	4920.	0.	0.	4920.	7800.	0.	0.	0.	.63	55.	22.4	C	20.3	11.8
4	4	345.	776.	0.	5696.	776.	0.	5696.	7800.	0.	0.	0.	.73	55.	25.9	C	20.5	11.8
5	4	5130.	580.	220.	6276.	580.	220.	6276.	7800.	0.	0.	0.	.80	55.	28.5	D	20.8	11.7
6	4	3655.	0.	560.	6056.	0.	560.	6056.	7800.	0.	0.	0.	.78	55.	27.5	D	20.8	11.7
7	4	1280.	0.	788.	5496.	0.	788.	5496.	7800.	0.	0.	0.	.70	55.	25.0	C	20.5	11.8
8	4	1570.	0.	0.	4708.	0.	0.	4708.	7800.	0.	0.	0.	.60	55.	21.4	C	20.3	11.8
9	5	1515.	1400.	2300.	6108.	1400.	2300.	6108.	8085.	915.	0.	0.	.76	55.	22.2	C	20.8	11.7
10	4	1190.	0.	336.	3808.	0.	336.	3808.	7767.	33.	0.	0.	.49	55.	17.3	B	20.3	11.8
11	4	230.	0.	0.	3472.	0.	0.	3472.	7800.	0.	0.	0.	.45	55.	15.8	B	20.5	11.8
12	3	4755.	0.	0.	3472.	0.	0.	3472.	5850.	0.	0.	0.	.59	55.	21.0	C	20.5	11.8
13	4	1275.	336.	0.	3808.	336.	0.	3808.	8000.	0.	0.	0.	.48	55.	17.3	B	20.3	11.8
14	4	2640.	0.	3808.	3808.	0.	3808.	3808.	8000.	0.	0.	0.	.48	55.	17.3	B	24.4	11.2
TOTAL		36203. =	6.9 MILES							MAX(V/C) = 0.80	LOWEST LOS = D		AVG = 55.		23.6		20.7	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	159. VEH-HRS	200. PASS-HRS	3046. VEH-HRS	3837. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	26. VEH-HRS	33. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	29. VEH-HRS	37. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	159. VEH-HRS	200. PASS-HRS	3101. VEH-HRS	3908. PASS-HRS
TOTAL TRAV DISTANCE =	8727. VEH-MI.	10997. PASS-MI.	151810. VEH-MI.	191281. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		50. MPH.	
AVERAGE DENSITY =	24. VPMPL		30. VPMPL	
TOTAL FUEL =	422. GALLONS		7410. GALLONS	
TOTAL EMISSIONS =	103. KILOGRAMS		1820. KILOGRAMS	

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**         FREEWAY TRAVEL TIME (MINUTES)        **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.74	4.49	4.76	5.40	5.64	7.48
2	0.00	1.13	1.89	2.15	2.79	3.03	4.87
3	0.00	1.06	1.82	2.08	2.72	2.96	4.80
4	0.00	0.00	0.00	0.00	0.31	0.56	2.40
5	0.00	0.00	0.00	0.00	0.00	0.00	0.81

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5556.	0.	5556.	5556.	0.	5556.	8000.	0.	0.	0.	.69	55.	25.3	C	20.3	11.8
2	4	1500.	0.	608.	5556.	0.	608.	5556.	7800.	0.	0.	0.	.71	55.	25.3	C	20.3	11.8
3	4	1118.	0.	0.	4948.	0.	0.	4948.	7800.	0.	0.	0.	.63	55.	22.5	C	20.3	11.8
4	4	345.	740.	0.	5688.	740.	0.	5688.	7800.	0.	0.	0.	.73	55.	25.9	C	20.5	11.8
5	4	5130.	556.	264.	6244.	556.	264.	6244.	7800.	0.	0.	0.	.80	55.	28.4	D	20.8	11.7
6	4	3655.	0.	612.	5980.	0.	612.	5980.	7800.	0.	0.	0.	.77	55.	27.2	D	20.8	11.7
7	4	1280.	0.	772.	5368.	0.	772.	5368.	7800.	0.	0.	0.	.69	55.	24.4	C	20.5	11.8
8	4	1570.	0.	0.	4596.	0.	0.	4596.	7800.	0.	0.	0.	.59	55.	20.9	C	20.3	11.8
9	5	1515.	1384.	2332.	5980.	1384.	2332.	5980.	8111.	889.	0.	0.	.74	55.	21.7	C	20.8	11.7
10	4	1190.	0.	348.	3648.	0.	348.	3648.	7765.	35.	0.	0.	.47	55.	16.6	B	20.3	11.8
11	4	230.	0.	0.	3300.	0.	0.	3300.	7800.	0.	0.	0.	.42	55.	15.0	B	20.5	11.8
12	3	4755.	0.	0.	3300.	0.	0.	3300.	5850.	0.	0.	0.	.56	55.	20.0	C	20.5	11.8
13	4	1275.	316.	0.	3616.	316.	0.	3616.	8000.	0.	0.	0.	.45	55.	16.4	B	20.3	11.8
14	4	2640.	0.	3616.	3616.	0.	3616.	3616.	8000.	0.	0.	0.	.45	55.	16.4	B	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.80		LOWEST LOS = D	AVG = 55.	23.5		20.7	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	158. VEH-HRS	199. PASS-HRS	3203. VEH-HRS	4036. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	26. VEH-HRS	33. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	29. VEH-HRS	37. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	158. VEH-HRS	199. PASS-HRS	3259. VEH-HRS	4107. PASS-HRS
TOTAL TRAV DISTANCE =	8682. VEH-MI.	10940. PASS-MI.	160492. VEH-MI.	202221. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		50. MPH.	
AVERAGE DENSITY =	23. VPMPL		30. VPMPL	
TOTAL FUEL =	420. GALLONS		7830. GALLONS	
TOTAL EMISSIONS =	102. KILOGRAMS		1923. KILOGRAMS	

FREEWAY SUMMARY TABLE
SIMULATION BEFORE CONTROL

TIME SLICE	FREEWAY TRAVEL TIME VEH-HR	FREEWAY TRAVEL TIME PAS-HR	RAMP DELAY VEH-HR	RAMP DELAY PAS-HR	TOTAL FREEWAY TRAVEL TIME VEH-HR	TOTAL FREEWAY TRAVEL TIME PAS-HR	TOTAL TRAVEL DISTANCE VEH-MI	TOTAL TRAVEL DISTANCE PAS-MI	AVERAGE SPEED MPH	GASOLINE CONSUMED GALLONS	HYDROCARB EMISSIONS KILOGRAMS	CARBON MONOXIDE KILOGRAMS	NITROUS OXIDES KILOGRAMS	BEGIN TIME
1	143.	180.	0.	0.	143.	180.	7844.	9883.	55.0	379.	7.	79.	6.	6:00
2	168.	211.	0.	0.	168.	211.	9227.	11627.	55.0	446.	8.	93.	7.	6:15
3	191.	240.	0.	0.	191.	240.	10439.	13153.	54.8	503.	9.	105.	8.	6:30
4	196.	247.	0.	0.	196.	247.	10709.	13494.	54.5	515.	10.	107.	9.	6:45
5	214.	270.	0.	0.	214.	270.	11434.	14407.	53.4	544.	10.	114.	9.	7:00
6	222.	280.	0.	0.	222.	280.	11231.	14151.	50.5	540.	10.	113.	9.	7:15
7	231.	291.	4.	4.	234.	295.	10837.	13655.	46.3	532.	11.	112.	9.	7:30
8	231.	291.	14.	18.	246.	309.	10557.	13302.	43.0	526.	11.	111.	9.	7:45
9	234.	295.	18.	23.	252.	318.	10558.	13303.	41.9	528.	11.	112.	9.	8:00
10	242.	304.	14.	17.	255.	322.	10525.	13261.	41.2	529.	11.	112.	9.	8:15
11	239.	301.	4.	5.	243.	306.	10219.	12876.	42.1	512.	11.	108.	8.	8:30
12	217.	273.	2.	3.	219.	276.	10188.	12837.	46.5	499.	10.	105.	8.	8:45
13	188.	237.	0.	0.	188.	237.	9883.	12453.	52.5	478.	9.	100.	8.	9:00
14	171.	216.	0.	0.	171.	216.	9430.	11882.	55.0	456.	8.	95.	8.	9:15
15	159.	200.	0.	0.	159.	200.	8727.	10997.	55.0	422.	8.	88.	7.	9:30
16	158.	199.	0.	0.	158.	199.	8682.	10940.	55.0	420.	8.	87.	7.	9:45
TOTAL	3203.	4036.	56.	70.	3259.	4107.	160492.	202221.	50.1	7830.	151.	1642.	129.	

CONTOUR DIAGRAM OF
QUEUE LENGTH
BEFORE ENTRY CONTROL

```
TIME                                                                                                  BEGIN
SLICE ..............................................................................................   TIME
      .                                                                                            .
    1 .                                                                                            . -  6:00
    2 .                                                                                            . -  6:15
    3 .                                                                                            . -  6:30
    4 .                                                                                            . -  6:45
    5 .                                                                                            . -  7:00
    6 .                                ***                           ***                           . -  7:15
    7 .                                ***                           ***                           . -  7:30
    8 .                              *BBBB                            **                           . -  7:45
    9 .                            ***BBBB                                                         . -  8:00
   10 .                          *BBBBBBBB                                                         . -  8:15
   11 .                            ***BBBB                                                         . -  8:30
   12 .                                ***                                                         . -  8:45
   13 .                                                                                            . -  9:00
   14 .                                                                                            . -  9:15
   15 .                                                                                            . -  9:30
   16 .                                                                                            . -  9:45
      .                                                                                            .
      ..............................................................................................
       :                          :   :  ::            :         :   :   :   :  ::            :   :
       01                         02  03  05           06        07  08  09  10  12           13  14
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BLANK DENOTES MOVING TRAFFIC. ASTERISK DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION.
M DENOTES QUEUED VEHICLES DUE TO MERGING. B DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION AND MERGING. (WHEN BOTH QUEUES EXIST, LENGTH OF DISPLAY REPRESENTS MAINLINE CONGESTION.)

CONTOUR DIAGRAM OF
VOLUME/CAPACITY RATIO
BEFORE ENTRY CONTROL

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TIME                                                                                                                  BEGIN
SLICE ..................................................................................................................  TIME
      .                                                                                                                .
    1 .6666666666666666666666666666666555666666666666666666666666666666555566665554666666666666644444444444. -  6:00
    2 .7777777777777777777777777777777766677777777777777777777777777777766667777555566666666666655555555555. -  6:15
    3 .8888888888888888888888888888888777899999999999999988888888888888777788886665777777777777766666666666. -  6:30
    4 .8888888888888888888888888888888777899999999999999999999999999888877778888666577777777777776666666666. -  6:45
    5 .8888888888888888888888888888899998889999999999999999999999999999977779999777688888888888886666666666. -  7:00
    6 .8888888888888888888888888888899997779**************999999999988887777****6665777777777777766666666666. -  7:15
    7 .8888888888888888888888888888888887778**************999999999988887777****6665777777777777766666666666. -  7:30
    8 .8888888888888888888888888888877777778**************999999999988887777****5555666666666666655555555555. -  7:45
    9 .8888888888888888888888888888888887778**************999999999988887777****6665777777777777755555555555. -  8:00
   10 .7777777777777777777777777777777777778**************999999999988887777999955556666666666666655555555555. -  8:15
   11 .7777777777777777777777777777777777778**************999999999988887777999955556666666666666655555555555. -  8:30
   12 .7777777777777777777777777777777777778**************999999999988887777999955556666666666666655555555555. -  8:45
   13 .7777777777777777777777777777777777789999999999999999999999999988886666888855546666666666666655555555555. -  9:00
   14 .7777777777777777777777777777777766678888888888888888888888888877776666888855546666666666666655555555555. -  9:15
   15 .6666666666666666666666666666666666678888888888888887777777777777766667777444455555555555555544444444444. -  9:30
   16 .6666666666666666666666666666677776667888888888888887777777777766665555777744445555555555555544444444444. -  9:45
      .                                                                                                                .
      ..................................................................................................................
       :                          :   :  ::            :         :   :   :   :  ::            :   :
       01                         02  03  05           06        07  08  09  10  12           13  14
```

THE DIGIT LEVELS DENOTE V/C IN VALUES FROM 0 TO 10 (CORRESPONDING TO 0.0 TO 1.0). THE ASTERISK DENOTES SATURATION.

```
FFFFFFFFFF RRRRRRRRR  EEEEEEEEEE     QQQQQQQ         1111      222222     PPPPPPPPP     EEEEEEEEEE
FFFFFFFFFF RRRRRRRRRR EEEEEEEEEE   Q*A.D.MAY*Q     111111     222  222    PPPPPPPPPP    EEEEEEEEEE
FFF        RRR    RRR EEE         QQQQQ    QQQQQ     1111    222    222   PPP    PPP    EEE
FFF        RRR    RRR EEE        QQQQ        QQQQ    1111           222   PPP    PPP    EEE
FFFFFFF    RRRRRRRRRR EEEEEEE    QQQQ        QQQQ    1111          222    PPPPPPPPPP    EEEEEEE
FFFFFFF    RRRRRRRRR  EEEEEEE    QQQQ        QQQQ    1111        2222     PPPPPPPPP     EEEEEEE
FFF        RRR RRR    EEE        QQQQ    QQQ QQQQ    1111      2222       PPP           EEE
FFF        RRR  RRR   EEE         Q*UC*    QQQQQ     1111     222         PPP           EEE
FFF        RRR   RRR  EEEEEEEEEE   Q*REGENTS*QQ      1111    222          PPP           EEEEEEEEEE
FFF        RRR    RRR EEEEEEEEEE     Q*1999*Q QQQ  11111111  2222222222   PPP           EEEEEEEEEE
```

FREQ12PE 880 SB Existing AM ver 1

1. THIS IS A SIMULATION ONLY EXECUTION.

2. THERE ARE 4.0 TIME SLICES PER HOUR.

3. WEAVING ANALYSIS IS ENGAGED WITH FACTOR = 0.5

4. NO ALTERNATE ROUTE IS PROVIDED.

5. SPEED FLOW DATA IS SUPPLIED BY THE PROGRAM. DEFAULT FREE-FLOW SPEED = 60
   LOWER LIMB (AT V/C=1) = 30

6. FUEL DATA ARE SUPPLIED BY THE PROGRAM.

7. EMISSION RATES SELECTED FROM PROGRAM TABLES: EMFAC2002 2005 - 75 DEGREES F.

FREEWAY AND ARTERIAL DESIGN FEATURES

SUB SEC	NO. LNS	SSEC CAP	SSEC LENGTH	DESIGN SPEED	ORG DES	TRK FAC	SSEC GRAD	PCT TRK	PCT DES TRUCKS	SPECIAL RAMP	FF.SPD. ALT.RTE	CAP. ALT.RTE	ART TYPE	GRADE ALT.RTE	SUBSECTION LOCATION
1	4	8000.	2000.	60	O	0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Dummy Link
2	4	8000.	1887.	60	D	0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Main to Union off
3	3	6000.	4825.	60		0.94	0.0	6	0	NO	0.0	0.	GOOD	0.0	Union off to Union on
4	4	8000.	1045.	60	O	0.99	0.0	9	0	YES	0.0	0.	GOOD	0.0	Union on to Merge
5	3	6000.	1555.	60		0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Merge to 980 on
6	5	10000.	800.	55	O	0.94	0.0	6	0	YES	0.0	0.	GOOD	0.0	980 on to Merge
7	4	8000.	160.	55		0.94	0.0	6	0	NO	0.0	0.	GOOD	0.0	Merge to Broadway on
8	4	8000.	1730.	55	O	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Broadway on to Oak on
9	5	10000.	2900.	55	O	0.93	0.0	7	0	YES	0.0	0.	GOOD	0.0	Oak on to merge
10	4	8000.	2150.	55		0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Merge to Embarc on
11	4	8000.	1380.	55	OD	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Embarc on to Embarc off
12	4	8000.	3550.	55	D	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Embarc off to 23rd off
13	4	8000.	1916.	55		0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	23rd off to 23rd on
14	4	8000.	1304.	55	O	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	23rd on to Mainline
15	4	6600.	3000.	55	OD	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Dummy Lnk With Dummy Rmp

ON-RAMP CAPACITY LIMITS

1	2	3	4	5	6	7	8
8000.	1500.	3600.	1500.	1500.	1500.	1500.	1500.

OFF-RAMP CAPACITY LIMITS

1	2	3	4
3000.	1500.	1500.	6600.

ON-RAMP 1 IS THE MAINLINE ORIGIN
OFF-RAMP 4 IS THE MAINLINE DESTINATION

TIME SLICE 1 OF 16

```
 ON-RAMP LOCATIONS
     1     4     6     8     9    11    14    15

OFF-RAMP LOCATIONS
     2    11    12    15

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
  710.   26.  510.   21.   37.   34.   85.    0.

ORIGINAL OUTPUT COUNTS--
  106.   47.   97. 1172.

    TOTAL ORIGINAL INPUT =   1423.         TOTAL ORIGINAL OUTPUT=   1422.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR,  SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT


    6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES
```

TIME SLICE 2 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
760. 29. 539. 39. 56. 42. 89. 0.

ORIGINAL OUTPUT COUNTS--
123. 40. 109. 1283.

TOTAL ORIGINAL INPUT = 1554. TOTAL ORIGINAL OUTPUT= 1555.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 3 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
746. 35. 577. 55. 58. 35. 112. 0.

ORIGINAL OUTPUT COUNTS--
154. 34. 97. 1334.

TOTAL ORIGINAL INPUT = 1618. TOTAL ORIGINAL OUTPUT= 1619.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 4 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
798. 42. 577. 55. 69. 48. 111. 0.

ORIGINAL OUTPUT COUNTS--
171. 54. 108. 1366.

TOTAL ORIGINAL INPUT = 1700. TOTAL ORIGINAL OUTPUT= 1699.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 5 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
702. 39. 585. 48. 152. 55. 115. 0.

ORIGINAL OUTPUT COUNTS--
184. 49. 119. 1345.

TOTAL ORIGINAL INPUT = 1696. TOTAL ORIGINAL OUTPUT= 1697.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 6 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--

727.	47.	694.	42.	152.	52.	115.	0.

ORIGINAL OUTPUT COUNTS--

186.	44.	142.	1457.

TOTAL ORIGINAL INPUT = 1829. TOTAL ORIGINAL OUTPUT= 1829.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 7 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
782. 61. 734. 50. 152. 63. 141. 0.

ORIGINAL OUTPUT COUNTS--
203. 47. 163. 1572.

TOTAL ORIGINAL INPUT = 1983. TOTAL ORIGINAL OUTPUT= 1985.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 8 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--

800.	46.	760.	53.	152.	82.	138.	0.

ORIGINAL OUTPUT COUNTS--

203.	70.	164.	1594.

TOTAL ORIGINAL INPUT = 2031. TOTAL ORIGINAL OUTPUT= 2031.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 9 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
830. 45. 659. 47. 158. 81. 134. 0.

ORIGINAL OUTPUT COUNTS--
217. 67. 149. 1521.

TOTAL ORIGINAL INPUT = 1954. TOTAL ORIGINAL OUTPUT= 1954.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 10 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
788. 50. 657. 45. 199. 80. 139. 0.

ORIGINAL OUTPUT COUNTS--
217. 76. 162. 1503.

TOTAL ORIGINAL INPUT = 1958. TOTAL ORIGINAL OUTPUT= 1958.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 11 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
829. 66. 675. 66. 168. 74. 134. 0.

ORIGINAL OUTPUT COUNTS--
217. 74. 162. 1560.

TOTAL ORIGINAL INPUT = 2012. TOTAL ORIGINAL OUTPUT= 2013.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 12 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
834. 52. 650. 59. 144. 72. 130. 0.

ORIGINAL OUTPUT COUNTS--
217. 74. 156. 1495.

TOTAL ORIGINAL INPUT = 1941. TOTAL ORIGINAL OUTPUT= 1942.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 13 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
794. 59. 727. 46. 151. 64. 115. 0.

ORIGINAL OUTPUT COUNTS--
193. 71. 137. 1557.

TOTAL ORIGINAL INPUT = 1956. TOTAL ORIGINAL OUTPUT= 1958.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 14 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
810. 67. 642. 53. 186. 71. 121. 0.

ORIGINAL OUTPUT COUNTS--
184. 58. 133. 1574.

TOTAL ORIGINAL INPUT = 1950. TOTAL ORIGINAL OUTPUT= 1949.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 15 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
826. 58. 593. 70. 153. 60. 120. 0.

ORIGINAL OUTPUT COUNTS--
171. 64. 147. 1498.

TOTAL ORIGINAL INPUT = 1880. TOTAL ORIGINAL OUTPUT= 1880.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 16 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
868. 58. 578. 83. 150. 59. 125. 0.

ORIGINAL OUTPUT COUNTS--
180. 71. 148. 1522.

TOTAL ORIGINAL INPUT = 1921. TOTAL ORIGINAL OUTPUT= 1921.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

***** INPUT HAS BEEN COMPLETED *****

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	2840.	0.	2840.	2840.	0.	2840.	8000.	0.	0.	0.	.35	60.	11.8	B	20.4	12.6
2	4	1887.	0.	424.	2840.	0.	424.	2840.	8000.	0.	0.	0.	.35	60.	11.8	B	20.4	12.6
3	3	4825.	0.	0.	2416.	0.	0.	2416.	6000.	0.	0.	0.	.40	60.	13.4	B	21.1	12.4
4	4	1045.	104.	0.	2520.	104.	0.	2520.	8000.	0.	0.	0.	.31	60.	10.5	A	20.4	12.6
5	3	1555.	0.	0.	2520.	0.	0.	2520.	6000.	0.	0.	0.	.42	60.	14.0	B	20.4	12.6
6	5	800.	2036.	0.	4556.	2036.	0.	4556.	10000.	0.	0.	0.	.46	55.	16.6	B	22.6	11.5
7	4	160.	0.	0.	4556.	0.	0.	4556.	8000.	0.	0.	0.	.57	55.	20.7	C	22.6	11.5
8	4	1730.	88.	0.	4644.	88.	0.	4644.	8000.	0.	0.	0.	.58	55.	21.1	C	22.3	11.5
9	5	2900.	148.	0.	4792.	148.	0.	4792.	9997.	3.	0.	0.	.48	55.	17.4	B	22.3	11.5
10	4	2150.	0.	0.	4792.	0.	0.	4792.	7997.	3.	0.	0.	.60	55.	21.8	C	22.3	11.5
11	4	1380.	136.	184.	4928.	136.	184.	4928.	7999.	1.	0.	0.	.62	55.	22.4	C	22.3	11.5
12	4	3550.	0.	392.	4744.	0.	392.	4744.	8000.	0.	0.	0.	.59	55.	21.6	C	22.3	11.5
13	4	1916.	0.	0.	4352.	0.	0.	4352.	8000.	0.	0.	0.	.54	55.	19.8	C	22.3	11.5
14	4	1304.	340.	0.	4692.	340.	0.	4692.	8000.	0.	0.	0.	.59	55.	21.3	C	22.3	11.5
15	4	3000.	0.	4692.	4692.	0.	4692.	4692.	6600.	0.	0.	0.	.71	55.	21.3	C	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 0.71	LOWEST LOS = C		AVG = 56.		17.6		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	100. VEH-HRS	125. PASS-HRS	100. VEH-HRS	125. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	100. VEH-HRS	125. PASS-HRS	100. VEH-HRS	125. PASS-HRS
TOTAL TRAV DISTANCE =	5589. VEH-MI.	7042. PASS-MI.	5589. VEH-MI.	7042. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	18. VPMPL		18. VPMPL	
TOTAL FUEL =	255. GALLONS		255. GALLONS	
TOTAL EMISSIONS =	66. KILOGRAMS		66. KILOGRAMS	

****
** **
** FREEWAY TRAVEL TIME (MINUTES) **
** **
****

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3040.	0.	3040.	3040.	0.	3040.	8000.	0.	0.	0.	.38	60.	12.7	B	20.4	12.6
2	4	1887.	0.	492.	3040.	0.	492.	3040.	8000.	0.	0.	0.	.38	60.	12.7	B	20.4	12.6
3	3	4825.	0.	0.	2548.	0.	0.	2548.	6000.	0.	0.	0.	.42	60.	14.2	B	21.1	12.4
4	4	1045.	116.	0.	2664.	116.	0.	2664.	8000.	0.	0.	0.	.33	60.	11.1	B	20.4	12.6
5	3	1555.	0.	0.	2664.	0.	0.	2664.	6000.	0.	0.	0.	.44	60.	14.8	B	20.4	12.6
6	5	800.	2156.	0.	4820.	2156.	0.	4820.	10000.	0.	0.	0.	.48	55.	17.5	B	22.6	11.5
7	4	160.	0.	0.	4820.	0.	0.	4820.	8000.	0.	0.	0.	.60	55.	21.9	C	22.6	11.5
8	4	1730.	156.	0.	4976.	156.	0.	4976.	8000.	0.	0.	0.	.62	55.	22.6	C	22.3	11.5
9	5	2900.	228.	0.	5204.	228.	0.	5204.	9994.	6.	0.	0.	.52	55.	18.9	C	22.3	11.5
10	4	2150.	0.	0.	5204.	0.	0.	5204.	7994.	6.	0.	0.	.65	55.	23.7	C	22.3	11.5
11	4	1380.	164.	160.	5368.	164.	160.	5368.	7998.	2.	0.	0.	.67	55.	24.4	C	22.3	11.5
12	4	3550.	0.	436.	5208.	0.	436.	5208.	8000.	0.	0.	0.	.65	55.	23.7	C	22.3	11.5
13	4	1916.	0.	0.	4772.	0.	0.	4772.	8000.	0.	0.	0.	.60	55.	21.7	C	22.3	11.5
14	4	1304.	356.	0.	5128.	356.	0.	5128.	8000.	0.	0.	0.	.64	55.	23.3	C	22.3	11.5
15	4	3000.	0.	5128.	5128.	0.	5128.	5128.	6600.	0.	0.	0.	.78	55.	23.3	C	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.78		LOWEST LOS = C		AVG = 56.		19.0		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	108. VEH-HRS	136. PASS-HRS	207. VEH-HRS	261. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	108. VEH-HRS	136. PASS-HRS	207. VEH-HRS	261. PASS-HRS
TOTAL TRAV DISTANCE =	6045. VEH-MI.	7616. PASS-MI.	11633. VEH-MI.	14658. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	19. VPMPL		18. VPMPL	
TOTAL FUEL =	276. GALLONS		532. GALLONS	
TOTAL EMISSIONS =	71. KILOGRAMS		137. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	2984.	0.	2984.	2984.	0.	2984.	8000.	0.	0.	0.	.37	60.	12.4	B	20.4	12.6
2	4	1887.	0.	616.	2984.	0.	616.	2984.	8000.	0.	0.	0.	.37	60.	12.4	B	20.4	12.6
3	3	4825.	0.	0.	2368.	0.	0.	2368.	6000.	0.	0.	0.	.39	60.	13.2	B	21.1	12.4
4	4	1045.	144.	0.	2512.	144.	0.	2512.	8000.	0.	0.	0.	.31	60.	10.5	A	20.4	12.6
5	3	1555.	0.	0.	2512.	0.	0.	2512.	6000.	0.	0.	0.	.42	60.	14.0	B	20.4	12.6
6	5	800.	2308.	0.	4820.	2308.	0.	4820.	10000.	0.	0.	0.	.48	55.	17.5	B	22.6	11.5
7	4	160.	0.	0.	4820.	0.	0.	4820.	8000.	0.	0.	0.	.60	55.	21.9	C	22.6	11.5
8	4	1730.	220.	0.	5040.	220.	0.	5040.	8000.	0.	0.	0.	.63	55.	22.9	C	22.3	11.5
9	5	2900.	228.	0.	5268.	228.	0.	5268.	9997.	3.	0.	0.	.53	55.	19.2	C	22.3	11.5
10	4	2150.	0.	0.	5268.	0.	0.	5268.	7997.	3.	0.	0.	.66	55.	23.9	C	22.3	11.5
11	4	1380.	144.	136.	5412.	144.	136.	5412.	7999.	1.	0.	0.	.68	55.	24.6	C	22.3	11.5
12	4	3550.	0.	388.	5276.	0.	388.	5276.	8000.	0.	0.	0.	.66	55.	24.0	C	22.3	11.5
13	4	1916.	0.	0.	4888.	0.	0.	4888.	8000.	0.	0.	0.	.61	55.	22.2	C	22.3	11.5
14	4	1304.	448.	0.	5336.	448.	0.	5336.	8000.	0.	0.	0.	.67	55.	24.3	C	22.3	11.5
15	4	3000.	0.	5336.	5336.	0.	5336.	5336.	6600.	0.	0.	0.	.81	55.	24.3	C	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 0.81	LOWEST LOS = C		AVG = 56.		19.0		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	108. VEH-HRS	136. PASS-HRS	315. VEH-HRS	397. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	108. VEH-HRS	136. PASS-HRS	315. VEH-HRS	397. PASS-HRS
TOTAL TRAV DISTANCE =	6062. VEH-MI.	7638. PASS-MI.	17695. VEH-MI.	22296. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	19. VPMPL		19. VPMPL	
TOTAL FUEL =	277. GALLONS		808. GALLONS	
TOTAL EMISSIONS =	71. KILOGRAMS		208. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3192.	0.	3192.	3192.	0.	3192.	8000.	0.	0.	0.	.40	60.	13.3	B	20.4	12.6
2	4	1887.	0.	684.	3192.	0.	684.	3192.	8000.	0.	0.	0.	.40	60.	13.3	B	20.4	12.6
3	3	4825.	0.	0.	2508.	0.	0.	2508.	6000.	0.	0.	0.	.42	60.	13.9	B	21.1	12.4
4	4	1045.	168.	0.	2676.	168.	0.	2676.	8000.	0.	0.	0.	.33	60.	11.1	B	20.4	12.6
5	3	1555.	0.	0.	2676.	0.	0.	2676.	6000.	0.	0.	0.	.45	60.	14.9	B	20.4	12.6
6	5	800.	2308.	0.	4984.	2308.	0.	4984.	10000.	0.	0.	0.	.50	55.	18.1	C	22.6	11.5
7	4	160.	0.	0.	4984.	0.	0.	4984.	8000.	0.	0.	0.	.62	55.	22.7	C	22.6	11.5
8	4	1730.	220.	0.	5204.	220.	0.	5204.	8000.	0.	0.	0.	.65	55.	23.7	C	22.3	11.5
9	5	2900.	276.	0.	5480.	276.	0.	5480.	9991.	9.	0.	0.	.55	55.	19.9	C	22.3	11.5
10	4	2150.	0.	0.	5480.	0.	0.	5480.	7991.	9.	0.	0.	.69	55.	24.9	C	22.3	11.5
11	4	1380.	196.	220.	5676.	196.	220.	5676.	7998.	2.	0.	0.	.71	55.	25.8	C	22.3	11.5
12	4	3550.	0.	432.	5456.	0.	432.	5456.	8000.	0.	0.	0.	.68	55.	24.8	C	22.3	11.5
13	4	1916.	0.	0.	5024.	0.	0.	5024.	8000.	0.	0.	0.	.63	55.	22.8	C	22.3	11.5
14	4	1304.	444.	0.	5468.	444.	0.	5468.	8000.	0.	0.	0.	.68	55.	24.9	C	22.3	11.5
15	4	3000.	0.	5468.	5468.	0.	5468.	5468.	6600.	0.	0.	0.	.83	55.	24.9	C	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 0.83	LOWEST LOS = C		AVG = 56.		19.8		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	112. VEH-HRS	142. PASS-HRS	428. VEH-HRS	539. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	112. VEH-HRS	142. PASS-HRS	428. VEH-HRS	539. PASS-HRS
TOTAL TRAV DISTANCE =	6311. VEH-MI.	7952. PASS-MI.	24007. VEH-MI.	30248. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	20. VPMPL		19. VPMPL	
TOTAL FUEL =	288. GALLONS		1097. GALLONS	
TOTAL EMISSIONS =	74. KILOGRAMS		282. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
** **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	2808.	0.	2808.	2808.	0.	2808.	8000.	0.	0.	0.	.35	60.	11.7	B	20.4	12.6
2	4	1887.	0.	736.	2808.	0.	736.	2808.	8000.	0.	0.	0.	.35	60.	11.7	B	20.4	12.6
3	3	4825.	0.	0.	2072.	0.	0.	2072.	6000.	0.	0.	0.	.35	60.	11.5	B	21.1	12.4
4	4	1045.	152.	0.	2224.	152.	0.	2224.	8000.	0.	0.	0.	.28	60.	9.3	A	20.4	12.6
5	3	1555.	0.	0.	2224.	0.	0.	2224.	6000.	0.	0.	0.	.37	60.	12.4	B	20.4	12.6
6	5	800.	2344.	0.	4568.	2344.	0.	4568.	10000.	0.	0.	0.	.46	55.	16.6	B	22.6	11.5
7	4	160.	0.	0.	4568.	0.	0.	4568.	8000.	0.	0.	0.	.57	55.	20.8	C	22.6	11.5
8	4	1730.	192.	0.	4760.	192.	0.	4760.	8000.	0.	0.	0.	.60	55.	21.6	C	22.3	11.5
9	5	2900.	608.	0.	5368.	608.	0.	5368.	9985.	15.	0.	0.	.54	55.	19.5	C	22.3	11.5
10	4	2150.	0.	0.	5368.	0.	0.	5368.	7985.	15.	0.	0.	.67	55.	24.4	C	22.3	11.5
11	4	1380.	220.	196.	5588.	220.	196.	5588.	7996.	4.	0.	0.	.70	55.	25.4	C	22.3	11.5
12	4	3550.	0.	476.	5392.	0.	476.	5392.	8000.	0.	0.	0.	.67	55.	24.5	C	22.3	11.5
13	4	1916.	0.	0.	4916.	0.	0.	4916.	8000.	0.	0.	0.	.61	55.	22.3	C	22.3	11.5
14	4	1304.	460.	0.	5376.	460.	0.	5376.	8000.	0.	0.	0.	.67	55.	24.4	C	22.3	11.5
15	4	3000.	0.	5376.	5376.	0.	5376.	5376.	6600.	0.	0.	0.	.81	55.	24.4	C	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.81		LOWEST LOS = C		AVG = 56.		18.6		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	106. VEH-HRS	134. PASS-HRS	534. VEH-HRS	673. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	106. VEH-HRS	134. PASS-HRS	534. VEH-HRS	673. PASS-HRS
TOTAL TRAV DISTANCE =	5958. VEH-MI.	7507. PASS-MI.	29965. VEH-MI.	37755. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	19. VPMPL		19. VPMPL	
TOTAL FUEL =	272. GALLONS		1368. GALLONS	
TOTAL EMISSIONS =	70. KILOGRAMS		352. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
** **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	2908.	0.	2908.	2908.	0.	2908.	8000.	0.	0.	0.	.36	60.	12.1	B	20.4	12.6
2	4	1887.	0.	744.	2908.	0.	744.	2908.	8000.	0.	0.	0.	.36	60.	12.1	B	20.4	12.6
3	3	4825.	0.	0.	2164.	0.	0.	2164.	6000.	0.	0.	0.	.36	60.	12.0	B	21.1	12.4
4	4	1045.	184.	0.	2348.	184.	0.	2348.	8000.	0.	0.	0.	.29	60.	9.8	A	20.4	12.6
5	3	1555.	0.	0.	2348.	0.	0.	2348.	6000.	0.	0.	0.	.39	60.	13.0	B	20.4	12.6
6	5	800.	2776.	0.	5124.	2776.	0.	5124.	10000.	0.	0.	0.	.51	55.	18.6	C	22.6	11.5
7	4	160.	0.	0.	5124.	0.	0.	5124.	8000.	0.	0.	0.	.64	55.	23.3	C	22.6	11.5
8	4	1730.	168.	0.	5292.	168.	0.	5292.	8000.	0.	0.	0.	.66	55.	24.1	C	22.3	11.5
9	5	2900.	604.	0.	5896.	604.	0.	5896.	9987.	13.	0.	0.	.59	55.	21.4	C	22.3	11.5
10	4	2150.	0.	0.	5896.	0.	0.	5896.	7987.	13.	0.	0.	.74	55.	26.8	D	22.3	11.5
11	4	1380.	208.	172.	6104.	208.	172.	6104.	7997.	3.	0.	0.	.76	55.	27.7	D	22.3	11.5
12	4	3550.	0.	564.	5932.	0.	564.	5932.	8000.	0.	0.	0.	.74	55.	27.0	D	22.3	11.5
13	4	1916.	0.	0.	5368.	0.	0.	5368.	8000.	0.	0.	0.	.67	55.	24.4	C	22.3	11.5
14	4	1304.	460.	0.	5828.	460.	0.	5828.	8000.	0.	0.	0.	.73	55.	26.5	D	22.3	11.5
15	4	3000.	0.	5828.	5828.	0.	5828.	5828.	6600.	0.	0.	0.	.88	55.	26.5	D	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 0.88	LOWEST LOS = D		AVG = 56.		20.2		22.0	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	116. VEH-HRS	146. PASS-HRS	650. VEH-HRS	819. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	116. VEH-HRS	146. PASS-HRS	650. VEH-HRS	819. PASS-HRS
TOTAL TRAV DISTANCE =	6465. VEH-MI.	8146. PASS-MI.	36430. VEH-MI.	45902. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	20. VPMPL		19. VPMPL	
TOTAL FUEL =	295. GALLONS		1663. GALLONS	
TOTAL EMISSIONS =	76. KILOGRAMS		427. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3132.	0.	3132.	3132.	0.	3132.	8000.	0.	0.	0.	.39	60.	13.0	B	20.4	12.6
2	4	1887.	0.	812.	3132.	0.	812.	3132.	8000.	0.	0.	0.	.39	60.	13.0	B	20.4	12.6
3	3	4825.	0.	0.	2320.	0.	0.	2320.	6000.	0.	0.	0.	.39	60.	12.9	B	21.1	12.4
4	4	1045.	244.	0.	2564.	244.	0.	2564.	8000.	0.	0.	0.	.32	60.	10.7	A	20.4	12.6
5	3	1555.	0.	0.	2564.	0.	0.	2564.	6000.	0.	0.	0.	.43	60.	14.2	B	20.4	12.6
6	5	800.	2936.	0.	5500.	2936.	0.	5500.	10000.	0.	0.	0.	.55	55.	20.0	C	22.6	11.5
7	4	160.	0.	0.	5500.	0.	0.	5500.	8000.	0.	0.	0.	.69	55.	25.0	C	22.6	11.5
8	4	1730.	200.	0.	5700.	200.	0.	5700.	8000.	0.	0.	0.	.71	55.	25.9	C	22.3	11.5
9	5	2900.	608.	0.	6308.	608.	0.	6308.	9987.	13.	0.	0.	.63	55.	22.9	C	22.3	11.5
10	4	2150.	0.	0.	6308.	0.	0.	6308.	7987.	13.	0.	0.	.79	55.	28.7	D	22.3	11.5
11	4	1380.	252.	188.	6560.	252.	188.	6560.	7997.	3.	0.	0.	.82	55.	29.8	D	22.3	11.5
12	4	3550.	0.	652.	6372.	0.	652.	6372.	8000.	0.	0.	0.	.80	55.	29.0	D	22.3	11.5
13	4	1916.	0.	0.	5720.	0.	0.	5720.	8000.	0.	0.	0.	.71	55.	26.0	C	22.3	11.5
14	4	1304.	564.	0.	6284.	564.	0.	6284.	8000.	0.	0.	0.	.79	55.	28.6	D	22.3	11.5
15	4	3000.	0.	6284.	6284.	0.	6284.	6284.	6600.	0.	0.	0.	.95	55.	28.6	D	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 0.95	LOWEST LOS = D		AVG = 56.		21.7		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	124. VEH-HRS	156. PASS-HRS	774. VEH-HRS	975. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	124. VEH-HRS	156. PASS-HRS	774. VEH-HRS	975. PASS-HRS
TOTAL TRAV DISTANCE =	6947. VEH-MI.	8753. PASS-MI.	43376. VEH-MI.	54654. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	22. VPMPL		19. VPMPL	
TOTAL FUEL =	316. GALLONS		1979. GALLONS	
TOTAL EMISSIONS =	81. KILOGRAMS		509. KILOGRAMS	

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** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3200.	0.	3200.	3200.	0.	3200.	8000.	0.	0.	0.	.40	60.	13.3	B	20.4	12.6
2	4	1887.	0.	812.	3200.	0.	812.	3200.	8000.	0.	0.	0.	.40	60.	13.3	B	20.4	12.6
3	3	4825.	0.	0.	2388.	0.	0.	2388.	6000.	0.	0.	0.	.40	60.	13.3	B	21.1	12.4
4	4	1045.	184.	0.	2572.	184.	0.	2572.	8000.	0.	0.	0.	.32	60.	10.7	A	20.4	12.6
5	3	1555.	0.	0.	2572.	0.	0.	2572.	6000.	0.	0.	0.	.43	60.	14.3	B	20.4	12.6
6	5	800.	3040.	0.	5612.	3040.	0.	5612.	10000.	0.	0.	0.	.56	55.	20.4	C	22.6	11.5
7	4	160.	0.	0.	5612.	0.	0.	5612.	8000.	0.	0.	0.	.70	55.	25.5	C	22.6	11.5
8	4	1730.	212.	0.	5824.	212.	0.	5824.	8000.	0.	0.	0.	.73	55.	26.5	D	22.3	11.5
9	5	2900.	608.	0.	6432.	608.	0.	6432.	9981.	19.	0.	0.	.64	55.	23.4	C	22.3	11.5
10	4	2150.	0.	0.	6432.	0.	0.	6432.	7981.	19.	0.	0.	.81	55.	29.2	D	22.3	11.5
11	4	1380.	328.	276.	6760.	328.	276.	6760.	7995.	5.	0.	0.	.85	55.	30.7	D	22.3	11.5
12	4	3550.	0.	656.	6484.	0.	656.	6484.	8000.	0.	0.	0.	.81	55.	29.5	D	22.3	11.5
13	4	1916.	0.	0.	5828.	0.	0.	5828.	8000.	0.	0.	0.	.73	55.	26.5	D	22.3	11.5
14	4	1304.	552.	0.	6380.	552.	0.	6380.	8000.	0.	0.	0.	.80	55.	29.0	D	22.3	11.5
15	4	3000.	0.	6380.	6380.	0.	6380.	6380.	6600.	0.	0.	0.	.97	55.	29.0	D	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 0.97	LOWEST LOS = D		AVG = 56.		22.1		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	127. VEH-HRS	159. PASS-HRS	900. VEH-HRS	1135. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	127. VEH-HRS	159. PASS-HRS	900. VEH-HRS	1135. PASS-HRS
TOTAL TRAV DISTANCE =	7082. VEH-MI.	8923. PASS-MI.	50458. VEH-MI.	63577. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	22. VPMPL		20. VPMPL	
TOTAL FUEL =	323. GALLONS		2302. GALLONS	
TOTAL EMISSIONS =	83. KILOGRAMS		591. KILOGRAMS	

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** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3320.	0.	3320.	3320.	0.	3320.	8000.	0.	0.	0.	.41	60.	13.8	B	20.4	12.6
2	4	1887.	0.	868.	3320.	0.	868.	3320.	8000.	0.	0.	0.	.41	60.	13.8	B	20.4	12.6
3	3	4825.	0.	0.	2452.	0.	0.	2452.	6000.	0.	0.	0.	.41	60.	13.6	B	21.1	12.4
4	4	1045.	180.	0.	2632.	180.	0.	2632.	8000.	0.	0.	0.	.33	60.	11.0	A	20.4	12.6
5	3	1555.	0.	0.	2632.	0.	0.	2632.	6000.	0.	0.	0.	.44	60.	14.6	B	20.4	12.6
6	5	800.	2636.	0.	5268.	2636.	0.	5268.	10000.	0.	0.	0.	.53	55.	19.2	C	22.6	11.5
7	4	160.	0.	0.	5268.	0.	0.	5268.	8000.	0.	0.	0.	.66	55.	23.9	C	22.6	11.5
8	4	1730.	188.	0.	5456.	188.	0.	5456.	8000.	0.	0.	0.	.68	55.	24.8	C	22.3	11.5
9	5	2900.	636.	0.	6092.	636.	0.	6092.	9978.	22.	0.	0.	.61	55.	22.2	C	22.3	11.5
10	4	2150.	0.	0.	6092.	0.	0.	6092.	7978.	22.	0.	0.	.76	55.	27.7	D	22.3	11.5
11	4	1380.	324.	272.	6416.	324.	272.	6416.	7994.	6.	0.	0.	.80	55.	29.2	D	22.3	11.5
12	4	3550.	0.	596.	6144.	0.	596.	6144.	8000.	0.	0.	0.	.77	55.	27.9	D	22.3	11.5
13	4	1916.	0.	0.	5548.	0.	0.	5548.	8000.	0.	0.	0.	.69	55.	25.2	C	22.3	11.5
14	4	1304.	536.	0.	6084.	536.	0.	6084.	8000.	0.	0.	0.	.76	55.	27.7	D	22.3	11.5
15	4	3000.	0.	6084.	6084.	0.	6084.	6084.	6600.	0.	0.	0.	.92	55.	27.7	D	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.92		LOWEST LOS = D		AVG = 56.		21.4		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	122. VEH-HRS	154. PASS-HRS	1022. VEH-HRS	1288. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	122. VEH-HRS	154. PASS-HRS	1022. VEH-HRS	1288. PASS-HRS
TOTAL TRAV DISTANCE =	6833. VEH-MI.	8610. PASS-MI.	57292. VEH-MI.	72187. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	21. VPMPL		20. VPMPL	
TOTAL FUEL =	312. GALLONS		2613. GALLONS	
TOTAL EMISSIONS =	80. KILOGRAMS		672. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3152.	0.	3152.	3152.	0.	3152.	8000.	0.	0.	0.	.39	60.	13.1	B	20.4	12.6
2	4	1887.	0.	868.	3152.	0.	868.	3152.	8000.	0.	0.	0.	.39	60.	13.1	B	20.4	12.6
3	3	4825.	0.	0.	2284.	0.	0.	2284.	6000.	0.	0.	0.	.38	60.	12.7	B	21.1	12.4
4	4	1045.	200.	0.	2484.	200.	0.	2484.	8000.	0.	0.	0.	.31	60.	10.4	A	20.4	12.6
5	3	1555.	0.	0.	2484.	0.	0.	2484.	6000.	0.	0.	0.	.41	60.	13.8	B	20.4	12.6
6	5	800.	2624.	0.	5108.	2624.	0.	5108.	10000.	0.	0.	0.	.51	55.	18.6	C	22.6	11.5
7	4	160.	0.	0.	5108.	0.	0.	5108.	8000.	0.	0.	0.	.64	55.	23.2	C	22.6	11.5
8	4	1730.	180.	0.	5288.	180.	0.	5288.	8000.	0.	0.	0.	.66	55.	24.0	C	22.3	11.5
9	5	2900.	792.	0.	6080.	792.	0.	6080.	9972.	28.	0.	0.	.61	55.	22.1	C	22.3	11.5
10	4	2150.	0.	0.	6080.	0.	0.	6080.	7972.	28.	0.	0.	.76	55.	27.6	D	22.3	11.5
11	4	1380.	320.	300.	6400.	320.	300.	6400.	7993.	7.	0.	0.	.80	55.	29.1	D	22.3	11.5
12	4	3550.	0.	648.	6100.	0.	648.	6100.	8000.	0.	0.	0.	.76	55.	27.7	D	22.3	11.5
13	4	1916.	0.	0.	5452.	0.	0.	5452.	8000.	0.	0.	0.	.68	55.	24.8	C	22.3	11.5
14	4	1304.	556.	0.	6008.	556.	0.	6008.	8000.	0.	0.	0.	.75	55.	27.3	D	22.3	11.5
15	4	3000.	0.	6008.	6008.	0.	6008.	6008.	6600.	0.	0.	0.	.91	55.	27.3	D	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.91		LOWEST LOS = D		AVG = 56.		20.9		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	119. VEH-HRS	151. PASS-HRS	1142. VEH-HRS	1439. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	119. VEH-HRS	151. PASS-HRS	1142. VEH-HRS	1439. PASS-HRS
TOTAL TRAV DISTANCE =	6689. VEH-MI.	8429. PASS-MI.	63981. VEH-MI.	80616. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	21. VPMPL		20. VPMPL	
TOTAL FUEL =	305. GALLONS		2918. GALLONS	
TOTAL EMISSIONS =	78. KILOGRAMS		750. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3316.	0.	3316.	3316.	0.	3316.	8000.	0.	0.	0.	.41	60.	13.8	B	20.4	12.6
2	4	1887.	0.	868.	3316.	0.	868.	3316.	8000.	0.	0.	0.	.41	60.	13.8	B	20.4	12.6
3	3	4825.	0.	0.	2448.	0.	0.	2448.	6000.	0.	0.	0.	.41	60.	13.6	B	21.1	12.4
4	4	1045.	264.	0.	2712.	264.	0.	2712.	8000.	0.	0.	0.	.34	60.	11.3	B	20.4	12.6
5	3	1555.	0.	0.	2712.	0.	0.	2712.	6000.	0.	0.	0.	.45	60.	15.1	B	20.4	12.6
6	5	800.	2700.	0.	5412.	2700.	0.	5412.	10000.	0.	0.	0.	.54	55.	19.7	C	22.6	11.5
7	4	160.	0.	0.	5412.	0.	0.	5412.	8000.	0.	0.	0.	.68	55.	24.6	C	22.6	11.5
8	4	1730.	264.	0.	5676.	264.	0.	5676.	8000.	0.	0.	0.	.71	55.	25.8	C	22.3	11.5
9	5	2900.	668.	0.	6344.	668.	0.	6344.	9978.	22.	0.	0.	.64	55.	23.1	C	22.3	11.5
10	4	2150.	0.	0.	6344.	0.	0.	6344.	7978.	22.	0.	0.	.80	55.	28.8	D	22.3	11.5
11	4	1380.	292.	292.	6636.	292.	292.	6636.	7994.	6.	0.	0.	.83	55.	30.2	D	22.3	11.5
12	4	3550.	0.	644.	6344.	0.	644.	6344.	8000.	0.	0.	0.	.79	55.	28.8	D	22.3	11.5
13	4	1916.	0.	0.	5700.	0.	0.	5700.	8000.	0.	0.	0.	.71	55.	25.9	C	22.3	11.5
14	4	1304.	536.	0.	6236.	536.	0.	6236.	8000.	0.	0.	0.	.78	55.	28.3	D	22.3	11.5
15	4	3000.	0.	6236.	6236.	0.	6236.	6236.	6600.	0.	0.	0.	.94	55.	28.3	D	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.94		LOWEST LOS = D		AVG = 56.		22.0		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	125. VEH-HRS	158. PASS-HRS	1267. VEH-HRS	1597. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	125. VEH-HRS	158. PASS-HRS	1267. VEH-HRS	1597. PASS-HRS
TOTAL TRAV DISTANCE =	7019. VEH-MI.	8844. PASS-MI.	71000. VEH-MI.	89460. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	22. VPMPL		20. VPMPL	
TOTAL FUEL =	320. GALLONS		3238. GALLONS	
TOTAL EMISSIONS =	82. KILOGRAMS		832. KILOGRAMS	

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** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3336.	0.	3336.	3336.	0.	3336.	8000.	0.	0.	0.	.42	60.	13.9	B	20.4	12.6
2	4	1887.	0.	868.	3336.	0.	868.	3336.	8000.	0.	0.	0.	.42	60.	13.9	B	20.4	12.6
3	3	4825.	0.	0.	2468.	0.	0.	2468.	6000.	0.	0.	0.	.41	60.	13.7	B	21.1	12.4
4	4	1045.	208.	0.	2676.	208.	0.	2676.	8000.	0.	0.	0.	.33	60.	11.2	B	20.4	12.6
5	3	1555.	0.	0.	2676.	0.	0.	2676.	6000.	0.	0.	0.	.45	60.	14.9	B	20.4	12.6
6	5	800.	2600.	0.	5276.	2600.	0.	5276.	10000.	0.	0.	0.	.53	55.	19.2	C	22.6	11.5
7	4	160.	0.	0.	5276.	0.	0.	5276.	8000.	0.	0.	0.	.66	55.	24.0	C	22.6	11.5
8	4	1730.	236.	0.	5512.	236.	0.	5512.	8000.	0.	0.	0.	.69	55.	25.1	C	22.3	11.5
9	5	2900.	576.	0.	6088.	576.	0.	6088.	9978.	22.	0.	0.	.61	55.	22.1	C	22.3	11.5
10	4	2150.	0.	0.	6088.	0.	0.	6088.	7978.	22.	0.	0.	.76	55.	27.7	D	22.3	11.5
11	4	1380.	288.	296.	6376.	288.	296.	6376.	7994.	6.	0.	0.	.80	55.	29.0	D	22.3	11.5
12	4	3550.	0.	624.	6080.	0.	624.	6080.	8000.	0.	0.	0.	.76	55.	27.6	D	22.3	11.5
13	4	1916.	0.	0.	5456.	0.	0.	5456.	8000.	0.	0.	0.	.68	55.	24.8	C	22.3	11.5
14	4	1304.	520.	0.	5976.	520.	0.	5976.	8000.	0.	0.	0.	.75	55.	27.2	D	22.3	11.5
15	4	3000.	0.	5976.	5976.	0.	5976.	5976.	6600.	0.	0.	0.	.91	55.	27.2	D	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.91		LOWEST LOS = D		AVG = 56.		21.3		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	121. VEH-HRS	153. PASS-HRS	1389. VEH-HRS	1750. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	121. VEH-HRS	153. PASS-HRS	1389. VEH-HRS	1750. PASS-HRS
TOTAL TRAV DISTANCE =	6806. VEH-MI.	8575. PASS-MI.	77806. VEH-MI.	98035. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	21. VPMPL		20. VPMPL	
TOTAL FUEL =	310. GALLONS		3549. GALLONS	
TOTAL EMISSIONS =	80. KILOGRAMS		912. KILOGRAMS	

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** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3176.	0.	3176.	3176.	0.	3176.	8000.	0.	0.	0.	.40	60.	13.2	B	20.4	12.6
2	4	1887.	0.	772.	3176.	0.	772.	3176.	8000.	0.	0.	0.	.40	60.	13.2	B	20.4	12.6
3	3	4825.	0.	0.	2404.	0.	0.	2404.	6000.	0.	0.	0.	.40	60.	13.4	B	21.1	12.4
4	4	1045.	240.	0.	2644.	240.	0.	2644.	8000.	0.	0.	0.	.33	60.	11.0	B	20.4	12.6
5	3	1555.	0.	0.	2644.	0.	0.	2644.	6000.	0.	0.	0.	.44	60.	14.7	B	20.4	12.6
6	5	800.	2904.	0.	5548.	2904.	0.	5548.	10000.	0.	0.	0.	.55	55.	20.2	C	22.6	11.5
7	4	160.	0.	0.	5548.	0.	0.	5548.	8000.	0.	0.	0.	.69	55.	25.2	C	22.6	11.5
8	4	1730.	184.	0.	5732.	184.	0.	5732.	8000.	0.	0.	0.	.72	55.	26.1	D	22.3	11.5
9	5	2900.	604.	0.	6336.	604.	0.	6336.	9981.	19.	0.	0.	.63	55.	23.0	C	22.3	11.5
10	4	2150.	0.	0.	6336.	0.	0.	6336.	7981.	19.	0.	0.	.79	55.	28.8	D	22.3	11.5
11	4	1380.	256.	284.	6592.	256.	284.	6592.	7995.	5.	0.	0.	.82	55.	30.0	D	22.3	11.5
12	4	3550.	0.	548.	6308.	0.	548.	6308.	8000.	0.	0.	0.	.79	55.	28.7	D	22.3	11.5
13	4	1916.	0.	0.	5760.	0.	0.	5760.	8000.	0.	0.	0.	.72	55.	26.2	D	22.3	11.5
14	4	1304.	460.	0.	6220.	460.	0.	6220.	8000.	0.	0.	0.	.78	55.	28.3	D	22.3	11.5
15	4	3000.	0.	6220.	6220.	0.	6220.	6220.	6600.	0.	0.	0.	.94	55.	28.3	D	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.94		LOWEST LOS = D		AVG = 56.		21.8		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	125. VEH-HRS	157. PASS-HRS	1513. VEH-HRS	1907. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	125. VEH-HRS	157. PASS-HRS	1513. VEH-HRS	1907. PASS-HRS
TOTAL TRAV DISTANCE =	6977. VEH-MI.	8791. PASS-MI.	84783. VEH-MI.	106826. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	22. VPMPL		20. VPMPL	
TOTAL FUEL =	318. GALLONS		3867. GALLONS	
TOTAL EMISSIONS =	82. KILOGRAMS		994. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3240.	0.	3240.	3240.	0.	3240.	8000.	0.	0.	0.	.41	60.	13.5	B	20.4	12.6
2	4	1887.	0.	736.	3240.	0.	736.	3240.	8000.	0.	0.	0.	.41	60.	13.5	B	20.4	12.6
3	3	4825.	0.	0.	2504.	0.	0.	2504.	6000.	0.	0.	0.	.42	60.	13.9	B	21.1	12.4
4	4	1045.	264.	0.	2768.	264.	0.	2768.	8000.	0.	0.	0.	.35	60.	11.5	B	20.4	12.6
5	3	1555.	0.	0.	2768.	0.	0.	2768.	6000.	0.	0.	0.	.46	60.	15.4	B	20.4	12.6
6	5	800.	2568.	0.	5336.	2568.	0.	5336.	10000.	0.	0.	0.	.53	55.	19.4	C	22.6	11.5
7	4	160.	0.	0.	5336.	0.	0.	5336.	8000.	0.	0.	0.	.67	55.	24.3	C	22.6	11.5
8	4	1730.	212.	0.	5548.	212.	0.	5548.	8000.	0.	0.	0.	.69	55.	25.2	C	22.3	11.5
9	5	2900.	744.	0.	6292.	744.	0.	6292.	9978.	22.	0.	0.	.63	55.	22.9	C	22.3	11.5
10	4	2150.	0.	0.	6292.	0.	0.	6292.	7978.	22.	0.	0.	.79	55.	28.6	D	22.3	11.5
11	4	1380.	288.	236.	6580.	288.	236.	6580.	7994.	6.	0.	0.	.82	55.	29.9	D	22.3	11.5
12	4	3550.	0.	532.	6344.	0.	532.	6344.	8000.	0.	0.	0.	.79	55.	28.8	D	22.3	11.5
13	4	1916.	0.	0.	5812.	0.	0.	5812.	8000.	0.	0.	0.	.73	55.	26.4	D	22.3	11.5
14	4	1304.	484.	0.	6296.	484.	0.	6296.	8000.	0.	0.	0.	.79	55.	28.6	D	22.3	11.5
15	4	3000.	0.	6296.	6296.	0.	6296.	6296.	6600.	0.	0.	0.	.95	55.	28.6	D	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.95		LOWEST LOS = D		AVG = 56.		22.0		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	125. VEH-HRS	158. PASS-HRS	1639. VEH-HRS	2065. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	125. VEH-HRS	158. PASS-HRS	1639. VEH-HRS	2065. PASS-HRS
TOTAL TRAV DISTANCE =	7017. VEH-MI.	8842. PASS-MI.	91800. VEH-MI.	115668. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	22. VPMPL		21. VPMPL	
TOTAL FUEL =	320. GALLONS		4187. GALLONS	
TOTAL EMISSIONS =	82. KILOGRAMS		1076. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3304.	0.	3304.	3304.	0.	3304.	8000.	0.	0.	0.	.41	60.	13.8	B	20.4	12.6
2	4	1887.	0.	684.	3304.	0.	684.	3304.	8000.	0.	0.	0.	.41	60.	13.8	B	20.4	12.6
3	3	4825.	0.	0.	2620.	0.	0.	2620.	6000.	0.	0.	0.	.44	60.	14.6	B	21.1	12.4
4	4	1045.	228.	0.	2848.	228.	0.	2848.	8000.	0.	0.	0.	.36	60.	11.9	B	20.4	12.6
5	3	1555.	0.	0.	2848.	0.	0.	2848.	6000.	0.	0.	0.	.47	60.	15.8	B	20.4	12.6
6	5	800.	2372.	0.	5220.	2372.	0.	5220.	10000.	0.	0.	0.	.52	55.	19.0	C	22.6	11.5
7	4	160.	0.	0.	5220.	0.	0.	5220.	8000.	0.	0.	0.	.65	55.	23.7	C	22.6	11.5
8	4	1730.	280.	0.	5500.	280.	0.	5500.	8000.	0.	0.	0.	.69	55.	25.0	C	22.3	11.5
9	5	2900.	612.	0.	6112.	612.	0.	6112.	9981.	19.	0.	0.	.61	55.	22.2	C	22.3	11.5
10	4	2150.	0.	0.	6112.	0.	0.	6112.	7981.	19.	0.	0.	.77	55.	27.8	D	22.3	11.5
11	4	1380.	240.	252.	6352.	240.	252.	6352.	7995.	5.	0.	0.	.79	55.	28.9	D	22.3	11.5
12	4	3550.	0.	588.	6100.	0.	588.	6100.	8000.	0.	0.	0.	.76	55.	27.7	D	22.3	11.5
13	4	1916.	0.	0.	5512.	0.	0.	5512.	8000.	0.	0.	0.	.69	55.	25.1	C	22.3	11.5
14	4	1304.	480.	0.	5992.	480.	0.	5992.	8000.	0.	0.	0.	.75	55.	27.2	D	22.3	11.5
15	4	3000.	0.	5992.	5992.	0.	5992.	5992.	6600.	0.	0.	0.	.91	55.	27.2	D	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 0.91	LOWEST LOS = D		AVG = 56.		21.5		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	123. VEH-HRS	154. PASS-HRS	1761. VEH-HRS	2219. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	123. VEH-HRS	154. PASS-HRS	1761. VEH-HRS	2219. PASS-HRS
TOTAL TRAV DISTANCE =	6868. VEH-MI.	8654. PASS-MI.	98668. VEH-MI.	124321. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	22. VPMPL		21. VPMPL	
TOTAL FUEL =	313. GALLONS		4500. GALLONS	
TOTAL EMISSIONS =	81. KILOGRAMS		1156. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.03	4.76	6.05
2	0.00	2.38	3.11	4.40
3	0.00	1.88	2.62	3.90
4	0.00	1.69	2.42	3.70
5	0.00	1.33	2.06	3.35
6	0.00	0.29	1.02	2.30
7	0.00	0.00	0.00	0.89
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3472.	0.	3472.	3472.	0.	3472.	8000.	0.	0.	0.	.43	60.	14.5	B	20.4	12.6
2	4	1887.	0.	720.	3472.	0.	720.	3472.	8000.	0.	0.	0.	.43	60.	14.5	B	20.4	12.6
3	3	4825.	0.	0.	2752.	0.	0.	2752.	6000.	0.	0.	0.	.46	60.	15.3	B	21.1	12.4
4	4	1045.	232.	0.	2984.	232.	0.	2984.	8000.	0.	0.	0.	.37	60.	12.4	B	20.4	12.6
5	3	1555.	0.	0.	2984.	0.	0.	2984.	6000.	0.	0.	0.	.50	60.	16.6	B	20.4	12.6
6	5	800.	2312.	0.	5296.	2312.	0.	5296.	10000.	0.	0.	0.	.53	55.	19.3	C	22.6	11.5
7	4	160.	0.	0.	5296.	0.	0.	5296.	8000.	0.	0.	0.	.66	55.	24.1	C	22.6	11.5
8	4	1730.	336.	0.	5632.	336.	0.	5632.	8000.	0.	0.	0.	.70	55.	25.6	C	22.3	11.5
9	5	2900.	604.	0.	6236.	604.	0.	6236.	9978.	22.	0.	0.	.62	55.	22.7	C	22.3	11.5
10	4	2150.	0.	0.	6236.	0.	0.	6236.	7978.	22.	0.	0.	.78	55.	28.3	D	22.3	11.5
11	4	1380.	236.	288.	6472.	236.	288.	6472.	7994.	6.	0.	0.	.81	55.	29.4	D	22.3	11.5
12	4	3550.	0.	592.	6184.	0.	592.	6184.	8000.	0.	0.	0.	.77	55.	28.1	D	22.3	11.5
13	4	1916.	0.	0.	5592.	0.	0.	5592.	8000.	0.	0.	0.	.70	55.	25.4	C	22.3	11.5
14	4	1304.	500.	0.	6092.	500.	0.	6092.	8000.	0.	0.	0.	.76	55.	27.7	D	22.3	11.5
15	4	3000.	0.	6092.	6092.	0.	6092.	6092.	6600.	0.	0.	0.	.92	55.	27.7	D	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.92		LOWEST LOS = D			AVG = 56.	22.1		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	126. VEH-HRS	158. PASS-HRS	1887. VEH-HRS	2377. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	126. VEH-HRS	158. PASS-HRS	1887. VEH-HRS	2377. PASS-HRS
TOTAL TRAV DISTANCE =	7039. VEH-MI.	8870. PASS-MI.	105707. VEH-MI.	133191. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	22. VPMPL		21. VPMPL	
TOTAL FUEL =	321. GALLONS		4822. GALLONS	
TOTAL EMISSIONS =	83. KILOGRAMS		1239. KILOGRAMS	

FREEWAY SUMMARY TABLE
SIMULATION BEFORE CONTROL

TIME SLICE	FREEWAY TRAVEL TIME VEH-HR	FREEWAY TRAVEL TIME PAS-HR	RAMP DELAY VEH-HR	RAMP DELAY PAS-HR	TOTAL FREEWAY TRAVEL TIME VEH-HR	TOTAL FREEWAY TRAVEL TIME PAS-HR	TOTAL TRAVEL DISTANCE VEH-MI	TOTAL TRAVEL DISTANCE PAS-MI	AVERAGE SPEED MPH	GASOLINE CONSUMED GALLONS	HYDROCARB EMISSIONS KILOGRAMS	CARBON MONOXIDE KILOGRAMS	NITROUS OXIDES KILOGRAMS	BEGIN TIME
1	100.	125.	0.	0.	100.	125.	5589.	7042.	56.2	255.	5.	56.	4.	15:00
2	108.	136.	0.	0.	108.	136.	6045.	7616.	56.1	276.	5.	61.	5.	15:15
3	108.	136.	0.	0.	108.	136.	6062.	7638.	56.1	277.	5.	61.	5.	15:30
4	112.	142.	0.	0.	112.	142.	6311.	7952.	56.1	288.	6.	64.	5.	15:45
5	106.	134.	0.	0.	106.	134.	5958.	7507.	56.0	272.	5.	60.	5.	16:00
6	116.	146.	0.	0.	116.	146.	6465.	8146.	56.0	295.	6.	65.	5.	16:15
7	124.	156.	0.	0.	124.	156.	6947.	8753.	56.0	316.	6.	70.	5.	16:30
8	127.	159.	0.	0.	127.	159.	7082.	8923.	56.0	323.	6.	71.	5.	16:45
9	122.	154.	0.	0.	122.	154.	6833.	8610.	56.0	312.	6.	69.	5.	17:00
10	119.	151.	0.	0.	119.	151.	6689.	8429.	56.0	305.	6.	67.	5.	17:15
11	125.	158.	0.	0.	125.	158.	7019.	8844.	56.0	320.	6.	71.	5.	17:30
12	121.	153.	0.	0.	121.	153.	6806.	8575.	56.0	310.	6.	68.	5.	17:45
13	125.	157.	0.	0.	125.	157.	6977.	8791.	56.0	318.	6.	70.	5.	18:00
14	125.	158.	0.	0.	125.	158.	7017.	8842.	56.0	320.	6.	71.	5.	18:15
15	123.	154.	0.	0.	123.	154.	6868.	8654.	56.1	313.	6.	69.	5.	18:30
16	126.	158.	0.	0.	126.	158.	7039.	8870.	56.1	321.	6.	71.	5.	18:45
TOTAL	1887.	2377.	0.	0.	1887.	2377.	105707.	133191.	56.0	4822.	94.	1063.	81.	

CONTOUR DIAGRAM OF
QUEUE LENGTH
BEFORE ENTRY CONTROL

```
TIME                                                                                                  BEGIN
SLICE ..................................................................................................  TIME
      .                                                                                              .
    1 .                                                                                              . - 15:00
    2 .                                                                                              . - 15:15
    3 .                                                                                              . - 15:30
    4 .                                                                                              . - 15:45
    5 .                                                                                              . - 16:00
    6 .                                                                                              . - 16:15
    7 .                                                                                              . - 16:30
    8 .                                                                                              . - 16:45
    9 .                                                                                              . - 17:00
   10 .                                                                                              . - 17:15
   11 .                                                                                              . - 17:30
   12 .                                                                                              . - 17:45
   13 .                                                                                              . - 18:00
   14 .                                                                                              . - 18:15
   15 .                                                                                              . - 18:30
   16 .                                                                                              . - 18:45
      .                                                                                              .
      ..................................................................................................
       :      :     :             :  :    :  ::     :         :      :    :           :     :   :
       01     02    03            04 05   06  08    09        10     11   12          13    14  15
```

BLANK DENOTES MOVING TRAFFIC. ASTERISK DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION.
M DENOTES QUEUED VEHICLES DUE TO MERGING. B DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION AND MERGING. (WHEN BOTH QUEUES EXIST, LENGTH OF DISPLAY REPRESENTS MAINLINE CONGESTION.)

CONTOUR DIAGRAM OF
VOLUME/CAPACITY RATIO
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ..............................................................................................................   TIME
      .                                                                                                            .
    1 .333333333333344444444444444433344444444555555544444444445555555666665555555555555555555557777777777. - 15:00
    2 .333333333333344444444444444433344444444666666655555555556666666666666666666666666555555666677777777777. - 15:15
    3 .333333333333333333333333333333444444444666666655555555556666666666666666666666666666666666688888888888. - 15:30
    4 .333333333333344444444444444433344444444666666655555555556666666677777666666666666666666666668888888888. - 15:45
    5 .333333333333333333333333333322233333444555555555555555556666666666666666666666666666666666688888888888. - 16:00
    6 .333333333333333333333333333322233333555666666655555555557777777777777777777777777666666777788888888888. - 16:15
    7 .333333333333333333333333333333444444555677777766666666667777777888887777777777777777777777779999999999. - 16:30
    8 .444444444444433333333333333333444444555777777766666666668888888888888888888888888777777777779999999999. - 16:45
    9 .444444444444444444444444444433344444555666666666666666667777777888887777777777777666666777799999999999. - 17:00
   10 .333333333333333333333333333333444444555666666666666666667777777888887777777777777666666777799999999999. - 17:15
   11 .444444444444444444444444444433344444555677777766666666667777777888887777777777777777777777779999999999. - 17:30
   12 .444444444444444444444444444433344444555666666666666666667777777777777777777777777666666777799999999999. - 17:45
   13 .333333333333344444444444444433344444555677777766666666667777777888887777777777777777777777779999999999. - 18:00
   14 .444444444444444444444444444433344444555666666666666666667777777888887777777777777777777777779999999999. - 18:15
   15 .444444444444444444444444444433344444555666666666666666667777777777777777777777777666666777799999999999. - 18:30
   16 .444444444444444444444444444433344444555677777766666666667777777888887777777777777666666777799999999999. - 18:45
      .                                                                                                            .
      ..............................................................................................................
       :      :     :              :  :    :  ::     :         :      :    :           :     :   :
       01     02    03             04 05   06  08    09        10     11   12          13    14  15
```

THE DIGIT LEVELS DENOTE V/C IN VALUES FROM 0 TO 10 (CORRESPONDING TO 0.0 TO 1.0). THE ASTERISK DENOTES SATURATION.

Existing Conditions
PM Peak Period

```
FFFFFFFFFF RRRRRRRRR  EEEEEEEEEE     QQQQQQQ         1111      222222     PPPPPPPPP     EEEEEEEEEE
FFFFFFFFFF RRRRRRRRRR EEEEEEEEEE   Q*A.D.MAY*Q     111111     222  222    PPPPPPPPPP    EEEEEEEEEE
FFF        RRR    RRR EEE         QQQQQ    QQQQQ     1111    222    222   PPP    PPP    EEE
FFF        RRR    RRR EEE        QQQQ        QQQQ    1111           222   PPP    PPP    EEE
FFFFFFF    RRRRRRRRRR EEEEEEE    QQQQ        QQQQ    1111          222    PPPPPPPPPP    EEEEEEE
FFFFFFF    RRRRRRRRR  EEEEEEE    QQQQ        QQQQ    1111        2222     PPPPPPPPP     EEEEEEE
FFF        RRR RRR    EEE        QQQQ    QQQ QQQQ    1111      2222       PPP           EEE
FFF        RRR  RRR   EEE         Q*UC*    QQQQQ     1111     222         PPP           EEE
FFF        RRR   RRR  EEEEEEEEEE   Q*REGENTS*QQ      1111    222          PPP           EEEEEEEEEE
FFF        RRR    RRR EEEEEEEEEE     Q*1999*Q QQQ  11111111  2222222222   PPP           EEEEEEEEEE
```

FREQ12PE 880 NB Existing PM ver 5

1. THIS IS A SIMULATION ONLY EXECUTION.

2. THERE ARE 4.0 TIME SLICES PER HOUR.

3. WEAVING ANALYSIS IS ENGAGED WITH FACTOR = 0.5

4. NO ALTERNATE ROUTE IS PROVIDED.

5. SPEED FLOW DATA IS SUPPLIED BY THE PROGRAM. DEFAULT FREE-FLOW SPEED = 55
   LOWER LIMB (AT V/C=1) = 30

6. FUEL DATA ARE SUPPLIED BY THE PROGRAM.

7. EMISSION RATES SELECTED FROM PROGRAM TABLES: EMFAC2002 2005 - 75 DEGREES F.

FREEWAY AND ARTERIAL DESIGN FEATURES

SUB SEC	NO. LNS	SSEC CAP	SSEC LENGTH	DESIGN SPEED	ORG DES	TRK FAC	SSEC GRAD	PCT TRK	PCT DES TRUCKS	SPECIAL RAMP	FF.SPD. ALT.RTE	CAP. ALT.RTE	ART TYPE	GRADE ALT.RTE	SUBSECTION LOCATION
1	4	8000.	10000.	55	O	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Dummy Link
2	4	7800.	1500.	55	D	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Mainline to 23rd off
3	4	7800.	1118.	55		0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	23rd off to 23rd on diag
4	4	7800.	345.	55	O	0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	23rd on diag to 23rd loo
5	4	7800.	5130.	55	OD	0.99	0.0	13	0	NO	0.0	0.	GOOD	0.0	23rd on loop to 5th off
6	4	7800.	3655.	55	D	0.99	0.0	13	0	NO	0.0	0.	GOOD	0.0	5th off to Oak off
7	4	7800.	1280.	55	D	0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Oak off to Broadway off
8	4	7800.	1570.	55		0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Broadway off to Jacks on
9	5	9000.	1515.	55	OD	0.99	0.0	13	0	YES	0.0	0.	GOOD	0.0	Jacks on to 980 off
10	4	7800.	1190.	55	D	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	980 off to Market off
11	4	7800.	230.	60		0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Market Off to Merge
12	3	5850.	4755.	60		0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Merge to Union on
13	4	8000.	1275.	60	O	0.99	0.0	15	0	YES	0.0	0.	GOOD	0.0	R10 - Union On to ML End
14	4	8000.	2640.	60	D	1.00	0.0	0	0	NO	0.0	0.	GOOD	0.0	Dummy end

ON-RAMP CAPACITY LIMITS

1	2	3	4	5
8000.	1500.	1500.	1900.	1500.

OFF-RAMP CAPACITY LIMITS

1	2	3	4	5	6	7
1500.	1500.	1500.	1500.	3800.	1500.	8000.

ON-RAMP 1 IS THE MAINLINE ORIGIN
OFF-RAMP 7 IS THE MAINLINE DESTINATION

TIME SLICE 1 OF 16

ON-RAMP LOCATIONS
1 4 5 9 13

OFF-RAMP LOCATIONS
2 5 6 7 9 10 14

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1653. 250. 137. 388. 59.

ORIGINAL OUTPUT COUNTS--
156. 67. 121. 149. 893. 73. 966.

TOTAL ORIGINAL INPUT = 2487. TOTAL ORIGINAL OUTPUT= 2425.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.03
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 2 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1628. 202. 135. 364. 61.

ORIGINAL OUTPUT COUNTS--
169. 67. 134. 171. 839. 87. 925.

TOTAL ORIGINAL INPUT = 2390. TOTAL ORIGINAL OUTPUT= 2392.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 3 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1687. 213. 150. 344. 63.

ORIGINAL OUTPUT COUNTS--
145. 68. 157. 163. 919. 86. 921.

TOTAL ORIGINAL INPUT = 2457. TOTAL ORIGINAL OUTPUT= 2459.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 4 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1706. 173. 124. 318. 69.

ORIGINAL OUTPUT COUNTS--
173. 67. 160. 153. 931. 88. 903.

TOTAL ORIGINAL INPUT = 2390. TOTAL ORIGINAL OUTPUT= 2475.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.97
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 5 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1637. 187. 125. 419. 67.

ORIGINAL OUTPUT COUNTS--
164. 71. 133. 177. 942. 88. 908.

TOTAL ORIGINAL INPUT = 2435. TOTAL ORIGINAL OUTPUT= 2483.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.98
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 6 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1613. 183. 127. 418. 67.

ORIGINAL OUTPUT COUNTS--
140. 78. 133. 175. 891. 88. 869.

TOTAL ORIGINAL INPUT = 2408. TOTAL ORIGINAL OUTPUT= 2374.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 7 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1652. 192. 120. 412. 67.

ORIGINAL OUTPUT COUNTS--
183. 62. 133. 169. 832. 88. 898.

TOTAL ORIGINAL INPUT = 2443. TOTAL ORIGINAL OUTPUT= 2365.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.03
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 8 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1701. 172. 135. 415. 67.

ORIGINAL OUTPUT COUNTS--
193. 74. 133. 172. 805. 88. 860.

TOTAL ORIGINAL INPUT = 2490. TOTAL ORIGINAL OUTPUT= 2325.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.07
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 9 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1646. 211. 135. 473. 73.

ORIGINAL OUTPUT COUNTS--
225. 67. 142. 184. 897. 103. 857.

TOTAL ORIGINAL INPUT = 2538. TOTAL ORIGINAL OUTPUT= 2475.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.03
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 10 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1747. 185. 131. 430. 94.

ORIGINAL OUTPUT COUNTS--
209. 85. 141. 236. 909. 103. 870.

TOTAL ORIGINAL INPUT = 2587. TOTAL ORIGINAL OUTPUT= 2553.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 11 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1551. 177. 139. 397. 72.

ORIGINAL OUTPUT COUNTS--
173. 88. 141. 209. 823. 103. 776.

TOTAL ORIGINAL INPUT = 2336. TOTAL ORIGINAL OUTPUT= 2313.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 12 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1553. 180. 139. 377. 60.

ORIGINAL OUTPUT COUNTS--
177. 73. 141. 201. 774. 103. 734.

TOTAL ORIGINAL INPUT = 2309. TOTAL ORIGINAL OUTPUT= 2203.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.05
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 13 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1515. 161. 112. 383. 53.

ORIGINAL OUTPUT COUNTS--
162. 83. 108. 145. 778. 78. 741.

TOTAL ORIGINAL INPUT = 2224. TOTAL ORIGINAL OUTPUT= 2095.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.06
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 14 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1412. 163. 109. 366. 53.

ORIGINAL OUTPUT COUNTS--
178. 81. 108. 140. 808. 80. 714.

TOTAL ORIGINAL INPUT = 2103. TOTAL ORIGINAL OUTPUT= 2109.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 15 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1400. 142. 89. 358. 53.

ORIGINAL OUTPUT COUNTS--
142. 68. 108. 150. 746. 67. 716.

TOTAL ORIGINAL INPUT = 2042. TOTAL ORIGINAL OUTPUT= 1997.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 16 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1433. 138. 100. 321. 53.

ORIGINAL OUTPUT COUNTS--
134. 66. 82. 149. 754. 61. 677.

TOTAL ORIGINAL INPUT = 2045. TOTAL ORIGINAL OUTPUT= 1923.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.06
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

***** INPUT HAS BEEN COMPLETED *****

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.80	4.58	4.85	5.49	5.73	7.42
2	0.00	1.20	1.98	2.24	2.88	3.12	4.81
3	0.00	1.12	1.91	2.17	2.81	3.05	4.74
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6616.	0.	6616.	6616.	0.	6616.	8000.	0.	0.	0.	.83	55.	30.1	D	20.3	11.8
2	4	1500.	0.	640.	6616.	0.	640.	6616.	7800.	0.	0.	0.	.85	55.	30.1	D	20.3	11.8
3	4	1118.	0.	0.	5976.	0.	0.	5976.	7800.	0.	0.	0.	.77	55.	27.2	D	20.3	11.8
4	4	345.	1000.	0.	6976.	1000.	0.	6976.	7800.	0.	0.	0.	.89	55.	31.7	D	20.5	11.8
5	4	5130.	544.	276.	7520.	544.	276.	7520.	7800.	0.	0.	0.	.96	52.	36.3	E	21.4	11.5
6	4	3655.	0.	500.	7244.	0.	500.	7244.	7800.	0.	0.	0.	.93	53.	34.1	D	21.1	11.6
7	4	1280.	0.	608.	6744.	0.	608.	6744.	7800.	0.	0.	0.	.86	55.	30.7	D	20.5	11.8
8	4	1570.	0.	0.	6136.	0.	0.	6136.	7800.	0.	0.	0.	.79	55.	27.9	D	20.3	11.8
9	5	1515.	1552.	3664.	7688.	1552.	3664.	7688.	8154.	846.	0.	0.	.94	55.	28.0	D	20.8	11.7
10	4	1190.	0.	296.	4024.	0.	296.	4024.	7774.	26.	0.	0.	.52	55.	18.3	C	20.3	11.8
11	4	230.	0.	0.	3728.	0.	0.	3728.	7800.	0.	0.	0.	.48	60.	15.5	B	19.3	12.8
12	3	4755.	0.	0.	3728.	0.	0.	3728.	5850.	0.	0.	0.	.64	60.	20.7	C	19.3	12.8
13	4	1275.	236.	0.	3964.	236.	0.	3964.	8000.	0.	0.	0.	.50	60.	16.5	B	19.1	12.9
14	4	2640.	0.	3964.	3964.	0.	3964.	3964.	8000.	0.	0.	0.	.50	60.	16.5	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.96		LOWEST LOS = E		AVG = 55.		27.9	20.6	11.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	189. VEH-HRS	238. PASS-HRS	189. VEH-HRS	238. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	189. VEH-HRS	238. PASS-HRS	189. VEH-HRS	238. PASS-HRS
TOTAL TRAV DISTANCE =	10371. VEH-MI.	13067. PASS-MI.	10371. VEH-MI.	13067. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	28. VPMPL		28. VPMPL	
TOTAL FUEL =	503. GALLONS		503. GALLONS	
TOTAL EMISSIONS =	123. KILOGRAMS		123. KILOGRAMS	

```
**************************************************
**                                              **
**         FREEWAY TRAVEL TIME (MINUTES)        **
**                                              **
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```

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.77	4.53	4.79	5.43	5.67	7.36
2	0.00	1.16	1.92	2.18	2.82	3.07	4.75
3	0.00	1.09	1.85	2.11	2.75	2.99	4.68
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6512.	0.	6512.	6512.	0.	6512.	8000.	0.	0.	0.	.81	55.	29.6	D	20.3	11.8
2	4	1500.	0.	676.	6512.	0.	676.	6512.	7800.	0.	0.	0.	.83	55.	29.6	D	20.3	11.8
3	4	1118.	0.	0.	5836.	0.	0.	5836.	7800.	0.	0.	0.	.75	55.	26.5	D	20.3	11.8
4	4	345.	808.	0.	6644.	808.	0.	6644.	7800.	0.	0.	0.	.85	55.	30.2	D	20.5	11.8
5	4	5130.	540.	268.	7184.	540.	268.	7184.	7800.	0.	0.	0.	.92	53.	33.6	D	21.1	11.6
6	4	3655.	0.	536.	6916.	0.	536.	6916.	7800.	0.	0.	0.	.89	55.	31.4	D	20.8	11.7
7	4	1280.	0.	684.	6380.	0.	684.	6380.	7800.	0.	0.	0.	.82	55.	29.0	D	20.5	11.8
8	4	1570.	0.	0.	5696.	0.	0.	5696.	7800.	0.	0.	0.	.73	55.	25.9	C	20.3	11.8
9	5	1515.	1460.	3352.	7156.	1460.	3352.	7156.	8184.	816.	0.	0.	.87	55.	26.0	D	20.8	11.7
10	4	1190.	0.	348.	3804.	0.	348.	3804.	7768.	32.	0.	0.	.49	55.	17.3	B	20.3	11.8
11	4	230.	0.	0.	3456.	0.	0.	3456.	7800.	0.	0.	0.	.44	60.	14.4	B	19.3	12.8
12	3	4755.	0.	0.	3456.	0.	0.	3456.	5850.	0.	0.	0.	.59	60.	19.2	C	19.3	12.8
13	4	1275.	244.	0.	3700.	244.	0.	3700.	8000.	0.	0.	0.	.46	60.	15.4	B	19.1	12.9
14	4	2640.	0.	3700.	3700.	0.	3700.	3700.	8000.	0.	0.	0.	.46	60.	15.4	B	22.7	12.1
TOTAL		36203. =	6.9 MILES										MAX(V/C) = 0.92	LOWEST LOS = D		AVG = 55.	26.5	20.5	11.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	179. VEH-HRS	226. PASS-HRS	368. VEH-HRS	464. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	179. VEH-HRS	226. PASS-HRS	368. VEH-HRS	464. PASS-HRS
TOTAL TRAV DISTANCE =	9944. VEH-MI.	12530. PASS-MI.	20315. VEH-MI.	25597. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	27. VPMPL		27. VPMPL	
TOTAL FUEL =	485. GALLONS		988. GALLONS	
TOTAL EMISSIONS =	118. KILOGRAMS		241. KILOGRAMS	

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**         FREEWAY TRAVEL TIME (MINUTES)        **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.82	4.61	4.87	5.51	5.75	7.44
2	0.00	1.21	2.00	2.26	2.90	3.15	4.83
3	0.00	1.14	1.93	2.19	2.83	3.07	4.76
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6752.	0.	6752.	6752.	0.	6752.	8000.	0.	0.	0.	.84	55.	30.7	D	20.3	11.8
2	4	1500.	0.	580.	6752.	0.	580.	6752.	7800.	0.	0.	0.	.87	55.	30.7	D	20.3	11.8
3	4	1118.	0.	0.	6172.	0.	0.	6172.	7800.	0.	0.	0.	.79	55.	28.1	D	20.3	11.8
4	4	345.	856.	0.	7028.	856.	0.	7028.	7800.	0.	0.	0.	.90	54.	32.6	D	20.7	11.7
5	4	5130.	600.	272.	7628.	600.	272.	7628.	7800.	0.	0.	0.	.98	51.	37.3	E	21.5	11.4
6	4	3655.	0.	628.	7356.	0.	628.	7356.	7800.	0.	0.	0.	.94	53.	34.9	D	21.2	11.5
7	4	1280.	0.	652.	6728.	0.	652.	6728.	7800.	0.	0.	0.	.86	55.	30.6	D	20.5	11.8
8	4	1570.	0.	0.	6076.	0.	0.	6076.	7800.	0.	0.	0.	.78	55.	27.6	D	20.3	11.8
9	5	1515.	1376.	3676.	7452.	1376.	3676.	7452.	8268.	732.	0.	0.	.90	55.	27.1	D	20.8	11.7
10	4	1190.	0.	348.	3776.	0.	348.	3776.	7772.	28.	0.	0.	.49	55.	17.2	B	20.3	11.8
11	4	230.	0.	0.	3428.	0.	0.	3428.	7800.	0.	0.	0.	.44	60.	14.3	B	19.3	12.8
12	3	4755.	0.	0.	3428.	0.	0.	3428.	5850.	0.	0.	0.	.59	60.	19.0	C	19.3	12.8
13	4	1275.	252.	0.	3680.	252.	0.	3680.	8000.	0.	0.	0.	.46	60.	15.3	B	19.1	12.9
14	4	2640.	0.	3680.	3680.	0.	3680.	3680.	8000.	0.	0.	0.	.46	60.	15.3	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.98		LOWEST LOS = E	AVG = 55.	28.0		20.6	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	189. VEH-HRS	239. PASS-HRS	558. VEH-HRS	703. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	189. VEH-HRS	239. PASS-HRS	558. VEH-HRS	703. PASS-HRS
TOTAL TRAV DISTANCE =	10342. VEH-MI.	13031. PASS-MI.	30657. VEH-MI.	38628. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	28. VPMPL		27. VPMPL	
TOTAL FUEL =	501. GALLONS		1489. GALLONS	
TOTAL EMISSIONS =	122. KILOGRAMS		363. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.78	4.56	4.82	5.46	5.70	7.39
2	0.00	1.18	1.95	2.21	2.85	3.10	4.78
3	0.00	1.11	1.88	2.14	2.78	3.03	4.71
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6824.	0.	6824.	6824.	0.	6824.	8000.	0.	0.	0.	.85	55.	31.0	D	20.3	11.8
2	4	1500.	0.	668.	6824.	0.	668.	6824.	7800.	0.	0.	0.	.87	55.	31.0	D	20.3	11.8
3	4	1118.	0.	0.	6156.	0.	0.	6156.	7800.	0.	0.	0.	.79	55.	28.0	D	20.3	11.8
4	4	345.	696.	0.	6852.	696.	0.	6852.	7800.	0.	0.	0.	.88	55.	31.1	D	20.5	11.8
5	4	5130.	496.	256.	7348.	496.	256.	7348.	7800.	0.	0.	0.	.94	53.	34.8	D	21.2	11.5
6	4	3655.	0.	620.	7092.	0.	620.	7092.	7800.	0.	0.	0.	.91	54.	33.0	D	21.0	11.6
7	4	1280.	0.	592.	6472.	0.	592.	6472.	7800.	0.	0.	0.	.83	55.	29.4	D	20.5	11.8
8	4	1570.	0.	0.	5880.	0.	0.	5880.	7800.	0.	0.	0.	.75	55.	26.7	D	20.3	11.8
9	5	1515.	1272.	3596.	7152.	1272.	3596.	7152.	8334.	666.	0.	0.	.86	55.	26.0	D	20.8	11.7
10	4	1190.	0.	344.	3556.	0.	344.	3556.	7774.	26.	0.	0.	.46	55.	16.2	B	20.3	11.8
11	4	230.	0.	0.	3212.	0.	0.	3212.	7800.	0.	0.	0.	.41	60.	13.4	B	19.3	12.8
12	3	4755.	0.	0.	3212.	0.	0.	3212.	5850.	0.	0.	0.	.55	60.	17.8	B	19.3	12.8
13	4	1275.	276.	0.	3488.	276.	0.	3488.	8000.	0.	0.	0.	.44	60.	14.5	B	19.1	12.9
14	4	2640.	0.	3488.	3488.	0.	3488.	3488.	8000.	0.	0.	0.	.44	60.	14.5	B	22.7	12.1
TOTAL		36203. =	6.9 MILES							MAX(V/C) = 0.94	LOWEST LOS = D		AVG = 55.		27.1		20.6	11.9

	CURRENT TIME SLICE				CUMULATIVE VALUES			
FREEWAY TRAVEL TIME =	184.	VEH-HRS	231.	PASS-HRS	741.	VEH-HRS	934.	PASS-HRS
FREEWAY MERGE DELAY =	0.	VEH-HRS	0.	PASS-HRS	0.	VEH-HRS	0.	PASS-HRS
ON-RAMP MRG/CAP DELAY =	0.	VEH-HRS	0.	PASS-HRS	0.	VEH-HRS	0.	PASS-HRS
OFF-RAMP DELAY =	0.	VEH-HRS	0.	PASS-HRS	0.	VEH-HRS	0.	PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	184.	VEH-HRS	231.	PASS-HRS	741.	VEH-HRS	934.	PASS-HRS
TOTAL TRAV DISTANCE =	10113.	VEH-MI.	12743.	PASS-MI.	40770.	VEH-MI.	51371.	PASS-MI.
AVERAGE SYSTEM SPEED =	55.	MPH.			55.	MPH.		
AVERAGE DENSITY =	27.	VPMPL			27.	VPMPL		
TOTAL FUEL =	492.	GALLONS			1981.	GALLONS		
TOTAL EMISSIONS =	120.	KILOGRAMS			483.	KILOGRAMS		

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.77	4.52	4.79	5.42	5.67	7.36
2	0.00	1.16	1.92	2.18	2.82	3.06	4.75
3	0.00	1.09	1.84	2.11	2.75	2.99	4.68
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6544.	0.	6544.	6544.	0.	6544.	8000.	0.	0.	0.	.82	55.	29.7	D	20.3	11.8
2	4	1500.	0.	644.	6544.	0.	644.	6544.	7800.	0.	0.	0.	.84	55.	29.7	D	20.3	11.8
3	4	1118.	0.	0.	5900.	0.	0.	5900.	7800.	0.	0.	0.	.76	55.	26.8	D	20.3	11.8
4	4	345.	748.	0.	6648.	748.	0.	6648.	7800.	0.	0.	0.	.85	55.	30.2	D	20.5	11.8
5	4	5130.	500.	276.	7148.	500.	276.	7148.	7800.	0.	0.	0.	.92	54.	33.4	D	21.1	11.6
6	4	3655.	0.	524.	6872.	0.	524.	6872.	7800.	0.	0.	0.	.88	55.	31.2	D	20.8	11.7
7	4	1280.	0.	692.	6348.	0.	692.	6348.	7800.	0.	0.	0.	.81	55.	28.9	D	20.5	11.8
8	4	1570.	0.	0.	5656.	0.	0.	5656.	7800.	0.	0.	0.	.73	55.	25.7	C	20.3	11.8
9	5	1515.	1676.	3696.	7332.	1676.	3696.	7332.	8123.	877.	0.	0.	.90	55.	26.7	D	20.8	11.7
10	4	1190.	0.	348.	3636.	0.	348.	3636.	7765.	35.	0.	0.	.47	55.	16.5	B	20.3	11.8
11	4	230.	0.	0.	3288.	0.	0.	3288.	7800.	0.	0.	0.	.42	60.	13.7	B	19.3	12.8
12	3	4755.	0.	0.	3288.	0.	0.	3288.	5850.	0.	0.	0.	.56	60.	18.3	C	19.3	12.8
13	4	1275.	268.	0.	3556.	268.	0.	3556.	8000.	0.	0.	0.	.44	60.	14.8	B	19.1	12.9
14	4	2640.	0.	3556.	3556.	0.	3556.	3556.	8000.	0.	0.	0.	.44	60.	14.8	B	22.7	12.1
TOTAL		36203. =	6.9 MILES							MAX(V/C) = 0.92	LOWEST LOS = D		AVG = 55.		26.3		20.5	11.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	178. VEH-HRS	225. PASS-HRS	920. VEH-HRS	1159. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	178. VEH-HRS	225. PASS-HRS	920. VEH-HRS	1159. PASS-HRS
TOTAL TRAV DISTANCE =	9881. VEH-MI.	12450. PASS-MI.	50651. VEH-MI.	63821. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	26. VPMPL		27. VPMPL	
TOTAL FUEL =	482. GALLONS		2462. GALLONS	
TOTAL EMISSIONS =	118. KILOGRAMS		601. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.77	4.52	4.79	5.42	5.67	7.35
2	0.00	1.16	1.91	2.18	2.82	3.06	4.75
3	0.00	1.09	1.84	2.11	2.74	2.99	4.68
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6452.	0.	6452.	6452.	0.	6452.	8000.	0.	0.	0.	.81	55.	29.3	D	20.3	11.8
2	4	1500.	0.	568.	6452.	0.	568.	6452.	7800.	0.	0.	0.	.83	55.	29.3	D	20.3	11.8
3	4	1118.	0.	0.	5884.	0.	0.	5884.	7800.	0.	0.	0.	.75	55.	26.7	D	20.3	11.8
4	4	345.	728.	0.	6612.	728.	0.	6612.	7800.	0.	0.	0.	.85	55.	30.1	D	20.5	11.8
5	4	5130.	516.	316.	7128.	516.	316.	7128.	7800.	0.	0.	0.	.91	54.	33.2	D	21.0	11.6
6	4	3655.	0.	540.	6812.	0.	540.	6812.	7800.	0.	0.	0.	.87	55.	31.0	D	20.8	11.7
7	4	1280.	0.	712.	6272.	0.	712.	6272.	7800.	0.	0.	0.	.80	55.	28.5	D	20.5	11.8
8	4	1570.	0.	0.	5560.	0.	0.	5560.	7800.	0.	0.	0.	.71	55.	25.3	C	20.3	11.8
9	5	1515.	1672.	3616.	7232.	1672.	3616.	7232.	8117.	883.	0.	0.	.89	55.	26.3	D	20.8	11.7
10	4	1190.	0.	360.	3616.	0.	360.	3616.	7763.	37.	0.	0.	.47	55.	16.4	B	20.3	11.8
11	4	230.	0.	0.	3256.	0.	0.	3256.	7800.	0.	0.	0.	.42	60.	13.6	B	19.3	12.8
12	3	4755.	0.	0.	3256.	0.	0.	3256.	5850.	0.	0.	0.	.56	60.	18.1	C	19.3	12.8
13	4	1275.	268.	0.	3524.	268.	0.	3524.	8000.	0.	0.	0.	.44	60.	14.7	B	19.1	12.9
14	4	2640.	0.	3524.	3524.	0.	3524.	3524.	8000.	0.	0.	0.	.44	60.	14.7	B	22.7	12.1
TOTAL		36203. =	6.9 MILES										MAX(V/C) = 0.91	LOWEST LOS = D		AVG = 55.	26.1	20.5	11.9

	CURRENT TIME SLICE			CUMULATIVE VALUES			
FREEWAY TRAVEL TIME =	176.	VEH-HRS	222. PASS-HRS	1096.	VEH-HRS	1381.	PASS-HRS
FREEWAY MERGE DELAY =	0.	VEH-HRS	0. PASS-HRS	0.	VEH-HRS	0.	PASS-HRS
ON-RAMP MRG/CAP DELAY =	0.	VEH-HRS	0. PASS-HRS	0.	VEH-HRS	0.	PASS-HRS
OFF-RAMP DELAY =	0.	VEH-HRS	0. PASS-HRS	0.	VEH-HRS	0.	PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	176.	VEH-HRS	222. PASS-HRS	1096.	VEH-HRS	1381.	PASS-HRS
TOTAL TRAV DISTANCE =	9781.	VEH-MI.	12324. PASS-MI.	60432.	VEH-MI.	76144.	PASS-MI.
AVERAGE SYSTEM SPEED =	55.	MPH.		55.	MPH.		
AVERAGE DENSITY =	26.	VPMPL		27.	VPMPL		
TOTAL FUEL =	477.	GALLONS		2939.	GALLONS		
TOTAL EMISSIONS =	116.	KILOGRAMS		717.	KILOGRAMS		

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**                                              **
**         FREEWAY TRAVEL TIME (MINUTES)        **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.76	4.52	4.78	5.42	5.67	7.35
2	0.00	1.16	1.91	2.18	2.81	3.06	4.75
3	0.00	1.09	1.84	2.11	2.74	2.99	4.67
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6608.	0.	6608.	6608.	0.	6608.	8000.	0.	0.	0.	.83	55.	30.0	D	20.3	11.8
2	4	1500.	0.	756.	6608.	0.	756.	6608.	7800.	0.	0.	0.	.85	55.	30.0	D	20.3	11.8
3	4	1118.	0.	0.	5852.	0.	0.	5852.	7800.	0.	0.	0.	.75	55.	26.6	D	20.3	11.8
4	4	345.	772.	0.	6624.	772.	0.	6624.	7800.	0.	0.	0.	.85	55.	30.1	D	20.5	11.8
5	4	5130.	480.	256.	7104.	480.	256.	7104.	7800.	0.	0.	0.	.91	54.	33.1	D	21.0	11.6
6	4	3655.	0.	548.	6848.	0.	548.	6848.	7800.	0.	0.	0.	.88	55.	31.1	D	20.8	11.7
7	4	1280.	0.	700.	6300.	0.	700.	6300.	7800.	0.	0.	0.	.81	55.	28.6	D	20.5	11.8
8	4	1570.	0.	0.	5600.	0.	0.	5600.	7800.	0.	0.	0.	.72	55.	25.5	C	20.3	11.8
9	5	1515.	1652.	3440.	7252.	1652.	3440.	7252.	8085.	915.	0.	0.	.90	55.	26.4	D	20.8	11.7
10	4	1190.	0.	368.	3812.	0.	368.	3812.	7763.	37.	0.	0.	.49	55.	17.3	B	20.3	11.8
11	4	230.	0.	0.	3444.	0.	0.	3444.	7800.	0.	0.	0.	.44	60.	14.4	B	19.3	12.8
12	3	4755.	0.	0.	3444.	0.	0.	3444.	5850.	0.	0.	0.	.59	60.	19.1	C	19.3	12.8
13	4	1275.	268.	0.	3712.	268.	0.	3712.	8000.	0.	0.	0.	.46	60.	15.5	B	19.1	12.9
14	4	2640.	0.	3712.	3712.	0.	3712.	3712.	8000.	0.	0.	0.	.46	60.	15.5	B	22.7	12.1
TOTAL		36203. =	6.9 MILES							MAX(V/C) = 0.91	LOWEST LOS = D		AVG = 55.		26.5		20.5	11.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	180. VEH-HRS	226. PASS-HRS	1276. VEH-HRS	1608. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	180. VEH-HRS	226. PASS-HRS	1276. VEH-HRS	1608. PASS-HRS
TOTAL TRAV DISTANCE =	9961. VEH-MI.	12551. PASS-MI.	70393. VEH-MI.	88695. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	27. VPMPL		27. VPMPL	
TOTAL FUEL =	486. GALLONS		3425. GALLONS	
TOTAL EMISSIONS =	119. KILOGRAMS		836. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.77	4.53	4.79	5.43	5.67	7.36
2	0.00	1.16	1.92	2.18	2.82	3.07	4.75
3	0.00	1.09	1.85	2.11	2.75	3.00	4.68
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6804.	0.	6804.	6804.	0.	6804.	8000.	0.	0.	0.	.85	55.	30.9	D	20.3	11.8
2	4	1500.	0.	828.	6804.	0.	828.	6804.	7800.	0.	0.	0.	.87	55.	30.9	D	20.3	11.8
3	4	1118.	0.	0.	5976.	0.	0.	5976.	7800.	0.	0.	0.	.77	55.	27.2	D	20.3	11.8
4	4	345.	692.	0.	6668.	692.	0.	6668.	7800.	0.	0.	0.	.85	55.	30.3	D	20.5	11.8
5	4	5130.	540.	320.	7208.	540.	320.	7208.	7800.	0.	0.	0.	.92	53.	33.8	D	21.1	11.6
6	4	3655.	0.	572.	6888.	0.	572.	6888.	7800.	0.	0.	0.	.88	55.	31.3	D	20.8	11.7
7	4	1280.	0.	740.	6316.	0.	740.	6316.	7800.	0.	0.	0.	.81	55.	28.7	D	20.5	11.8
8	4	1570.	0.	0.	5576.	0.	0.	5576.	7800.	0.	0.	0.	.71	55.	25.3	C	20.3	11.8
9	5	1515.	1664.	3448.	7240.	1664.	3448.	7240.	8079.	921.	0.	0.	.90	55.	26.3	D	20.8	11.7
10	4	1190.	0.	376.	3792.	0.	376.	3792.	7761.	39.	0.	0.	.49	55.	17.2	B	20.3	11.8
11	4	230.	0.	0.	3416.	0.	0.	3416.	7800.	0.	0.	0.	.44	60.	14.2	B	19.3	12.8
12	3	4755.	0.	0.	3416.	0.	0.	3416.	5850.	0.	0.	0.	.58	60.	19.0	C	19.3	12.8
13	4	1275.	268.	0.	3684.	268.	0.	3684.	8000.	0.	0.	0.	.46	60.	15.4	B	19.1	12.9
14	4	2640.	0.	3684.	3684.	0.	3684.	3684.	8000.	0.	0.	0.	.46	60.	15.4	B	22.7	12.1
TOTAL		36203. =	6.9 MILES										MAX(V/C) = 0.92	LOWEST LOS = D		AVG = 55.	26.9	20.5	11.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	182. VEH-HRS	230. PASS-HRS	1458. VEH-HRS	1837. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	182. VEH-HRS	230. PASS-HRS	1458. VEH-HRS	1837. PASS-HRS
TOTAL TRAV DISTANCE =	10092. VEH-MI.	12716. PASS-MI.	80485. VEH-MI.	101411. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	27. VPMPL		27. VPMPL	
TOTAL FUEL =	492. GALLONS		3917. GALLONS	
TOTAL EMISSIONS =	120. KILOGRAMS		956. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.76	4.52	4.78	5.42	5.66	7.35
2	0.00	1.15	1.91	2.17	2.81	3.06	4.74
3	0.00	1.08	1.84	2.10	2.74	2.98	4.67
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6584.	0.	6584.	6584.	0.	6584.	8000.	0.	0.	0.	.82	55.	29.9	D	20.3	11.8
2	4	1500.	0.	924.	6584.	0.	924.	6584.	7800.	0.	0.	0.	.84	55.	29.9	D	20.3	11.8
3	4	1118.	0.	0.	5660.	0.	0.	5660.	7800.	0.	0.	0.	.73	55.	25.7	C	20.3	11.8
4	4	345.	844.	0.	6504.	844.	0.	6504.	7800.	0.	0.	0.	.83	55.	29.6	D	20.5	11.8
5	4	5130.	536.	272.	7040.	536.	272.	7040.	7800.	0.	0.	0.	.90	54.	32.7	D	21.0	11.6
6	4	3655.	0.	580.	6768.	0.	580.	6768.	7800.	0.	0.	0.	.87	55.	30.8	D	20.8	11.7
7	4	1280.	0.	756.	6188.	0.	756.	6188.	7800.	0.	0.	0.	.79	55.	28.1	D	20.5	11.8
8	4	1570.	0.	0.	5432.	0.	0.	5432.	7800.	0.	0.	0.	.70	55.	24.7	C	20.3	11.8
9	5	1515.	1892.	3680.	7324.	1892.	3680.	7324.	8000.	1000.	0.	0.	.92	55.	26.6	D	20.8	11.7
10	4	1190.	0.	420.	3644.	0.	420.	3644.	7755.	45.	0.	0.	.47	55.	16.6	B	20.3	11.8
11	4	230.	0.	0.	3224.	0.	0.	3224.	7800.	0.	0.	0.	.41	60.	13.4	B	19.3	12.8
12	3	4755.	0.	0.	3224.	0.	0.	3224.	5850.	0.	0.	0.	.55	60.	17.9	B	19.3	12.8
13	4	1275.	292.	0.	3516.	292.	0.	3516.	8000.	0.	0.	0.	.44	60.	14.6	B	19.1	12.9
14	4	2640.	0.	3516.	3516.	0.	3516.	3516.	8000.	0.	0.	0.	.44	60.	14.6	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.92		LOWEST LOS = D	AVG = 55.	26.1		20.5	11.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	177. VEH-HRS	222. PASS-HRS	1635. VEH-HRS	2060. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	177. VEH-HRS	222. PASS-HRS	1635. VEH-HRS	2060. PASS-HRS
TOTAL TRAV DISTANCE =	9794. VEH-MI.	12341. PASS-MI.	90279. VEH-MI.	113752. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	26. VPMPL		27. VPMPL	
TOTAL FUEL =	478. GALLONS		4395. GALLONS	
TOTAL EMISSIONS =	117. KILOGRAMS		1072. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.79	4.56	4.83	5.46	5.71	7.39
2	0.00	1.18	1.95	2.22	2.86	3.10	4.79
3	0.00	1.11	1.88	2.15	2.78	3.03	4.72
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6984.	0.	6984.	6984.	0.	6984.	8000.	0.	0.	0.	.87	55.	31.7	D	20.3	11.8
2	4	1500.	0.	848.	6984.	0.	848.	6984.	7800.	0.	0.	0.	.90	55.	31.7	D	20.3	11.8
3	4	1118.	0.	0.	6136.	0.	0.	6136.	7800.	0.	0.	0.	.79	55.	27.9	D	20.3	11.8
4	4	345.	740.	0.	6876.	740.	0.	6876.	7800.	0.	0.	0.	.88	55.	31.3	D	20.5	11.8
5	4	5130.	528.	344.	7404.	528.	344.	7404.	7800.	0.	0.	0.	.95	52.	35.3	E	21.3	11.5
6	4	3655.	0.	568.	7060.	0.	568.	7060.	7800.	0.	0.	0.	.91	54.	32.8	D	21.0	11.6
7	4	1280.	0.	956.	6492.	0.	956.	6492.	7800.	0.	0.	0.	.83	55.	29.5	D	20.5	11.8
8	4	1570.	0.	0.	5536.	0.	0.	5536.	7800.	0.	0.	0.	.71	55.	25.2	C	20.3	11.8
9	5	1515.	1720.	3684.	7256.	1720.	3684.	7256.	8096.	904.	0.	0.	.90	55.	26.4	D	20.8	11.7
10	4	1190.	0.	420.	3572.	0.	420.	3572.	7758.	42.	0.	0.	.46	55.	16.2	B	20.3	11.8
11	4	230.	0.	0.	3152.	0.	0.	3152.	7800.	0.	0.	0.	.40	60.	13.1	B	19.3	12.8
12	3	4755.	0.	0.	3152.	0.	0.	3152.	5850.	0.	0.	0.	.54	60.	17.5	B	19.3	12.8
13	4	1275.	376.	0.	3528.	376.	0.	3528.	8000.	0.	0.	0.	.44	60.	14.7	B	19.1	12.9
14	4	2640.	0.	3528.	3528.	0.	3528.	3528.	8000.	0.	0.	0.	.44	60.	14.7	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.95		LOWEST LOS = E	AVG = 55.	27.3		20.6	11.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	185. VEH-HRS	233. PASS-HRS	1820. VEH-HRS	2293. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	185. VEH-HRS	233. PASS-HRS	1820. VEH-HRS	2293. PASS-HRS
TOTAL TRAV DISTANCE =	10185. VEH-MI.	12833. PASS-MI.	100464. VEH-MI.	126585. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	27. VPMPL		27. VPMPL	
TOTAL FUEL =	495. GALLONS		4890. GALLONS	
TOTAL EMISSIONS =	121. KILOGRAMS		1193. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.74	4.49	4.76	5.40	5.64	7.33
2	0.00	1.13	1.89	2.15	2.79	3.03	4.72
3	0.00	1.06	1.82	2.08	2.72	2.96	4.65
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6204.	0.	6204.	6204.	0.	6204.	8000.	0.	0.	0.	.78	55.	28.2	D	20.3	11.8
2	4	1500.	0.	700.	6204.	0.	700.	6204.	7800.	0.	0.	0.	.80	55.	28.2	D	20.3	11.8
3	4	1118.	0.	0.	5504.	0.	0.	5504.	7800.	0.	0.	0.	.71	55.	25.0	C	20.3	11.8
4	4	345.	704.	0.	6208.	704.	0.	6208.	7800.	0.	0.	0.	.80	55.	28.2	D	20.5	11.8
5	4	5130.	552.	352.	6760.	552.	352.	6760.	7800.	0.	0.	0.	.87	55.	30.7	D	20.8	11.7
6	4	3655.	0.	572.	6408.	0.	572.	6408.	7800.	0.	0.	0.	.82	55.	29.1	D	20.8	11.7
7	4	1280.	0.	844.	5836.	0.	844.	5836.	7800.	0.	0.	0.	.75	55.	26.5	D	20.5	11.8
8	4	1570.	0.	0.	4992.	0.	0.	4992.	7800.	0.	0.	0.	.64	55.	22.7	C	20.3	11.8
9	5	1515.	1588.	3324.	6580.	1588.	3324.	6580.	8162.	838.	0.	0.	.81	55.	23.9	C	20.8	11.7
10	4	1190.	0.	412.	3256.	0.	412.	3256.	7760.	40.	0.	0.	.42	55.	14.8	B	20.3	11.8
11	4	230.	0.	0.	2844.	0.	0.	2844.	7800.	0.	0.	0.	.36	60.	11.8	B	19.3	12.8
12	3	4755.	0.	0.	2844.	0.	0.	2844.	5850.	0.	0.	0.	.49	60.	15.8	B	19.3	12.8
13	4	1275.	288.	0.	3132.	288.	0.	3132.	8000.	0.	0.	0.	.39	60.	13.0	B	19.1	12.9
14	4	2640.	0.	3132.	3132.	0.	3132.	3132.	8000.	0.	0.	0.	.39	60.	13.0	B	22.7	12.1
TOTAL		36203. =	6.9 MILES							MAX(V/C) = 0.87	LOWEST LOS = D		AVG = 56.		24.3		20.5	11.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	165. VEH-HRS	207. PASS-HRS	1984. VEH-HRS	2500. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	165. VEH-HRS	207. PASS-HRS	1984. VEH-HRS	2500. PASS-HRS
TOTAL TRAV DISTANCE =	9154. VEH-MI.	11534. PASS-MI.	109618. VEH-MI.	138119. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		55. MPH.	
AVERAGE DENSITY =	24. VPMPL		27. VPMPL	
TOTAL FUEL =	447. GALLONS		5337. GALLONS	
TOTAL EMISSIONS =	109. KILOGRAMS		1302. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.74	4.49	4.76	5.40	5.64	7.33
2	0.00	1.13	1.89	2.15	2.79	3.03	4.72
3	0.00	1.06	1.82	2.08	2.72	2.96	4.65
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6216.	0.	6216.	6216.	0.	6216.	8000.	0.	0.	0.	.78	55.	28.3	D	20.3	11.8
2	4	1500.	0.	744.	6216.	0.	744.	6216.	7800.	0.	0.	0.	.80	55.	28.3	D	20.3	11.8
3	4	1118.	0.	0.	5472.	0.	0.	5472.	7800.	0.	0.	0.	.70	55.	24.9	C	20.3	11.8
4	4	345.	720.	0.	6192.	720.	0.	6192.	7800.	0.	0.	0.	.79	55.	28.1	D	20.5	11.8
5	4	5130.	552.	304.	6744.	552.	304.	6744.	7800.	0.	0.	0.	.86	55.	30.7	D	20.8	11.7
6	4	3655.	0.	592.	6440.	0.	592.	6440.	7800.	0.	0.	0.	.83	55.	29.3	D	20.8	11.7
7	4	1280.	0.	840.	5848.	0.	840.	5848.	7800.	0.	0.	0.	.75	55.	26.6	D	20.5	11.8
8	4	1570.	0.	0.	5008.	0.	0.	5008.	7800.	0.	0.	0.	.64	55.	22.8	C	20.3	11.8
9	5	1515.	1508.	3248.	6516.	1508.	3248.	6516.	8191.	809.	0.	0.	.80	55.	23.7	C	20.8	11.7
10	4	1190.	0.	432.	3268.	0.	432.	3268.	7760.	40.	0.	0.	.42	55.	14.9	B	20.3	11.8
11	4	230.	0.	0.	2836.	0.	0.	2836.	7800.	0.	0.	0.	.36	60.	11.8	B	19.3	12.8
12	3	4755.	0.	0.	2836.	0.	0.	2836.	5850.	0.	0.	0.	.48	60.	15.8	B	19.3	12.8
13	4	1275.	240.	0.	3076.	240.	0.	3076.	8000.	0.	0.	0.	.38	60.	12.8	B	19.1	12.9
14	4	2640.	0.	3076.	3076.	0.	3076.	3076.	8000.	0.	0.	0.	.38	60.	12.8	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.86		LOWEST LOS = D		AVG = 56.		24.2	20.5	11.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	164. VEH-HRS	207. PASS-HRS	2149. VEH-HRS	2707. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	164. VEH-HRS	207. PASS-HRS	2149. VEH-HRS	2707. PASS-HRS
TOTAL TRAV DISTANCE =	9146. VEH-MI.	11524. PASS-MI.	118764. VEH-MI.	149643. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		55. MPH.	
AVERAGE DENSITY =	24. VPMPL		26. VPMPL	
TOTAL FUEL =	447. GALLONS		5784. GALLONS	
TOTAL EMISSIONS =	109. KILOGRAMS		1411. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.74	4.49	4.76	5.40	5.64	7.33
2	0.00	1.13	1.89	2.15	2.79	3.03	4.72
3	0.00	1.06	1.82	2.08	2.72	2.96	4.65
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6060.	0.	6060.	6060.	0.	6060.	8000.	0.	0.	0.	.76	55.	27.5	D	20.3	11.8
2	4	1500.	0.	688.	6060.	0.	688.	6060.	7800.	0.	0.	0.	.78	55.	27.5	D	20.3	11.8
3	4	1118.	0.	0.	5372.	0.	0.	5372.	7800.	0.	0.	0.	.69	55.	24.4	C	20.3	11.8
4	4	345.	640.	0.	6012.	640.	0.	6012.	7800.	0.	0.	0.	.77	55.	27.3	D	20.5	11.8
5	4	5130.	448.	352.	6460.	448.	352.	6460.	7800.	0.	0.	0.	.83	55.	29.4	D	20.8	11.7
6	4	3655.	0.	456.	6108.	0.	456.	6108.	7800.	0.	0.	0.	.78	55.	27.8	D	20.8	11.7
7	4	1280.	0.	616.	5652.	0.	616.	5652.	7800.	0.	0.	0.	.72	55.	25.7	C	20.5	11.8
8	4	1570.	0.	0.	5036.	0.	0.	5036.	7800.	0.	0.	0.	.65	55.	22.9	C	20.3	11.8
9	5	1515.	1532.	3304.	6568.	1532.	3304.	6568.	8200.	800.	0.	0.	.80	55.	23.9	C	20.8	11.7
10	4	1190.	0.	328.	3264.	0.	328.	3264.	7770.	30.	0.	0.	.42	55.	14.8	B	20.3	11.8
11	4	230.	0.	0.	2936.	0.	0.	2936.	7800.	0.	0.	0.	.38	60.	12.2	B	19.3	12.8
12	3	4755.	0.	0.	2936.	0.	0.	2936.	5850.	0.	0.	0.	.50	60.	16.3	B	19.3	12.8
13	4	1275.	212.	0.	3148.	212.	0.	3148.	8000.	0.	0.	0.	.39	60.	13.1	B	19.1	12.9
14	4	2640.	0.	3148.	3148.	0.	3148.	3148.	8000.	0.	0.	0.	.39	60.	13.1	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.83		LOWEST LOS = D	AVG = 56.	23.8		20.5	11.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	161. VEH-HRS	203. PASS-HRS	2310. VEH-HRS	2910. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	161. VEH-HRS	203. PASS-HRS	2310. VEH-HRS	2910. PASS-HRS
TOTAL TRAV DISTANCE =	8957. VEH-MI.	11286. PASS-MI.	127721. VEH-MI.	160929. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		55. MPH.	
AVERAGE DENSITY =	24. VPMPL		26. VPMPL	
TOTAL FUEL =	438. GALLONS		6222. GALLONS	
TOTAL EMISSIONS =	107. KILOGRAMS		1518. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.74	4.49	4.76	5.40	5.64	7.33
2	0.00	1.13	1.89	2.15	2.79	3.03	4.72
3	0.00	1.06	1.82	2.08	2.72	2.96	4.65
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5644.	0.	5644.	5644.	0.	5644.	8000.	0.	0.	0.	.71	55.	25.7	C	20.3	11.8
2	4	1500.	0.	708.	5644.	0.	708.	5644.	7800.	0.	0.	0.	.72	55.	25.7	C	20.3	11.8
3	4	1118.	0.	0.	4936.	0.	0.	4936.	7800.	0.	0.	0.	.63	55.	22.4	C	20.3	11.8
4	4	345.	656.	0.	5592.	656.	0.	5592.	7800.	0.	0.	0.	.72	55.	25.4	C	20.5	11.8
5	4	5130.	432.	324.	6024.	432.	324.	6024.	7800.	0.	0.	0.	.77	55.	27.4	D	20.8	11.7
6	4	3655.	0.	432.	5700.	0.	432.	5700.	7800.	0.	0.	0.	.73	55.	25.9	C	20.8	11.7
7	4	1280.	0.	556.	5268.	0.	556.	5268.	7800.	0.	0.	0.	.68	55.	23.9	C	20.5	11.8
8	4	1570.	0.	0.	4712.	0.	0.	4712.	7800.	0.	0.	0.	.60	55.	21.4	C	20.3	11.8
9	5	1515.	1464.	3224.	6176.	1464.	3224.	6176.	8264.	736.	0.	0.	.75	55.	22.5	C	20.8	11.7
10	4	1190.	0.	320.	2952.	0.	320.	2952.	7773.	27.	0.	0.	.38	55.	13.4	B	20.3	11.8
11	4	230.	0.	0.	2632.	0.	0.	2632.	7800.	0.	0.	0.	.34	60.	11.0	A	19.3	12.8
12	3	4755.	0.	0.	2632.	0.	0.	2632.	5850.	0.	0.	0.	.45	60.	14.6	B	19.3	12.8
13	4	1275.	212.	0.	2844.	212.	0.	2844.	8000.	0.	0.	0.	.36	60.	11.9	B	19.1	12.9
14	4	2640.	0.	2844.	2844.	0.	2844.	2844.	8000.	0.	0.	0.	.36	60.	11.9	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.77		LOWEST LOS = D		AVG = 56.		22.0	20.5	11.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	149. VEH-HRS	188. PASS-HRS	2459. VEH-HRS	3098. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	149. VEH-HRS	188. PASS-HRS	2459. VEH-HRS	3098. PASS-HRS
TOTAL TRAV DISTANCE =	8303. VEH-MI.	10462. PASS-MI.	136024. VEH-MI.	171390. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		55. MPH.	
AVERAGE DENSITY =	22. VPMPL		26. VPMPL	
TOTAL FUEL =	406. GALLONS		6628. GALLONS	
TOTAL EMISSIONS =	99. KILOGRAMS		1617. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.74	4.49	4.76	5.40	5.64	7.33
2	0.00	1.13	1.89	2.15	2.79	3.03	4.72
3	0.00	1.06	1.82	2.08	2.72	2.96	4.65
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5604.	0.	5604.	5604.	0.	5604.	8000.	0.	0.	0.	.70	55.	25.5	C	20.3	11.8
2	4	1500.	0.	580.	5604.	0.	580.	5604.	7800.	0.	0.	0.	.72	55.	25.5	C	20.3	11.8
3	4	1118.	0.	0.	5024.	0.	0.	5024.	7800.	0.	0.	0.	.64	55.	22.8	C	20.3	11.8
4	4	345.	576.	0.	5600.	576.	0.	5600.	7800.	0.	0.	0.	.72	55.	25.5	C	20.5	11.8
5	4	5130.	356.	280.	5956.	356.	280.	5956.	7800.	0.	0.	0.	.76	55.	27.1	D	20.8	11.7
6	4	3655.	0.	444.	5676.	0.	444.	5676.	7800.	0.	0.	0.	.73	55.	25.8	C	20.8	11.7
7	4	1280.	0.	616.	5232.	0.	616.	5232.	7800.	0.	0.	0.	.67	55.	23.8	C	20.5	11.8
8	4	1570.	0.	0.	4616.	0.	0.	4616.	7800.	0.	0.	0.	.59	55.	21.0	C	20.3	11.8
9	5	1515.	1432.	3056.	6048.	1432.	3056.	6048.	8260.	740.	0.	0.	.73	55.	22.0	C	20.8	11.7
10	4	1190.	0.	272.	2992.	0.	272.	2992.	7776.	24.	0.	0.	.38	55.	13.6	B	20.3	11.8
11	4	230.	0.	0.	2720.	0.	0.	2720.	7800.	0.	0.	0.	.35	60.	11.3	B	19.3	12.8
12	3	4755.	0.	0.	2720.	0.	0.	2720.	5850.	0.	0.	0.	.46	60.	15.1	B	19.3	12.8
13	4	1275.	212.	0.	2932.	212.	0.	2932.	8000.	0.	0.	0.	.37	60.	12.2	B	19.1	12.9
14	4	2640.	0.	2932.	2932.	0.	2932.	2932.	8000.	0.	0.	0.	.37	60.	12.2	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.76		LOWEST LOS = D		AVG = 56.	22.0	20.5	11.9

	CURRENT TIME SLICE				CUMULATIVE VALUES			
FREEWAY TRAVEL TIME =	149.	VEH-HRS	188.	PASS-HRS	2608.	VEH-HRS	3286.	PASS-HRS
FREEWAY MERGE DELAY =	0.	VEH-HRS	0.	PASS-HRS	0.	VEH-HRS	0.	PASS-HRS
ON-RAMP MRG/CAP DELAY =	0.	VEH-HRS	0.	PASS-HRS	0.	VEH-HRS	0.	PASS-HRS
OFF-RAMP DELAY =	0.	VEH-HRS	0.	PASS-HRS	0.	VEH-HRS	0.	PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	149.	VEH-HRS	188.	PASS-HRS	2608.	VEH-HRS	3286.	PASS-HRS
TOTAL TRAV DISTANCE =	8286.	VEH-MI.	10440.	PASS-MI.	144310.	VEH-MI.	181831.	PASS-MI.
AVERAGE SYSTEM SPEED =	56.	MPH.			55.	MPH.		
AVERAGE DENSITY =	22.	VPMPL			26.	VPMPL		
TOTAL FUEL =	405.	GALLONS			7033.	GALLONS		
TOTAL EMISSIONS =	99.	KILOGRAMS			1715.	KILOGRAMS		

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4	5	6	7
1	2.38	3.74	4.49	4.76	5.40	5.64	7.33
2	0.00	1.13	1.89	2.15	2.79	3.03	4.72
3	0.00	1.06	1.82	2.08	2.72	2.96	4.65
4	0.00	0.00	0.00	0.00	0.31	0.56	2.24
5	0.00	0.00	0.00	0.00	0.00	0.00	0.74

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5732.	0.	5732.	5732.	0.	5732.	8000.	0.	0.	0.	.72	55.	26.1	D	20.3	11.8
2	4	1500.	0.	572.	5732.	0.	572.	5732.	7800.	0.	0.	0.	.73	55.	26.1	D	20.3	11.8
3	4	1118.	0.	0.	5160.	0.	0.	5160.	7800.	0.	0.	0.	.66	55.	23.5	C	20.3	11.8
4	4	345.	552.	0.	5712.	552.	0.	5712.	7800.	0.	0.	0.	.73	55.	26.0	C	20.5	11.8
5	4	5130.	400.	280.	6112.	400.	280.	6112.	7800.	0.	0.	0.	.78	55.	27.8	D	20.8	11.7
6	4	3655.	0.	352.	5832.	0.	352.	5832.	7800.	0.	0.	0.	.75	55.	26.5	D	20.8	11.7
7	4	1280.	0.	632.	5480.	0.	632.	5480.	7800.	0.	0.	0.	.70	55.	24.9	C	20.5	11.8
8	4	1570.	0.	0.	4848.	0.	0.	4848.	7800.	0.	0.	0.	.62	55.	22.0	C	20.3	11.8
9	5	1515.	1288.	3204.	6136.	1288.	3204.	6136.	8356.	644.	0.	0.	.73	55.	22.3	C	20.8	11.7
10	4	1190.	0.	260.	2932.	0.	260.	2932.	7779.	21.	0.	0.	.38	55.	13.3	B	20.3	11.8
11	4	230.	0.	0.	2672.	0.	0.	2672.	7800.	0.	0.	0.	.34	60.	11.1	B	19.3	12.8
12	3	4755.	0.	0.	2672.	0.	0.	2672.	5850.	0.	0.	0.	.46	60.	14.8	B	19.3	12.8
13	4	1275.	212.	0.	2884.	212.	0.	2884.	8000.	0.	0.	0.	.36	60.	12.0	B	19.1	12.9
14	4	2640.	0.	2884.	2884.	0.	2884.	2884.	8000.	0.	0.	0.	.36	60.	12.0	B	22.7	12.1
TOTAL		36203. =	6.9 MILES							MAX(V/C) = 0.78	LOWEST LOS = D		AVG = 56.		22.4		20.5	11.9

	CURRENT TIME SLICE				CUMULATIVE VALUES			
FREEWAY TRAVEL TIME =	152.	VEH-HRS	191.	PASS-HRS	2760.	VEH-HRS	3477.	PASS-HRS
FREEWAY MERGE DELAY =	0.	VEH-HRS	0.	PASS-HRS	0.	VEH-HRS	0.	PASS-HRS
ON-RAMP MRG/CAP DELAY =	0.	VEH-HRS	0.	PASS-HRS	0.	VEH-HRS	0.	PASS-HRS
OFF-RAMP DELAY =	0.	VEH-HRS	0.	PASS-HRS	0.	VEH-HRS	0.	PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	152.	VEH-HRS	191.	PASS-HRS	2760.	VEH-HRS	3477.	PASS-HRS
TOTAL TRAV DISTANCE =	8445.	VEH-MI.	10640.	PASS-MI.	152755.	VEH-MI.	192471.	PASS-MI.
AVERAGE SYSTEM SPEED =	56.	MPH.			55.	MPH.		
AVERAGE DENSITY =	22.	VPMPL			25.	VPMPL		
TOTAL FUEL =	413.	GALLONS			7446.	GALLONS		
TOTAL EMISSIONS =	101.	KILOGRAMS			1816.	KILOGRAMS		

FREEWAY SUMMARY TABLE
SIMULATION BEFORE CONTROL

TIME SLICE	FREEWAY TRAVEL TIME VEH-HR	FREEWAY TRAVEL TIME PAS-HR	RAMP DELAY VEH-HR	RAMP DELAY PAS-HR	TOTAL FREEWAY TRAVEL TIME VEH-HR	TOTAL FREEWAY TRAVEL TIME PAS-HR	TOTAL TRAVEL DISTANCE VEH-MI	TOTAL TRAVEL DISTANCE PAS-MI	AVERAGE SPEED MPH	GASOLINE CONSUMED GALLONS	HYDROCARB EMISSIONS KILOGRAMS	CARBON MONOXIDE KILOGRAMS	NITROUS OXIDES KILOGRAMS	BEGIN TIME
1	189.	238.	0.	0.	189.	238.	10371.	13067.	54.9	503.	9.	105.	8.	6:00
2	179.	226.	0.	0.	179.	226.	9944.	12530.	55.4	485.	9.	101.	8.	6:15
3	189.	239.	0.	0.	189.	239.	10342.	13031.	54.6	501.	9.	105.	8.	6:30
4	184.	231.	0.	0.	184.	231.	10113.	12743.	55.1	492.	9.	103.	8.	6:45
5	178.	225.	0.	0.	178.	225.	9881.	12450.	55.4	482.	9.	101.	8.	7:00
6	176.	222.	0.	0.	176.	222.	9781.	12324.	55.4	477.	9.	100.	8.	7:15
7	180.	226.	0.	0.	180.	226.	9961.	12551.	55.5	486.	9.	101.	8.	7:30
8	182.	230.	0.	0.	182.	230.	10092.	12716.	55.4	492.	9.	103.	8.	7:45
9	177.	222.	0.	0.	177.	222.	9794.	12341.	55.5	478.	9.	100.	8.	8:00
10	185.	233.	0.	0.	185.	233.	10185.	12833.	55.0	495.	9.	103.	8.	8:15
11	165.	207.	0.	0.	165.	207.	9154.	11534.	55.6	447.	8.	93.	7.	8:30
12	164.	207.	0.	0.	164.	207.	9146.	11524.	55.6	447.	8.	93.	7.	8:45
13	161.	203.	0.	0.	161.	203.	8957.	11286.	55.7	438.	8.	91.	7.	9:00
14	149.	188.	0.	0.	149.	188.	8303.	10462.	55.6	406.	8.	85.	7.	9:15
15	149.	188.	0.	0.	149.	188.	8286.	10440.	55.7	405.	7.	84.	7.	9:30
16	152.	191.	0.	0.	152.	191.	8445.	10640.	55.6	413.	8.	86.	7.	9:45
TOTAL	2760.	3477.	0.	0.	2760.	3477.	152755.	192471.	55.4	7446.	138.	1554.	124.	

CONTOUR DIAGRAM OF
QUEUE LENGTH
BEFORE ENTRY CONTROL

```
TIME                                                                                                  BEGIN
SLICE ..............................................................................................   TIME
      .                                                                                            .
    1 .                                                                                            . -  6:00
    2 .                                                                                            . -  6:15
    3 .                                                                                            . -  6:30
    4 .                                                                                            . -  6:45
    5 .                                                                                            . -  7:00
    6 .                                                                                            . -  7:15
    7 .                                                                                            . -  7:30
    8 .                                                                                            . -  7:45
    9 .                                                                                            . -  8:00
   10 .                                                                                            . -  8:15
   11 .                                                                                            . -  8:30
   12 .                                                                                            . -  8:45
   13 .                                                                                            . -  9:00
   14 .                                                                                            . -  9:15
   15 .                                                                                            . -  9:30
   16 .                                                                                            . -  9:45
      .                                                                                            .
      ..............................................................................................
       :                         :   :  ::            :        :   :   :   :  ::           :   :
       01                        02  03  05           06       07  08  09  10  12          13  14
```

BLANK DENOTES MOVING TRAFFIC. ASTERISK DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION.
M DENOTES QUEUED VEHICLES DUE TO MERGING. B DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION AND MERGING. (WHEN BOTH QUEUES EXIST, LENGTH OF DISPLAY REPRESENTS MAINLINE CONGESTION.)

CONTOUR DIAGRAM OF
VOLUME/CAPACITY RATIO
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ...........................................................................................................   TIME
      .                                                                                                          .
    1 .888888888888888888888888888888888777899999999999999999999999999988887777999955546666666666666644444444444. -  6:00
    2 .888888888888888888888888888888888777899999999999999999888888888888887777888844445555555555555544444444444. -  6:15
    3 .888888888888888888888888888888888777899999999999999999999999999988887777999944445555555555555544444444444. -  6:30
    4 .888888888888888888888888888888888777899999999999999999999999999988887777888844445555555555555544444444444. -  6:45
    5 .888888888888888888888888888888888777899999999999999999888888888888887777999944445555555555555544444444444. -  7:00
    6 .888888888888888888888888888888888777899999999999999999888888888888887777888844445555555555555544444444444. -  7:15
    7 .888888888888888888888888888888888777899999999999999999888888888888887777888844445555555555555544444444444. -  7:30
    8 .888888888888888888888888888888888777899999999999999999888888888888887777888844445555555555555544444444444. -  7:45
    9 .888888888888888888888888888888888777899999999999999999888888888888777766669999444455555555555544444444444. -  8:00
   10 .888888888888888888888888888888888777899999999999999999999999999988887777888844445555555555555544444444444. -  8:15
   11 .777777777777777777777777777777777777888888888888888888888888888887777666688884443444444444444433333333333. -  8:30
   12 .777777777777777777777777777777777777888888888888888888888888888887777666677774443444444444444433333333333. -  8:45
   13 .777777777777777777777777777777777666788888888888888888777777777777776666888844435555555555555533333333333. -  9:00
   14 .777777777777777777777777777777777666777777777777777777777777777766666666777733334444444444444433333333333. -  9:15
   15 .777777777777777777777777777777777666777777777777777777777777777766665555777733334444444444444433333333333. -  9:30
   16 .777777777777777777777777777777777666777777777777777777777777777766667777333344444444444444433333333333. -  9:45
      .                                                                                                          .
      ...........................................................................................................
       :                          :   :  ::            :         :   :   :   :  ::            :   :
       01                         02  03  05           06        07  08  09  10  12           13  14
```

THE DIGIT LEVELS DENOTE V/C IN VALUES FROM 0 TO 10 (CORRESPONDING TO 0.0 TO 1.0). THE ASTERISK DENOTES SATURATION.

```
FFFFFFFFFF RRRRRRRRR  EEEEEEEEEE     QQQQQQQ         1111      222222     PPPPPPPPP     EEEEEEEEEE
FFFFFFFFFF RRRRRRRRRR EEEEEEEEEE   Q*A.D.MAY*Q     111111     222  222    PPPPPPPPPP    EEEEEEEEEE
FFF        RRR    RRR EEE         QQQQQ    QQQQQ     1111    222    222   PPP    PPP    EEE
FFF        RRR    RRR EEE        QQQQ        QQQQ    1111           222   PPP    PPP    EEE
FFFFFFF    RRRRRRRRRR EEEEEEE    QQQQ        QQQQ    1111          222    PPPPPPPPPP    EEEEEEE
FFFFFFF    RRRRRRRRR  EEEEEEE    QQQQ        QQQQ    1111        2222     PPPPPPPPP     EEEEEEE
FFF        RRR RRR    EEE        QQQQ    QQQ QQQQ    1111      2222       PPP           EEE
FFF        RRR  RRR   EEE         Q*UC*    QQQQQ     1111     222         PPP           EEE
FFF        RRR   RRR  EEEEEEEEEE   Q*REGENTS*QQ      1111    222          PPP           EEEEEEEEEE
FFF        RRR    RRR EEEEEEEEEE     Q*1999*Q QQQ  11111111  2222222222   PPP           EEEEEEEEEE
```

FREQ12PE 880 SB Existing PM ver 8

1. THIS IS A SIMULATION ONLY EXECUTION.

2. THERE ARE 4.0 TIME SLICES PER HOUR.

3. WEAVING ANALYSIS IS ENGAGED WITH FACTOR = 0.5

4. NO ALTERNATE ROUTE IS PROVIDED.

5. SPEED FLOW DATA IS SUPPLIED BY THE PROGRAM. DEFAULT FREE-FLOW SPEED = 60
   LOWER LIMB (AT V/C=1) = 30

6. FUEL DATA ARE SUPPLIED BY THE PROGRAM.

7. EMISSION RATES SELECTED FROM PROGRAM TABLES: EMFAC2002 2005 - 75 DEGREES F.

FREEWAY AND ARTERIAL DESIGN FEATURES

SUB SEC	NO. LNS	SSEC CAP	SSEC LENGTH	DESIGN SPEED	ORG DES	TRK FAC	SSEC GRAD	PCT TRK	PCT DES TRUCKS	SPECIAL RAMP	FF.SPD. ALT.RTE	CAP. ALT.RTE	ART TYPE	GRADE ALT.RTE	SUBSECTION LOCATION
1	4	8000.	2000.	60	O	0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Dummy Link
2	4	8000.	1887.	60	D	0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Main to Union off
3	3	6000.	4825.	60		0.94	0.0	6	0	NO	0.0	0.	GOOD	0.0	Union off to Union on
4	4	8000.	1045.	60	O	0.99	0.0	9	0	YES	0.0	0.	GOOD	0.0	Union on to Merge
5	3	6000.	1700.	60		0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Merge to 980 on
6	5	10000.	800.	55	O	0.94	0.0	6	0	YES	0.0	0.	GOOD	0.0	980 on to Merge
7	4	8000.	160.	55		0.94	0.0	6	0	NO	0.0	0.	GOOD	0.0	Merge to Broadway on
8	4	8000.	1730.	55	O	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Broadway on to Oak on
9	5	10000.	2500.	55	O	0.93	0.0	7	0	YES	0.0	0.	GOOD	0.0	Oak on to merge
10	4	8000.	1750.	55		0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Merge to Embarc on
11	4	8000.	1380.	55	OD	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Embarc on to Embarc off
12	4	8000.	3550.	55	D	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Embarc off to 23rd off
13	4	8000.	1916.	55		0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	23rd off to 23rd on
14	4	8000.	1304.	55	O	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	23rd on to Mainline
15	4	6600.	3000.	55	OD	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Dummy Lnk With Dummy Rmp

ON-RAMP CAPACITY LIMITS

1	2	3	4	5	6	7	8
8000.	1500.	3000.	1500.	1500.	1500.	1500.	1500.

OFF-RAMP CAPACITY LIMITS

1	2	3	4
3000.	1500.	1500.	6600.

ON-RAMP 1 IS THE MAINLINE ORIGIN
OFF-RAMP 4 IS THE MAINLINE DESTINATION

TIME SLICE 1 OF 16

ON-RAMP LOCATIONS
1 4 6 8 9 11 14 15

OFF-RAMP LOCATIONS
2 11 12 15

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
978. 69. 492. 143. 230. 83. 169. 200.

ORIGINAL OUTPUT COUNTS--
169. 76. 155. 1965.

TOTAL ORIGINAL INPUT = 2364. TOTAL ORIGINAL OUTPUT= 2365.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 2 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
881. 46. 471. 134. 230. 69. 162. 100.

ORIGINAL OUTPUT COUNTS--
166. 83. 143. 1700.

TOTAL ORIGINAL INPUT = 2093. TOTAL ORIGINAL OUTPUT= 2092.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 3 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
900. 64. 519. 142. 231. 84. 154. 100.

ORIGINAL OUTPUT COUNTS--
178. 67. 137. 1811.

TOTAL ORIGINAL INPUT = 2194. TOTAL ORIGINAL OUTPUT= 2193.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 4 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
952. 72. 465. 121. 231. 75. 139. 75.

ORIGINAL OUTPUT COUNTS--
185. 58. 137. 1751.

TOTAL ORIGINAL INPUT = 2130. TOTAL ORIGINAL OUTPUT= 2131.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 5 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
968. 86. 465. 140. 252. 107. 151. 25.

ORIGINAL OUTPUT COUNTS--
179. 68. 133. 1816.

TOTAL ORIGINAL INPUT = 2194. TOTAL ORIGINAL OUTPUT= 2196.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 6 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
958. 66. 433. 106. 252. 95. 148. 50.

ORIGINAL OUTPUT COUNTS--
228. 62. 120. 1689.

TOTAL ORIGINAL INPUT = 2108. TOTAL ORIGINAL OUTPUT= 2099.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 7 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
972. 86. 503. 128. 252. 110. 161. 38.

ORIGINAL OUTPUT COUNTS--
242. 60. 112. 1837.

TOTAL ORIGINAL INPUT = 2250. TOTAL ORIGINAL OUTPUT= 2251.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 8 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1030. 73. 439. 139. 252. 111. 138. 50.

ORIGINAL OUTPUT COUNTS--
377. 61. 104. 1692.

TOTAL ORIGINAL INPUT = 2232. TOTAL ORIGINAL OUTPUT= 2234.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 9 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
836. 79. 465. 173. 277. 134. 158. 150.

ORIGINAL OUTPUT COUNTS--
369. 58. 91. 1754.

TOTAL ORIGINAL INPUT = 2272. TOTAL ORIGINAL OUTPUT= 2272.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 10 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
827. 64. 515. 126. 248. 121. 161. 200.

ORIGINAL OUTPUT COUNTS--
392. 61. 95. 1714.

TOTAL ORIGINAL INPUT = 2262. TOTAL ORIGINAL OUTPUT= 2262.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 11 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
840. 60. 493. 100. 245. 111. 158. 250.

ORIGINAL OUTPUT COUNTS--
410. 53. 100. 1694.

TOTAL ORIGINAL INPUT = 2257. TOTAL ORIGINAL OUTPUT= 2257.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

9 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 12 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
797. 55. 384. 84. 236. 107. 170. 100.

ORIGINAL OUTPUT COUNTS--
372. 56. 116. 1389.

TOTAL ORIGINAL INPUT = 1933. TOTAL ORIGINAL OUTPUT= 1933.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 13 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
800. 58. 383. 154. 235. 113. 160. 125.

ORIGINAL OUTPUT COUNTS--
240. 56. 109. 1622.

TOTAL ORIGINAL INPUT = 2028. TOTAL ORIGINAL OUTPUT= 2027.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 14 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
849. 55. 416. 108. 228. 100. 133. 0.

ORIGINAL OUTPUT COUNTS--
240. 57. 122. 1470.

TOTAL ORIGINAL INPUT = 1889. TOTAL ORIGINAL OUTPUT= 1889.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 15 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
784. 53. 350. 68. 201. 103. 138. 0.

ORIGINAL OUTPUT COUNTS--
204. 54. 139. 1300.

TOTAL ORIGINAL INPUT = 1697. TOTAL ORIGINAL OUTPUT= 1697.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 16 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
748. 56. 370. 11. 184. 69. 113. 0.

ORIGINAL OUTPUT COUNTS--
175. 64. 168. 1144.

TOTAL ORIGINAL INPUT = 1551. TOTAL ORIGINAL OUTPUT= 1551.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

***** INPUT HAS BEEN COMPLETED *****

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	3.90	4.68	7.61
2	0.00	2.25	3.03	5.96
3	0.00	1.73	2.51	5.44
4	0.00	1.53	2.31	5.24
5	0.00	1.17	1.95	4.88
6	0.00	0.29	1.08	4.00
7	0.00	0.00	0.00	1.74
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3916.	0.	3916.	3916.	0.	3916.	8000.	0.	0.	0.	.49	60.	16.3	B	20.4	12.6
2	4	1887.	0.	676.	3916.	0.	676.	3916.	8000.	0.	0.	0.	.49	60.	16.3	B	20.4	12.6
3	3	4825.	0.	0.	3240.	0.	0.	3240.	6000.	0.	0.	0.	.54	60.	18.0	B	21.1	12.4
4	4	1045.	276.	0.	3516.	276.	0.	3516.	8000.	0.	0.	0.	.44	60.	14.7	B	20.4	12.6
5	3	1700.	0.	0.	3516.	0.	0.	3516.	6000.	0.	0.	0.	.59	60.	19.5	C	20.4	12.6
6	5	800.	1968.	0.	5484.	1968.	0.	5484.	10000.	0.	0.	0.	.55	55.	19.9	C	22.6	11.5
7	4	160.	0.	0.	5484.	0.	0.	5484.	8000.	0.	0.	0.	.69	55.	24.9	C	22.6	11.5
8	4	1730.	572.	0.	6056.	572.	0.	6056.	8000.	0.	0.	0.	.76	55.	27.5	D	22.3	11.5
9	5	2500.	924.	0.	6980.	924.	0.	6980.	9970.	30.	0.	0.	.70	55.	25.4	C	22.3	11.5
10	4	1750.	0.	0.	6980.	0.	0.	6980.	7970.	30.	0.	0.	.88	55.	31.7	D	22.3	11.5
11	4	1380.	332.	304.	7312.	332.	304.	7312.	7961.	39.	0.	0.	.92	53.	34.2	D	22.6	11.4
12	4	3550.	0.	624.	7008.	0.	624.	5748.	8000.	0.	* 740.	1260.	.72	52.	27.9	F	22.2	11.6
13	4	1916.	0.	0.	6384.	0.	0.	5124.	8000.	0.	** 1916.	1260.	.64	18.	70.1	F	16.2	16.5
14	4	1304.	676.	0.	7060.	676.	0.	5800.	8000.	0.	** 1304.	1260.	.73	13.	109.2	F	14.4	20.1
15	4	3000.	800.	7860.	7860.	800.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 43.	30.4		20.8	12.5

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	177. VEH-HRS	223. PASS-HRS	177. VEH-HRS	223. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	177. VEH-HRS	223. PASS-HRS	177. VEH-HRS	223. PASS-HRS
TOTAL TRAV DISTANCE =	7556. VEH-MI.	9521. PASS-MI.	7556. VEH-MI.	9521. PASS-MI.
AVERAGE SYSTEM SPEED =	43. MPH.		43. MPH.	
AVERAGE DENSITY =	30. VPMPL		30. VPMPL	
TOTAL FUEL =	364. GALLONS		364. GALLONS	
TOTAL EMISSIONS =	95. KILOGRAMS		95. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	3.89	5.36	9.17
2	0.00	2.24	3.71	7.52
3	0.00	1.72	3.19	7.00
4	0.00	1.52	2.99	6.81
5	0.00	1.16	2.63	6.45
6	0.00	0.29	1.75	5.57
7	0.00	0.00	0.00	1.73
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3524.	0.	3524.	3524.	0.	3524.	8000.	0.	0.	0.	.44	60.	14.7	B	20.4	12.6
2	4	1887.	0.	664.	3524.	0.	664.	3524.	8000.	0.	0.	0.	.44	60.	14.7	B	20.4	12.6
3	3	4825.	0.	0.	2860.	0.	0.	2860.	6000.	0.	0.	0.	.48	60.	15.9	B	21.1	12.4
4	4	1045.	184.	0.	3044.	184.	0.	3044.	8000.	0.	0.	0.	.38	60.	12.7	B	20.4	12.6
5	3	1700.	0.	0.	3044.	0.	0.	3044.	6000.	0.	0.	0.	.51	60.	16.9	B	20.4	12.6
6	5	800.	1880.	0.	4924.	1880.	0.	4924.	10000.	0.	0.	0.	.49	55.	17.9	B	22.6	11.5
7	4	160.	0.	0.	4924.	0.	0.	4924.	8000.	0.	0.	0.	.62	55.	22.4	C	22.6	11.5
8	4	1730.	540.	0.	5464.	540.	0.	5464.	8000.	0.	0.	0.	.68	55.	24.8	C	22.3	11.5
9	5	2500.	920.	0.	6384.	920.	0.	6384.	9967.	33.	0.	0.	.64	55.	23.2	C	22.3	11.5
10	4	1750.	0.	0.	6384.	0.	0.	6384.	7967.	33.	0.	0.	.80	55.	29.0	D	22.3	11.5
11	4	1380.	276.	328.	6660.	276.	328.	6660.	7989.	11.	0.	0.	.83	55.	30.3	D	22.3	11.5
12	4	3550.	0.	572.	6332.	0.	572.	6124.	8000.	0.	* 1512.	208.	.77	27.	55.7	F	19.0	14.4
13	4	1916.	0.	0.	5760.	0.	0.	5552.	8000.	0.	** 1916.	208.	.69	10.	133.3	F	12.9	22.8
14	4	1304.	648.	0.	6408.	648.	0.	6200.	8000.	0.	** 1304.	208.	.77	13.	115.7	F	14.5	20.4
15	4	3000.	400.	6808.	6808.	400.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 34.	36.6		19.8	13.5

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	204. VEH-HRS	257. PASS-HRS	381. VEH-HRS	480. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	204. VEH-HRS	257. PASS-HRS	381. VEH-HRS	480. PASS-HRS
TOTAL TRAV DISTANCE =	6966. VEH-MI.	8777. PASS-MI.	14522. VEH-MI.	18298. PASS-MI.
AVERAGE SYSTEM SPEED =	34. MPH.		38. MPH.	
AVERAGE DENSITY =	37. VPMPL		33. VPMPL	
TOTAL FUEL =	352. GALLONS		716. GALLONS	
TOTAL EMISSIONS =	94. KILOGRAMS		189. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	3.91	6.40	10.20
2	0.00	2.26	4.75	8.55
3	0.00	1.74	4.23	8.03
4	0.00	1.55	4.04	7.83
5	0.00	1.19	3.68	7.47
6	0.00	0.31	2.80	6.59
7	0.00	0.00	0.00	1.73
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3596.	0.	3596.	3596.	0.	3596.	8000.	0.	0.	0.	.45	60.	15.0	B	20.4	12.6
2	4	1887.	0.	712.	3596.	0.	712.	3596.	8000.	0.	0.	0.	.45	60.	15.0	B	20.4	12.6
3	3	4825.	0.	0.	2884.	0.	0.	2884.	6000.	0.	0.	0.	.48	60.	16.0	B	21.1	12.4
4	4	1045.	256.	0.	3140.	256.	0.	3140.	8000.	0.	0.	0.	.39	60.	13.1	B	20.4	12.6
5	3	1700.	0.	0.	3140.	0.	0.	3140.	6000.	0.	0.	0.	.52	60.	17.4	B	20.4	12.6
6	5	800.	2076.	0.	5216.	2076.	0.	5216.	10000.	0.	0.	0.	.52	55.	19.0	C	22.6	11.5
7	4	160.	0.	0.	5216.	0.	0.	5216.	8000.	0.	0.	0.	.65	55.	23.7	C	22.6	11.5
8	4	1730.	568.	0.	5784.	568.	0.	5784.	8000.	0.	0.	0.	.72	55.	26.3	D	22.3	11.5
9	5	2500.	924.	0.	6708.	924.	0.	6708.	9973.	27.	0.	0.	.67	55.	24.4	C	22.3	11.5
10	4	1750.	0.	0.	6708.	0.	0.	6708.	7973.	27.	0.	0.	.84	55.	30.5	D	22.3	11.5
11	4	1380.	336.	264.	7044.	336.	264.	6396.	7991.	9.	* 478.	648.	.80	51.	31.6	F	22.2	11.7
12	4	3550.	0.	548.	6780.	0.	548.	6132.	8000.	0.	** 3550.	648.	.77	16.	94.6	F	15.8	18.3
13	4	1916.	0.	0.	6232.	0.	0.	5584.	8000.	0.	** 1916.	648.	.70	11.	132.5	F	12.9	22.7
14	4	1304.	616.	0.	6848.	616.	0.	6200.	8000.	0.	** 1304.	648.	.77	13.	115.7	F	14.5	20.4
15	4	3000.	400.	7248.	7248.	400.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 30.	41.7		19.2	14.0

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	234. VEH-HRS	295. PASS-HRS	615. VEH-HRS	775. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	234. VEH-HRS	295. PASS-HRS	615. VEH-HRS	775. PASS-HRS
TOTAL TRAV DISTANCE =	7132. VEH-MI.	8986. PASS-MI.	21654. VEH-MI.	27284. PASS-MI.
AVERAGE SYSTEM SPEED =	30. MPH.		35. MPH.	
AVERAGE DENSITY =	42. VPMPL		36. VPMPL	
TOTAL FUEL =	371. GALLONS		1087. GALLONS	
TOTAL EMISSIONS =	100. KILOGRAMS		289. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	4.61	7.51	11.13
2	0.00	2.96	5.86	9.48
3	0.00	2.44	5.34	8.96
4	0.00	2.24	5.14	8.77
5	0.00	1.89	4.78	8.41
6	0.00	0.89	3.79	7.42
7	0.00	0.00	0.00	1.68
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3812.	0.	3812.	3812.	0.	3812.	8000.	0.	0.	0.	.48	60.	15.9	B	20.4	12.6
2	4	1887.	0.	740.	3812.	0.	740.	3812.	8000.	0.	0.	0.	.48	60.	15.9	B	20.4	12.6
3	3	4825.	0.	0.	3072.	0.	0.	3072.	6000.	0.	0.	0.	.51	60.	17.1	B	21.1	12.4
4	4	1045.	288.	0.	3360.	288.	0.	3360.	8000.	0.	0.	0.	.42	60.	14.0	B	20.4	12.6
5	3	1700.	0.	0.	3360.	0.	0.	3360.	6000.	0.	0.	0.	.56	60.	18.7	C	20.4	12.6
6	5	800.	1864.	0.	5224.	1864.	0.	5224.	10000.	0.	0.	0.	.52	55.	19.0	C	22.6	11.5
7	4	160.	0.	0.	5224.	0.	0.	5224.	8000.	0.	0.	0.	.65	55.	23.7	C	22.6	11.5
8	4	1730.	484.	0.	5708.	484.	0.	5708.	8000.	0.	0.	0.	.71	55.	25.9	C	22.3	11.5
9	5	2500.	924.	0.	6632.	924.	0.	6632.	9976.	24.	0.	0.	.66	55.	24.1	C	22.3	11.5
10	4	1750.	0.	0.	6632.	0.	0.	6228.	7976.	24.	* 784.	404.	.78	42.	37.3	F	21.2	12.4
11	4	1380.	304.	236.	6936.	304.	236.	6532.	7992.	8.	** 1380.	404.	.82	18.	93.0	F	16.6	17.6
12	4	3550.	0.	552.	6700.	0.	552.	6296.	8000.	0.	** 3550.	404.	.79	14.	113.1	F	14.9	20.0
13	4	1916.	0.	0.	6148.	0.	0.	5744.	8000.	0.	** 1916.	404.	.72	11.	128.1	F	13.3	22.2
14	4	1304.	556.	0.	6704.	556.	0.	6300.	8000.	0.	** 1304.	404.	.79	14.	113.0	F	14.9	20.0
15	4	3000.	300.	7004.	7004.	300.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES						MAX(V/C) = 1.00		LOWEST LOS = F		AVG = 27.		47.1		18.7	14.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	263. VEH-HRS	331. PASS-HRS	878. VEH-HRS	1106. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	263. VEH-HRS	331. PASS-HRS	878. VEH-HRS	1106. PASS-HRS
TOTAL TRAV DISTANCE =	7213. VEH-MI.	9088. PASS-MI.	28867. VEH-MI.	36372. PASS-MI.
AVERAGE SYSTEM SPEED =	27. MPH.		33. MPH.	
AVERAGE DENSITY =	47. VPMPL		39. VPMPL	
TOTAL FUEL =	386. GALLONS		1473. GALLONS	
TOTAL EMISSIONS =	106. KILOGRAMS		395. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DESTINATIONS ACROSS
DOWN

	1	2	3	4
1	0.74	5.79	8.54	11.97
2	0.00	4.14	6.89	10.32
3	0.00	3.62	6.37	9.80
4	0.00	3.42	6.17	9.60
5	0.00	3.07	5.81	9.25
6	0.00	0.94	3.69	7.12
7	0.00	0.00	0.00	1.60
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3872.	0.	3872.	3872.	0.	3872.	8000.	0.	0.	0.	.48	60.	16.1	B	20.4	12.6
2	4	1887.	0.	716.	3872.	0.	716.	3872.	8000.	0.	0.	0.	.48	60.	16.1	B	20.4	12.6
3	3	4825.	0.	0.	3156.	0.	0.	3156.	6000.	0.	0.	0.	.53	60.	17.5	B	21.1	12.4
4	4	1045.	344.	0.	3500.	344.	0.	3500.	8000.	0.	0.	0.	.44	60.	14.6	B	20.4	12.6
5	3	1700.	0.	0.	3500.	0.	0.	3500.	6000.	0.	0.	0.	.58	60.	19.4	C	20.4	12.6
6	5	800.	1860.	0.	5360.	1860.	0.	5360.	10000.	0.	0.	0.	.54	55.	19.5	C	22.6	11.5
7	4	160.	0.	0.	5360.	0.	0.	5360.	8000.	0.	0.	0.	.67	55.	24.4	C	22.6	11.5
8	4	1730.	560.	0.	5920.	560.	0.	5920.	8000.	0.	0.	0.	.74	55.	26.9	D	22.3	11.5
9	5	2500.	1004.	0.	6924.	1004.	0.	6268.	9973.	27.	* 904.	656.	.63	35.	35.9	F	20.1	12.9
10	4	1750.	0.	0.	6924.	0.	0.	6268.	7973.	27.	** 1750.	656.	.79	15.	103.6	F	15.4	19.1
11	4	1380.	428.	268.	7352.	428.	268.	6696.	7941.	59.	** 1380.	656.	.84	17.	100.1	F	16.3	18.1
12	4	3550.	0.	532.	7084.	0.	532.	6428.	8000.	0.	** 3550.	656.	.80	15.	109.5	F	15.4	19.3
13	4	1916.	0.	0.	6552.	0.	0.	5896.	8000.	0.	** 1916.	656.	.74	12.	124.0	F	13.6	21.6
14	4	1304.	604.	0.	7156.	604.	0.	6500.	8000.	0.	** 1304.	656.	.81	15.	107.5	F	15.7	19.0
15	4	3000.	100.	7256.	7256.	100.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 25.	51.7		18.3	15.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	291. VEH-HRS	367. PASS-HRS	1169. VEH-HRS	1473. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	291. VEH-HRS	367. PASS-HRS	1169. VEH-HRS	1473. PASS-HRS
TOTAL TRAV DISTANCE =	7344. VEH-MI.	9254. PASS-MI.	36211. VEH-MI.	45626. PASS-MI.
AVERAGE SYSTEM SPEED =	25. MPH.		31. MPH.	
AVERAGE DENSITY =	52. VPMPL		41. VPMPL	
TOTAL FUEL =	402. GALLONS		1875. GALLONS	
TOTAL EMISSIONS =	111. KILOGRAMS		506. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	7.02	9.93	13.46
2	0.00	5.37	8.28	11.81
3	0.00	4.85	7.76	11.29
4	0.00	4.66	7.56	11.09
5	0.00	4.30	7.20	10.74
6	0.00	1.01	3.92	7.45
7	0.00	0.00	0.00	1.64
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3832.	0.	3832.	3832.	0.	3832.	8000.	0.	0.	0.	.48	60.	16.0	B	20.4	12.6
2	4	1887.	0.	916.	3832.	0.	916.	3832.	8000.	0.	0.	0.	.48	60.	16.0	B	20.4	12.6
3	3	4825.	0.	0.	2916.	0.	0.	2916.	6000.	0.	0.	0.	.49	60.	16.2	B	21.1	12.4
4	4	1045.	264.	0.	3180.	264.	0.	3180.	8000.	0.	0.	0.	.40	60.	13.3	B	20.4	12.6
5	3	1700.	0.	0.	3180.	0.	0.	3180.	6000.	0.	0.	0.	.53	60.	17.7	B	20.4	12.6
6	5	800.	1732.	0.	4912.	1732.	0.	4912.	10000.	0.	0.	0.	.49	55.	17.9	B	22.6	11.5
7	4	160.	0.	0.	4912.	0.	0.	4912.	8000.	0.	0.	0.	.61	55.	22.3	C	22.6	11.5
8	4	1730.	424.	0.	5336.	424.	0.	5336.	8000.	0.	0.	0.	.67	55.	24.3	C	22.3	11.5
9	5	2500.	1008.	0.	6344.	1008.	0.	6156.	9973.	27.	* 1296.	188.	.62	16.	77.4	F	15.1	17.5
10	4	1750.	0.	0.	6344.	0.	0.	6156.	7973.	27.	** 1750.	188.	.77	13.	115.9	F	14.5	20.5
11	4	1380.	384.	248.	6728.	384.	248.	6540.	7980.	20.	** 1380.	188.	.82	15.	105.7	F	15.8	18.8
12	4	3550.	0.	484.	6480.	0.	484.	6292.	8000.	0.	** 3550.	188.	.79	14.	113.2	F	14.9	20.0
13	4	1916.	0.	0.	5996.	0.	0.	5808.	8000.	0.	** 1916.	188.	.73	11.	126.4	F	13.4	22.0
14	4	1304.	592.	0.	6588.	592.	0.	6400.	8000.	0.	** 1304.	188.	.80	15.	110.2	F	15.3	19.5
15	4	3000.	200.	6788.	6788.	200.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 22.	56.3		17.4	16.0

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	321. VEH-HRS	404. PASS-HRS	1489. VEH-HRS	1877. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	321. VEH-HRS	404. PASS-HRS	1489. VEH-HRS	1877. PASS-HRS
TOTAL TRAV DISTANCE =	7041. VEH-MI.	8871. PASS-MI.	43252. VEH-MI.	54498. PASS-MI.
AVERAGE SYSTEM SPEED =	22. MPH.		29. MPH.	
AVERAGE DENSITY =	56. VPMPL		44. VPMPL	
TOTAL FUEL =	406. GALLONS		2281. GALLONS	
TOTAL EMISSIONS =	113. KILOGRAMS		618. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	8.31	11.26	14.78
2	0.00	6.66	9.61	13.13
3	0.00	6.14	9.09	12.61
4	0.00	5.94	8.89	12.41
5	0.00	5.53	8.48	12.00
6	0.00	1.02	3.97	7.49
7	0.00	0.00	0.00	1.62
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3888.	0.	3888.	3888.	0.	3888.	8000.	0.	0.	0.	.49	60.	16.2	B	20.4	12.6
2	4	1887.	0.	968.	3888.	0.	968.	3888.	8000.	0.	0.	0.	.49	60.	16.2	B	20.4	12.6
3	3	4825.	0.	0.	2920.	0.	0.	2920.	6000.	0.	0.	0.	.49	60.	16.2	B	21.1	12.4
4	4	1045.	344.	0.	3264.	344.	0.	3264.	8000.	0.	0.	0.	.41	60.	13.6	B	20.4	12.6
5	3	1700.	0.	0.	3264.	0.	0.	3264.	6000.	0.	0.	0.	.54	60.	18.1	C	20.4	12.6
6	5	800.	2012.	0.	5276.	2012.	0.	5276.	10000.	0.	0.	0.	.53	55.	19.2	C	22.6	11.5
7	4	160.	0.	0.	5276.	0.	0.	5276.	8000.	0.	0.	0.	.66	55.	24.0	C	22.6	11.5
8	4	1730.	512.	0.	5788.	512.	0.	5040.	8000.	0.	* 456.	748.	.63	48.	26.1	F	21.7	11.8
9	5	2500.	1008.	0.	6796.	1008.	0.	6048.	9976.	24.	** 2500.	748.	.61	10.	125.4	F	11.6	22.7
10	4	1750.	0.	0.	6796.	0.	0.	6048.	7976.	24.	** 1750.	748.	.76	13.	119.0	F	14.1	21.0
11	4	1380.	444.	240.	7240.	444.	240.	6492.	7947.	53.	** 1380.	748.	.82	15.	105.9	F	15.8	18.9
12	4	3550.	0.	448.	7000.	0.	448.	6252.	8000.	0.	** 3550.	748.	.78	14.	114.3	F	14.7	20.2
13	4	1916.	0.	0.	6552.	0.	0.	5804.	8000.	0.	** 1916.	748.	.73	11.	126.5	F	13.4	22.0
14	4	1304.	644.	0.	7196.	644.	0.	6448.	8000.	0.	** 1304.	748.	.81	15.	108.9	F	15.5	19.3
15	4	3000.	152.	7348.	7348.	152.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 20.	60.9		16.7	16.6

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	354. VEH-HRS	446. PASS-HRS	1843. VEH-HRS	2323. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	354. VEH-HRS	446. PASS-HRS	1843. VEH-HRS	2323. PASS-HRS
TOTAL TRAV DISTANCE =	7090. VEH-MI.	8933. PASS-MI.	50342. VEH-MI.	63431. PASS-MI.
AVERAGE SYSTEM SPEED =	20. MPH.		27. MPH.	
AVERAGE DENSITY =	61. VPMPL		46. VPMPL	
TOTAL FUEL =	424. GALLONS		2705. GALLONS	
TOTAL EMISSIONS =	117. KILOGRAMS		736. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	9.58	12.51	16.01
2	0.00	7.93	10.86	14.36
3	0.00	7.41	10.34	13.84
4	0.00	7.21	10.14	13.64
5	0.00	6.11	9.04	12.55
6	0.00	1.01	3.94	7.45
7	0.00	0.00	0.00	1.64
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4124.	0.	4124.	4124.	0.	4124.	8000.	0.	0.	0.	.52	60.	17.2	B	20.4	12.6
2	4	1887.	0.	1508.	4124.	0.	1508.	4124.	8000.	0.	0.	0.	.52	60.	17.2	B	20.4	12.6
3	3	4825.	0.	0.	2616.	0.	0.	2616.	6000.	0.	0.	0.	.44	60.	14.5	B	21.1	12.4
4	4	1045.	296.	0.	2912.	296.	0.	2912.	8000.	0.	0.	0.	.36	60.	12.1	B	20.4	12.6
5	3	1700.	0.	0.	2912.	0.	0.	2912.	6000.	0.	0.	0.	.49	60.	16.2	B	20.4	12.6
6	5	800.	1756.	0.	4668.	1756.	0.	4668.	10000.	0.	0.	0.	.47	55.	17.0	B	22.6	11.5
7	4	160.	0.	0.	4668.	0.	0.	4668.	8000.	0.	0.	0.	.58	55.	21.2	C	22.6	11.5
8	4	1730.	556.	0.	5224.	556.	0.	5060.	8000.	0.	* 896.	164.	.63	18.	70.4	F	16.0	16.6
9	5	2500.	1008.	0.	6232.	1008.	0.	6068.	9973.	27.	** 2500.	164.	.61	8.	151.6	F	10.4	25.6
10	4	1750.	0.	0.	6232.	0.	0.	6068.	7973.	27.	** 1750.	164.	.76	13.	118.3	F	14.2	20.9
11	4	1380.	444.	244.	6676.	444.	244.	6512.	7946.	54.	** 1380.	164.	.82	15.	105.3	F	15.8	18.8
12	4	3550.	0.	420.	6432.	0.	420.	6268.	8000.	0.	** 3550.	164.	.78	14.	113.8	F	14.8	20.1
13	4	1916.	0.	0.	6012.	0.	0.	5848.	8000.	0.	** 1916.	164.	.73	12.	125.3	F	13.5	21.8
14	4	1304.	552.	0.	6564.	552.	0.	6400.	8000.	0.	** 1304.	164.	.80	15.	110.2	F	15.3	19.5
15	4	3000.	200.	6764.	6764.	200.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 18.		65.1		16.1	17.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	379. VEH-HRS	478. PASS-HRS	2222. VEH-HRS	2800. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	379. VEH-HRS	478. PASS-HRS	2222. VEH-HRS	2800. PASS-HRS
TOTAL TRAV DISTANCE =	6933. VEH-MI.	8736. PASS-MI.	57275. VEH-MI.	72167. PASS-MI.
AVERAGE SYSTEM SPEED =	18. MPH.		26. MPH.	
AVERAGE DENSITY =	65. VPMPL		49. VPMPL	
TOTAL FUEL =	430. GALLONS		3134. GALLONS	
TOTAL EMISSIONS =	119. KILOGRAMS		855. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	12.34	15.95	20.01
2	0.00	10.69	14.30	18.36
3	0.00	10.17	13.78	17.84
4	0.00	9.96	13.57	17.63
5	0.00	7.54	11.15	15.21
6	0.00	1.25	4.85	8.91
7	0.00	0.00	0.00	1.82
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3344.	0.	3344.	3344.	0.	3344.	8000.	0.	0.	0.	.42	60.	13.9	B	20.4	12.6
2	4	1887.	0.	1476.	3344.	0.	1476.	3344.	8000.	0.	0.	0.	.42	60.	13.9	B	20.4	12.6
3	3	4825.	0.	0.	1868.	0.	0.	1868.	6000.	0.	0.	0.	.31	60.	10.4	A	21.1	12.4
4	4	1045.	320.	0.	2188.	320.	0.	2188.	8000.	0.	0.	0.	.27	60.	9.1	A	20.4	12.6
5	3	1700.	0.	0.	2188.	0.	0.	2188.	6000.	0.	0.	0.	.36	60.	12.2	B	20.4	12.6
6	5	800.	1864.	0.	4052.	1864.	0.	4052.	10000.	0.	0.	0.	.41	55.	14.7	B	22.6	11.5
7	4	160.	0.	0.	4052.	0.	0.	3636.	8000.	0.	* 97.	416.	.45	41.	22.0	F	21.4	12.0
8	4	1730.	692.	0.	4744.	692.	0.	4328.	8000.	0.	** 1730.	416.	.54	8.	133.1	F	10.6	23.8
9	5	2500.	1108.	0.	5852.	1108.	0.	5436.	9970.	30.	** 2500.	416.	.55	7.	165.2	F	9.2	27.3
10	4	1750.	0.	0.	5852.	0.	0.	5436.	7970.	30.	** 1750.	416.	.68	10.	135.4	F	12.7	23.1
11	4	1380.	536.	232.	6388.	536.	232.	5972.	7906.	94.	** 1380.	416.	.76	13.	118.5	F	14.0	21.1
12	4	3550.	0.	372.	6156.	0.	372.	5740.	8000.	0.	** 3550.	416.	.72	11.	128.2	F	13.3	22.2
13	4	1916.	0.	0.	5784.	0.	0.	5368.	8000.	0.	** 1916.	416.	.67	10.	138.3	F	12.3	23.5
14	4	1304.	632.	0.	6416.	632.	0.	6000.	8000.	0.	** 1304.	416.	.75	12.	121.1	F	13.9	21.2
15	4	3000.	600.	7016.	7016.	600.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 14.	73.2		14.5	18.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	427. VEH-HRS	538. PASS-HRS	2650. VEH-HRS	3338. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	427. VEH-HRS	538. PASS-HRS	2650. VEH-HRS	3338. PASS-HRS
TOTAL TRAV DISTANCE =	6116. VEH-MI.	7706. PASS-MI.	63391. VEH-MI.	79873. PASS-MI.
AVERAGE SYSTEM SPEED =	14. MPH.		24. MPH.	
AVERAGE DENSITY =	73. VPMPL		51. VPMPL	
TOTAL FUEL =	421. GALLONS		3556. GALLONS	
TOTAL EMISSIONS =	115. KILOGRAMS		970. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	14.03	17.93	22.28
2	0.00	12.38	16.28	20.63
3	0.00	11.86	15.76	20.11
4	0.00	11.00	14.90	19.24
5	0.00	7.94	11.84	16.19
6	0.00	1.35	5.25	9.59
7	0.00	0.00	0.00	1.91
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3308.	0.	3308.	3308.	0.	3308.	8000.	0.	0.	0.	.41	60.	13.8	B	20.4	12.6
2	4	1887.	0.	1568.	3308.	0.	1568.	3308.	8000.	0.	0.	0.	.41	60.	13.8	B	20.4	12.6
3	3	4825.	0.	0.	1740.	0.	0.	1740.	6000.	0.	0.	0.	.29	60.	9.7	A	21.1	12.4
4	4	1045.	256.	0.	1996.	256.	0.	1996.	8000.	0.	0.	0.	.25	60.	8.3	A	20.4	12.6
5	3	1700.	0.	0.	1996.	0.	0.	1996.	6000.	0.	0.	0.	.33	60.	11.1	B	20.4	12.6
6	5	800.	2060.	0.	4056.	2060.	0.	3804.	10000.	0.	* 312.	252.	.38	17.	44.3	F	17.6	14.3
7	4	160.	0.	0.	4056.	0.	0.	3804.	8000.	0.	** 160.	252.	.48	5.	176.8	F	8.5	28.3
8	4	1730.	504.	0.	4560.	504.	0.	4308.	8000.	0.	** 1730.	252.	.54	6.	167.2	F	9.1	27.5
9	5	2500.	992.	0.	5552.	992.	0.	5300.	9970.	30.	** 2500.	252.	.53	6.	168.2	F	9.0	27.7
10	4	1750.	0.	0.	5552.	0.	0.	5300.	7970.	30.	** 1750.	252.	.67	10.	139.1	F	12.0	23.7
11	4	1380.	484.	248.	6036.	484.	248.	5784.	7923.	77.	** 1380.	252.	.73	12.	124.3	F	13.5	21.8
12	4	3550.	0.	380.	5788.	0.	380.	5536.	8000.	0.	** 3550.	252.	.69	10.	133.8	F	12.8	22.9
13	4	1916.	0.	0.	5408.	0.	0.	5156.	8000.	0.	** 1916.	252.	.64	9.	144.1	F	11.3	24.5
14	4	1304.	644.	0.	6052.	644.	0.	5800.	8000.	0.	** 1304.	252.	.73	11.	126.6	F	13.4	22.0
15	4	3000.	800.	6852.	6852.	800.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 13.	78.6		13.8	19.5

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	459. VEH-HRS	578. PASS-HRS	3108. VEH-HRS	3917. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	459. VEH-HRS	578. PASS-HRS	3108. VEH-HRS	3917. PASS-HRS
TOTAL TRAV DISTANCE =	5938. VEH-MI.	7482. PASS-MI.	69329. VEH-MI.	87355. PASS-MI.
AVERAGE SYSTEM SPEED =	13. MPH.		22. MPH.	
AVERAGE DENSITY =	79. VPMPL		54. VPMPL	
TOTAL FUEL =	429. GALLONS		3984. GALLONS	
TOTAL EMISSIONS =	116. KILOGRAMS		1086. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	15.61	19.77	24.40
2	0.00	13.96	18.12	22.75
3	0.00	13.44	17.60	22.23
4	0.00	11.70	15.86	20.49
5	0.00	8.46	12.62	17.25
6	0.00	1.48	5.64	10.27
7	0.00	0.00	0.00	2.02
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3360.	0.	3360.	3360.	0.	3360.	8000.	0.	0.	0.	.42	60.	14.0	B	20.4	12.6
2	4	1887.	0.	1640.	3360.	0.	1640.	3360.	8000.	0.	0.	0.	.42	60.	14.0	B	20.4	12.6
3	3	4825.	0.	0.	1720.	0.	0.	1720.	6000.	0.	0.	0.	.29	60.	9.6	A	21.1	12.4
4	4	1045.	240.	0.	1960.	240.	0.	1960.	8000.	0.	0.	0.	.24	60.	8.2	A	20.4	12.6
5	3	1700.	0.	0.	1960.	0.	0.	1960.	6000.	0.	0.	0.	.33	60.	10.9	A	20.4	12.6
6	5	800.	1972.	0.	3932.	1972.	0.	3756.	10000.	0.	* 559.	176.	.38	7.	114.5	F	11.7	26.8
7	4	160.	0.	0.	3932.	0.	0.	3756.	8000.	0.	** 160.	176.	.47	5.	182.2	F	8.3	28.9
8	4	1730.	400.	0.	4332.	400.	0.	4156.	8000.	0.	** 1730.	176.	.52	6.	171.4	F	8.8	27.9
9	5	2500.	980.	0.	5312.	980.	0.	5136.	9973.	27.	** 2500.	176.	.51	6.	171.9	F	8.8	28.1
10	4	1750.	0.	0.	5312.	0.	0.	5136.	7973.	27.	** 1750.	176.	.64	9.	143.7	F	11.3	24.5
11	4	1380.	444.	212.	5756.	444.	212.	5580.	7973.	27.	** 1380.	176.	.70	11.	131.6	F	13.0	22.7
12	4	3550.	0.	400.	5544.	0.	400.	5368.	8000.	0.	** 3550.	176.	.67	10.	138.3	F	12.3	23.5
13	4	1916.	0.	0.	5144.	0.	0.	4968.	8000.	0.	** 1916.	176.	.62	8.	149.2	F	10.7	25.2
14	4	1304.	632.	0.	5776.	632.	0.	5600.	8000.	0.	** 1304.	176.	.70	11.	132.0	F	13.0	22.7
15	4	3000.	1000.	6776.	6776.	1000.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES								MAX(V/C) = 1.00		LOWEST LOS = F		AVG = 12.	82.8	13.4	26.0

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	485. VEH-HRS	612. PASS-HRS	3594. VEH-HRS	4528. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	485. VEH-HRS	612. PASS-HRS	3594. VEH-HRS	4528. PASS-HRS
TOTAL TRAV DISTANCE =	5815. VEH-MI.	7326. PASS-MI.	75144. VEH-MI.	94681. PASS-MI.
AVERAGE SYSTEM SPEED =	12. MPH.		21. MPH.	
AVERAGE DENSITY =	83. VPMPL		57. VPMPL	
TOTAL FUEL =	435. GALLONS		4419. GALLONS	
TOTAL EMISSIONS =	116. KILOGRAMS		1202. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	11.56	14.84	18.68
2	0.00	9.91	13.19	17.03
3	0.00	9.39	12.67	16.51
4	0.00	8.83	12.10	15.94
5	0.00	6.77	10.04	13.89
6	0.00	1.15	4.43	8.27
7	0.00	0.00	0.00	1.73
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3184.	0.	3184.	3184.	0.	3184.	8000.	0.	0.	0.	.40	60.	13.3	B	20.4	12.6
2	4	1887.	0.	1488.	3184.	0.	1488.	3184.	8000.	0.	0.	0.	.40	60.	13.3	B	20.4	12.6
3	3	4825.	0.	0.	1696.	0.	0.	1696.	6000.	0.	0.	0.	.28	60.	9.4	A	21.1	12.4
4	4	1045.	220.	0.	1916.	220.	0.	1916.	8000.	0.	0.	0.	.24	60.	8.0	A	20.4	12.6
5	3	1700.	0.	0.	1916.	0.	0.	1916.	6000.	0.	0.	0.	.32	60.	10.6	A	20.4	12.6
6	5	800.	1540.	0.	3456.	1540.	0.	3456.	10000.	0.	0.	0.	.35	21.	32.9	D	17.8	14.2
7	4	160.	0.	0.	3456.	0.	0.	3456.	8000.	0.	0.	0.	.43	13.	65.0	F	14.0	18.4
8	4	1730.	340.	0.	3796.	340.	0.	4836.	8000.	0.	* 268.	-1040.	.60	10.	126.4	F	11.6	22.8
9	5	2500.	944.	0.	4740.	944.	0.	5780.	9973.	27.	** 2500.	-1040.	.58	7.	157.8	F	9.8	26.4
10	4	1750.	0.	0.	4740.	0.	0.	5780.	7973.	27.	** 1750.	-1040.	.72	11.	126.2	F	13.4	22.0
11	4	1380.	432.	224.	5172.	432.	224.	6212.	7972.	28.	** 1380.	-1040.	.78	14.	114.4	F	14.7	26.2
12	4	3550.	0.	468.	4948.	0.	468.	5988.	8000.	0.	** 3550.	-1040.	.75	12.	121.5	F	13.9	21.3
13	4	1916.	0.	0.	4480.	0.	0.	5520.	8000.	0.	** 1916.	-1040.	.69	10.	134.2	F	12.8	22.9
14	4	1304.	680.	0.	5160.	680.	0.	6200.	8000.	0.	** 1304.	-1040.	.77	13.	115.7	F	14.5	26.4
15	4	3000.	400.	5560.	5560.	400.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 15.		70.4		14.8	18.6

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	409. VEH-HRS	516. PASS-HRS	4003. VEH-HRS	5044. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	409. VEH-HRS	516. PASS-HRS	4003. VEH-HRS	5044. PASS-HRS
TOTAL TRAV DISTANCE =	6159. VEH-MI.	7761. PASS-MI.	81303. VEH-MI.	102442. PASS-MI.
AVERAGE SYSTEM SPEED =	15. MPH.		20. MPH.	
AVERAGE DENSITY =	70. VPMPL		58. VPMPL	
TOTAL FUEL =	415. GALLONS		4834. GALLONS	
TOTAL EMISSIONS =	115. KILOGRAMS		1317. KILOGRAMS	

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	9.93	13.32	17.26
2	0.00	8.28	11.67	15.61
3	0.00	7.76	11.15	15.09
4	0.00	7.56	10.95	14.89
5	0.00	7.02	10.42	14.35
6	0.00	1.19	4.59	8.52
7	0.00	0.00	0.00	1.77
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3200.	0.	3200.	3200.	0.	3200.	8000.	0.	0.	0.	.40	60.	13.3	B	20.4	12.6
2	4	1887.	0.	960.	3200.	0.	960.	3200.	8000.	0.	0.	0.	.40	60.	13.3	B	20.4	12.6
3	3	4825.	0.	0.	2240.	0.	0.	2240.	6000.	0.	0.	0.	.37	60.	12.4	B	21.1	12.4
4	4	1045.	232.	0.	2472.	232.	0.	2472.	8000.	0.	0.	0.	.31	60.	10.3	A	20.4	12.6
5	3	1700.	0.	0.	2472.	0.	0.	2472.	6000.	0.	0.	0.	.41	60.	13.7	B	20.4	12.6
6	5	800.	1532.	0.	4004.	1532.	0.	4004.	10000.	0.	0.	0.	.40	55.	14.6	B	22.6	11.5
7	4	160.	0.	0.	4004.	0.	0.	4004.	8000.	0.	0.	0.	.50	55.	18.2	C	22.6	11.5
8	4	1730.	616.	0.	4620.	616.	0.	4728.	8000.	0.	0.	-108.	.59	37.	32.3	D	20.3	12.7
9	5	2500.	940.	0.	5560.	940.	0.	5668.	9973.	27.	** 2500.	-108.	.57	7.	160.3	F	9.6	26.7
10	4	1750.	0.	0.	5560.	0.	0.	5668.	7973.	27.	** 1750.	-108.	.71	11.	129.2	F	13.1	22.4
11	4	1380.	452.	224.	6012.	452.	224.	6120.	7961.	39.	** 1380.	-108.	.77	13.	116.5	F	14.4	26.6
12	4	3550.	0.	436.	5788.	0.	436.	5896.	8000.	0.	** 3550.	-108.	.74	12.	124.0	F	13.6	21.6
13	4	1916.	0.	0.	5352.	0.	0.	5460.	8000.	0.	** 1916.	-108.	.68	10.	135.8	F	12.7	23.1
14	4	1304.	640.	0.	5992.	640.	0.	6100.	8000.	0.	** 1304.	-108.	.76	13.	118.4	F	14.2	26.8
15	4	3000.	500.	6492.	6492.	500.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 16.		66.0		15.4	17.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	384. VEH-HRS	484. PASS-HRS	4388. VEH-HRS	5528. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	384. VEH-HRS	484. PASS-HRS	4388. VEH-HRS	5528. PASS-HRS
TOTAL TRAV DISTANCE =	6324. VEH-MI.	7968. PASS-MI.	87627. VEH-MI.	110411. PASS-MI.
AVERAGE SYSTEM SPEED =	16. MPH.		20. MPH.	
AVERAGE DENSITY =	66. VPMPL		59. VPMPL	
TOTAL FUEL =	409. GALLONS		5244. GALLONS	
TOTAL EMISSIONS =	113. KILOGRAMS		1430. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	7.47	10.08	13.35
2	0.00	5.82	8.43	11.70
3	0.00	5.30	7.91	11.18
4	0.00	5.10	7.71	10.98
5	0.00	4.74	7.35	10.63
6	0.00	0.92	3.53	6.80
7	0.00	0.00	0.00	1.56
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3396.	0.	3396.	3396.	0.	3396.	8000.	0.	0.	0.	.42	60.	14.1	B	20.4	12.6
2	4	1887.	0.	960.	3396.	0.	960.	3396.	8000.	0.	0.	0.	.42	60.	14.1	B	20.4	12.6
3	3	4825.	0.	0.	2436.	0.	0.	2436.	6000.	0.	0.	0.	.41	60.	13.5	B	21.1	12.4
4	4	1045.	220.	0.	2656.	220.	0.	2656.	8000.	0.	0.	0.	.33	60.	11.1	B	20.4	12.6
5	3	1700.	0.	0.	2656.	0.	0.	2656.	6000.	0.	0.	0.	.44	60.	14.8	B	20.4	12.6
6	5	800.	1664.	0.	4320.	1664.	0.	4320.	10000.	0.	0.	0.	.43	55.	15.7	B	22.6	11.5
7	4	160.	0.	0.	4320.	0.	0.	4320.	8000.	0.	0.	0.	.54	55.	19.6	C	22.6	11.5
8	4	1730.	432.	0.	4752.	432.	0.	4752.	8000.	0.	0.	0.	.59	55.	21.6	C	22.3	11.5
9	5	2500.	912.	0.	5664.	912.	0.	6384.	9973.	27.	* 968.	-720.	.64	12.	110.5	F	13.0	26.9
10	4	1750.	0.	0.	5664.	0.	0.	6384.	7973.	27.	** 1750.	-720.	.80	15.	109.7	F	15.3	19.5
11	4	1380.	400.	232.	6064.	400.	232.	6784.	7981.	19.	** 1380.	-720.	.85	17.	99.1	F	16.5	17.9
12	4	3550.	0.	484.	5832.	0.	484.	6552.	8000.	0.	** 3550.	-720.	.82	15.	106.1	F	15.8	18.8
13	4	1916.	0.	0.	5348.	0.	0.	6068.	8000.	0.	** 1916.	-720.	.76	13.	119.3	F	14.1	21.0
14	4	1304.	532.	0.	5880.	532.	0.	6600.	8000.	0.	** 1304.	-720.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	5880.	5880.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 21.		55.7		17.3	16.1

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	319. VEH-HRS	402. PASS-HRS	4707. VEH-HRS	5930. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	319. VEH-HRS	402. PASS-HRS	4707. VEH-HRS	5930. PASS-HRS
TOTAL TRAV DISTANCE =	6811. VEH-MI.	8582. PASS-MI.	94438. VEH-MI.	118992. PASS-MI.
AVERAGE SYSTEM SPEED =	21. MPH.		20. MPH.	
AVERAGE DENSITY =	56. VPMPL		58. VPMPL	
TOTAL FUEL =	394. GALLONS		5637. GALLONS	
TOTAL EMISSIONS =	110. KILOGRAMS		1540. KILOGRAMS	

FREEWAY TRAVEL TIME (MINUTES)

ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	5.15	7.69	10.97
2	0.00	3.50	6.04	9.32
3	0.00	2.98	5.52	8.81
4	0.00	2.78	5.32	8.61
5	0.00	2.42	4.96	8.25
6	0.00	0.78	3.32	6.61
7	0.00	0.00	0.00	1.56
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3132.	0.	3132.	3132.	0.	3132.	8000.	0.	0.	0.	.39	60.	13.1	B	20.4	12.6
2	4	1887.	0.	816.	3132.	0.	816.	3132.	8000.	0.	0.	0.	.39	60.	13.0	B	20.4	12.6
3	3	4825.	0.	0.	2316.	0.	0.	2316.	6000.	0.	0.	0.	.39	60.	12.9	B	21.1	12.4
4	4	1045.	208.	0.	2524.	208.	0.	2524.	8000.	0.	0.	0.	.32	60.	10.5	A	20.4	12.6
5	3	1700.	0.	0.	2524.	0.	0.	2524.	6000.	0.	0.	0.	.42	60.	14.0	B	20.4	12.6
6	5	800.	1400.	0.	3924.	1400.	0.	3924.	10000.	0.	0.	0.	.39	55.	14.3	B	22.6	11.5
7	4	160.	0.	0.	3924.	0.	0.	3924.	8000.	0.	0.	0.	.49	55.	17.8	B	22.6	11.5
8	4	1730.	272.	0.	4196.	272.	0.	4196.	8000.	0.	0.	0.	.52	55.	19.1	C	22.3	11.5
9	5	2500.	804.	0.	5000.	804.	0.	5000.	9977.	23.	0.	0.	.50	39.	25.7	C	20.7	12.5
10	4	1750.	0.	0.	5000.	0.	0.	5000.	7977.	23.	0.	0.	.63	22.	57.3	F	17.9	15.8
11	4	1380.	412.	216.	5412.	412.	216.	5412.	7983.	17.	0.	0.	.68	20.	67.4	F	17.5	16.5
12	4	3550.	0.	556.	5196.	0.	556.	6604.	8000.	0.	* 2820.	-1408.	.83	16.	103.9	F	16.0	18.6
13	4	1916.	0.	0.	4640.	0.	0.	6048.	8000.	0.	** 1916.	-1408.	.76	13.	119.8	F	14.1	21.0
14	4	1304.	552.	0.	5192.	552.	0.	6600.	8000.	0.	** 1304.	-1408.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	5192.	5192.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		29547. =	5.6 MILES						MAX(V/C) = 1.00		LOWEST LOS = F		AVG = 26.		43.2		18.5	14.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	248. VEH-HRS	312. PASS-HRS	4954. VEH-HRS	6242. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	248. VEH-HRS	312. PASS-HRS	4954. VEH-HRS	6242. PASS-HRS
TOTAL TRAV DISTANCE =	6454. VEH-MI.	8132. PASS-MI.	100893. VEH-MI.	127125. PASS-MI.
AVERAGE SYSTEM SPEED =	26. MPH.		20. MPH.	
AVERAGE DENSITY =	43. VPMPL		57. VPMPL	
TOTAL FUEL =	348. GALLONS		5986. GALLONS	
TOTAL EMISSIONS =	96. KILOGRAMS		1636. KILOGRAMS	

QUEUE CLEAR SECTION 14 T2 =0.233

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** **
** FREEWAY TRAVEL TIME (MINUTES) **
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ORIGINS DOWN	DESTINATIONS ACROSS 1	2	3	4
1	0.74	3.89	5.00	7.87
2	0.00	2.24	3.35	6.22
3	0.00	1.72	2.83	5.70
4	0.00	1.52	2.63	5.51
5	0.00	1.16	2.27	5.15
6	0.00	0.29	1.40	4.27
7	0.00	0.00	0.00	1.56
8	0.00	0.00	0.00	0.62

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	2992.	0.	2992.	2992.	0.	2992.	8000.	0.	0.	0.	.37	60.	12.5	B	20.4	12.6
2	4	1887.	0.	700.	2992.	0.	700.	2992.	8000.	0.	0.	0.	.37	60.	12.5	B	20.4	12.6
3	3	4825.	0.	0.	2292.	0.	0.	2292.	6000.	0.	0.	0.	.38	60.	12.7	B	21.1	12.4
4	4	1045.	224.	0.	2516.	224.	0.	2516.	8000.	0.	0.	0.	.31	60.	10.5	A	20.4	12.6
5	3	1700.	0.	0.	2516.	0.	0.	2516.	6000.	0.	0.	0.	.42	60.	14.0	B	20.4	12.6
6	5	800.	1480.	0.	3996.	1480.	0.	3996.	10000.	0.	0.	0.	.40	55.	14.5	B	22.6	11.5
7	4	160.	0.	0.	3996.	0.	0.	3996.	8000.	0.	0.	0.	.50	55.	18.2	C	22.6	11.5
8	4	1730.	44.	0.	4040.	44.	0.	4040.	8000.	0.	0.	0.	.50	55.	18.4	C	22.3	11.5
9	5	2500.	732.	0.	4772.	732.	0.	4772.	9974.	26.	0.	0.	.48	55.	17.4	B	22.3	11.5
10	4	1750.	0.	0.	4772.	0.	0.	4772.	7974.	26.	0.	0.	.60	55.	21.7	C	22.3	11.5
11	4	1380.	272.	256.	5044.	272.	256.	5044.	7993.	7.	0.	0.	.63	55.	22.9	C	22.3	11.5
12	4	3550.	0.	664.	4788.	0.	664.	4788.	8000.	0.	0.	0.	.60	36.	33.0	D	20.6	13.0
13	4	1916.	0.	0.	4124.	0.	0.	4124.	8000.	0.	0.	0.	.52	17.	62.4	F	15.8	18.0
14	4	1304.	452.	0.	4576.	452.	0.	6374.	8000.	0.	0.	-1798.	.80	16.	100.7	F	15.8	18.6
15	4	3000.	0.	4576.	4576.	0.	6374.	6374.	6600.	0.	0.	0.	.97	55.	29.0	D	22.3	11.5
TOTAL		29547. =	5.6 MILES										MAX(V/C) = 0.97	LOWEST LOS = F		AVG = 39.	25.7	20.5	12.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	148. VEH-HRS	186. PASS-HRS	5102. VEH-HRS	6429. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	148. VEH-HRS	186. PASS-HRS	5102. VEH-HRS	6429. PASS-HRS
TOTAL TRAV DISTANCE =	5803. VEH-MI.	7312. PASS-MI.	106695. VEH-MI.	134436. PASS-MI.
AVERAGE SYSTEM SPEED =	39. MPH.		21. MPH.	
AVERAGE DENSITY =	26. VPMPL		55. VPMPL	
TOTAL FUEL =	284. GALLONS		6270. GALLONS	
TOTAL EMISSIONS =	75. KILOGRAMS		1711. KILOGRAMS	

FREEWAY SUMMARY TABLE
SIMULATION BEFORE CONTROL

TIME SLICE	FREEWAY TRAVEL TIME VEH-HR	FREEWAY TRAVEL TIME PAS-HR	RAMP DELAY VEH-HR	RAMP DELAY PAS-HR	TOTAL FREEWAY TRAVEL TIME VEH-HR	TOTAL FREEWAY TRAVEL TIME PAS-HR	TOTAL TRAVEL DISTANCE VEH-MI	TOTAL TRAVEL DISTANCE PAS-MI	AVERAGE SPEED MPH	GASOLINE CONSUMED GALLONS	HYDROCARB EMISSIONS KILOGRAMS	CARBON MONOXIDE KILOGRAMS	NITROUS OXIDES KILOGRAMS	BEGIN TIME
1	177.	223.	0.	0.	177.	223.	7556.	9521.	42.8	364.	8.	81.	6.	15:00
2	204.	257.	0.	0.	204.	257.	6966.	8777.	34.1	352.	8.	80.	6.	15:15
3	234.	295.	0.	0.	234.	295.	7132.	8986.	30.4	371.	9.	85.	6.	15:30
4	263.	331.	0.	0.	263.	331.	7213.	9088.	27.4	386.	10.	89.	6.	15:45
5	291.	367.	0.	0.	291.	367.	7344.	9254.	25.2	402.	11.	94.	6.	16:00
6	321.	404.	0.	0.	321.	404.	7041.	8871.	22.0	406.	12.	95.	6.	16:15
7	354.	446.	0.	0.	354.	446.	7090.	8933.	20.0	424.	13.	98.	6.	16:30
8	379.	478.	0.	0.	379.	478.	6933.	8736.	18.3	430.	13.	100.	6.	16:45
9	427.	538.	0.	0.	427.	538.	6116.	7706.	14.3	421.	14.	96.	6.	17:00
10	459.	578.	0.	0.	459.	578.	5938.	7482.	12.9	429.	14.	96.	6.	17:15
11	485.	612.	0.	0.	485.	612.	5815.	7326.	12.0	435.	15.	96.	6.	17:30
12	409.	516.	0.	0.	409.	516.	6159.	7761.	15.0	415.	14.	95.	6.	17:45
13	384.	484.	0.	0.	384.	484.	6324.	7968.	16.5	409.	13.	94.	6.	18:00
14	319.	402.	0.	0.	319.	402.	6811.	8582.	21.3	394.	12.	92.	6.	18:15
15	248.	312.	0.	0.	248.	312.	6454.	8132.	26.1	348.	10.	82.	5.	18:30
16	148.	186.	0.	0.	148.	186.	5803.	7312.	39.2	284.	6.	64.	5.	18:45
TOTAL	5102.	6429.	0.	0.	5102.	6429.	106695.	134436.	20.9	6270.	182.	1437.	92.	

CONTOUR DIAGRAM OF
QUEUE LENGTH
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ..........................................................................................................   TIME
      .                                                                                                          .
    1 .                                                                                  *************          . - 15:00
    2 .                                                                               ****************          . - 15:15
    3 .                                                                         ************************          . - 15:30
    4 .                                                                   ******************************          . - 15:45
    5 .                                                             ************************************          . - 16:00
    6 .                                                            *************************************          . - 16:15
    7 .                                                        ********************************************          . - 16:30
    8 .                                                      **********************************************          . - 16:45
    9 .                                                   ************************************************          . - 17:00
   10 .                                               ***************************************************          . - 17:15
   11 .                                               ***************************************************          . - 17:30
   12 .                                                         ******************************************          . - 17:45
   13 .                                                          *****************************************          . - 18:00
   14 .                                                             ************************************          . - 18:15
   15 .                                                                              ********************          . - 18:30
   16 .                                                                                                          . - 18:45
      .                                                                                                          .
      ..........................................................................................................
       :     :    :              :  :    :  ::    :      :    :   :          :    :  :
       01    02   03             04 05   06 08   09     10   11  12         13   14 15
```

BLANK DENOTES MOVING TRAFFIC. ASTERISK DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION.
M DENOTES QUEUED VEHICLES DUE TO MERGING. B DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION AND MERGING. (WHEN BOTH QUEUES EXIST, LENGTH OF DISPLAY REPRESENTS MAINLINE CONGESTION.)

CONTOUR DIAGRAM OF
VOLUME/CAPACITY RATIO
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ..............................................................................................................   TIME
      .                                                                                                              .
    1 .44444444444445555555555555555444455555555567777777777777788888899999777777777777666666777 **********. - 15:00
    2 .44444444444444444444444444444333355555544466666666666666688888888888777777777777666666777 **********. - 15:15
    3 .44444444444444444444444444444333355555555567777776666666688888888888777777777777666666777 **********. - 15:30
    4 .44444444444445555555555555555444455555555567777776666666677777788888777777777777777777777 **********. - 15:45
    5 .44444444444445555555555555555444455555555567777776666666677777788888888888888888777777888 **********. - 16:00
    6 .44444444444444444444444444444333355555544466666666666666677777788888777777777777777777888 **********. - 16:15
    7 .44444444444444444444444444444444455555555566666666666666677777788888777777777777777777888 **********. - 16:30
    8 .55555555555554444444444444444333344444444456666666666666677777788888777777777777777777888 **********. - 16:45
    9 .44444444444443333333333333333222233333344445555555555555566666677777777777777777666666777 **********. - 17:00
   10 .44444444444442222222222222222222233333333345555555555555566666677777666666666666666666777 **********. - 17:15
   11 .44444444444442222222222222222222233333333345555555555555566666666666666666666666666666666 **********. - 17:30
   12 .33333333333332222222222222222222233333333346666665555555577777777777777777777777666666777 **********. - 17:45
   13 .33333333333333333333333333333333344444444455555555555555577777777777777777777777666666777 **********. - 18:00
   14 .44444444444444444444444444444333344444444455555555666666668888888888888888888888777777888 **********. - 18:15
   15 .33333333333333333333333333333333344444443334555555555555566666666666888888888888777777888 **********. - 18:30
   16 .33333333333333333333333333333333344444443334555555444444445555556666655555555555555555577779999999999. - 18:45
      .                                                                                                              .
      ..............................................................................................................
       :      :     :              :   :     :  ::     :       :     :    :           :     :   :
       01     02    03             04  05    06  08    09      10    11   12          13    14  15
```

THE DIGIT LEVELS DENOTE V/C IN VALUES FROM 0 TO 10 (CORRESPONDING TO 0.0 TO 1.0). THE ASTERISK DENOTES SATURATION.

No Build 2025 Conditions
AM Peak Period

```
FFFFFFFFFF RRRRRRRRR  EEEEEEEEEE     QQQQQQQ         1111      222222     PPPPPPPPP     EEEEEEEEEE
FFFFFFFFFF RRRRRRRRRR EEEEEEEEEE   Q*A.D.MAY*Q     111111     222  222    PPPPPPPPPP    EEEEEEEEEE
FFF        RRR    RRR EEE         QQQQQ    QQQQQ     1111    222    222   PPP    PPP    EEE
FFF        RRR    RRR EEE        QQQQ        QQQQ    1111           222   PPP    PPP    EEE
FFFFFFF    RRRRRRRRRR EEEEEEE    QQQQ        QQQQ    1111          222    PPPPPPPPPP    EEEEEEE
FFFFFFF    RRRRRRRRR  EEEEEEE    QQQQ        QQQQ    1111        2222     PPPPPPPPP     EEEEEEE
FFF        RRR RRR    EEE        QQQQ    QQQ QQQQ    1111      2222       PPP           EEE
FFF        RRR  RRR   EEE         Q*UC*    QQQQQ     1111     222         PPP           EEE
FFF        RRR   RRR  EEEEEEEEEE   Q*REGENTS*QQ      1111    222          PPP           EEEEEEEEEE
FFF        RRR    RRR EEEEEEEEEE     Q*1999*Q QQQ  11111111  2222222222   PPP           EEEEEEEEEE
```

FREQ12PE 2025 NB AM No Build v6

1. THIS IS A SIMULATION ONLY EXECUTION.

2. THERE ARE 4.0 TIME SLICES PER HOUR.

3. WEAVING ANALYSIS IS ENGAGED WITH FACTOR = 0.5

4. NO ALTERNATE ROUTE IS PROVIDED.

5. SPEED FLOW DATA IS SUPPLIED BY THE PROGRAM. DEFAULT FREE-FLOW SPEED = 55
   LOWER LIMB (AT V/C=1) = 30

6. FUEL DATA ARE SUPPLIED BY THE PROGRAM.

7. EMISSION RATES SELECTED FROM PROGRAM TABLES: EMFAC2002 2005 - 75 DEGREES F.

FREEWAY AND ARTERIAL DESIGN FEATURES

SUB SEC	NO. LNS	SSEC CAP	SSEC LENGTH	DESIGN SPEED	ORG DES	TRK FAC	SSEC GRAD	PCT TRK	PCT DES TRUCKS	SPECIAL RAMP	FF.SPD. ALT.RTE	CAP. ALT.RTE	ART TYPE	GRADE ALT.RTE	SUBSECTION LOCATION
1	4	8000.	10000.	55	O	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Dummy Link
2	4	7800.	1500.	55	D	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Mainline to 23rd off
3	4	7800.	1118.	55		0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	23rd off to 23rd on diag
4	4	7800.	345.	55	O	0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	23rd on diag to 23rd loo
5	4	7800.	5130.	55	OD	0.99	0.0	13	0	NO	0.0	0.	GOOD	0.0	23rd on loop to 5th off
6	4	7800.	3655.	55	D	0.99	0.0	13	0	NO	0.0	0.	GOOD	0.0	5th off to Oak off
7	4	7800.	1280.	55	D	0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Oak off to Broadway off
8	4	7800.	1570.	55		0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Broadway off to Jacks on
9	5	9000.	1515.	55	OD	0.99	0.0	13	0	YES	0.0	0.	GOOD	0.0	Jacks on to 980 off
10	4	7800.	1190.	55	D	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	980 off to Market off
11	4	7800.	230.	55		0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Market Off to Merge
12	3	5850.	4755.	55		0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Merge to Union on
13	4	8000.	1275.	55	O	0.99	0.0	15	0	YES	0.0	0.	GOOD	0.0	R10 - Union On to ML End
14	4	8000.	2640.	55	D	1.00	0.0	0	0	NO	0.0	0.	GOOD	0.0	Dummy end

ON-RAMP CAPACITY LIMITS

1	2	3	4	5
8000.	1500.	1500.	2000.	1500.

OFF-RAMP CAPACITY LIMITS

1	2	3	4	5	6	7
1500.	1500.	1500.	1500.	3600.	1500.	8000.

ON-RAMP 1 IS THE MAINLINE ORIGIN
OFF-RAMP 7 IS THE MAINLINE DESTINATION

TIME SLICE 1 OF 16

ON-RAMP LOCATIONS
1 4 5 9 13

OFF-RAMP LOCATIONS
2 5 6 7 9 10 14

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1213. 123. 98. 216. 72.

ORIGINAL OUTPUT COUNTS--
124. 27. 62. 129. 306. 92. 997.

TOTAL ORIGINAL INPUT = 1722. TOTAL ORIGINAL OUTPUT= 1737.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.99
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 2 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1443. 131. 121. 233. 80.

ORIGINAL OUTPUT COUNTS--
131. 37. 82. 162. 376. 111. 1118.

TOTAL ORIGINAL INPUT = 2008. TOTAL ORIGINAL OUTPUT= 2017.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 3 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1604. 186. 161. 289. 104.

ORIGINAL OUTPUT COUNTS--
131. 43. 104. 184. 478. 118. 1235.

TOTAL ORIGINAL INPUT = 2344. TOTAL ORIGINAL OUTPUT= 2293.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 4 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1697. 201. 144. 339. 115.

ORIGINAL OUTPUT COUNTS--
182. 57. 132. 184. 508. 130. 1278.

TOTAL ORIGINAL INPUT = 2496. TOTAL ORIGINAL OUTPUT= 2471.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 5 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1689. 194. 167. 422. 136.

ORIGINAL OUTPUT COUNTS--
175. 54. 123. 202. 506. 173. 1354.

TOTAL ORIGINAL INPUT = 2608. TOTAL ORIGINAL OUTPUT= 2587.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 6 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1756. 245. 197. 500. 148.

ORIGINAL OUTPUT COUNTS--
169. 52. 171. 245. 646. 198. 1395.

TOTAL ORIGINAL INPUT = 2846. TOTAL ORIGINAL OUTPUT= 2876.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.99
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 7 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1760. 307. 220. 523. 155.

ORIGINAL OUTPUT COUNTS--
191. 66. 218. 265. 716. 149. 1367.

TOTAL ORIGINAL INPUT = 2965. TOTAL ORIGINAL OUTPUT= 2972.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 8 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1657. 377. 254. 481. 127.

ORIGINAL OUTPUT COUNTS--
134. 70. 264. 249. 801. 159. 1222.

TOTAL ORIGINAL INPUT = 2896. TOTAL ORIGINAL OUTPUT= 2899.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 9 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1604. 336. 259. 514. 125.

ORIGINAL OUTPUT COUNTS--
151. 64. 258. 261. 784. 158. 1050.

TOTAL ORIGINAL INPUT = 2838. TOTAL ORIGINAL OUTPUT= 2726.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.04
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 10 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1506. 346. 243. 470. 132.

ORIGINAL OUTPUT COUNTS--
131. 66. 251. 235. 759. 154. 1023.

TOTAL ORIGINAL INPUT = 2697. TOTAL ORIGINAL OUTPUT= 2619.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.03
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 11 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1362. 331. 228. 478. 110.

ORIGINAL OUTPUT COUNTS--
134. 68. 275. 251. 766. 152. 1023.

TOTAL ORIGINAL INPUT = 2509. TOTAL ORIGINAL OUTPUT= 2669.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.94
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 12 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1441. 305. 239. 500. 100.

ORIGINAL OUTPUT COUNTS--
148. 58. 230. 246. 747. 154. 1030.

TOTAL ORIGINAL INPUT = 2585. TOTAL ORIGINAL OUTPUT= 2613.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.99
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 13 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1407. 280. 178. 413. 92.

ORIGINAL OUTPUT COUNTS--
146. 62. 222. 220. 688. 108. 975.

TOTAL ORIGINAL INPUT = 2370. TOTAL ORIGINAL OUTPUT= 2421.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.98
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 14 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1428. 249. 161. 387. 105.

ORIGINAL OUTPUT COUNTS--
153. 59. 171. 213. 659. 99. 938.

TOTAL ORIGINAL INPUT = 2330. TOTAL ORIGINAL OUTPUT= 2292.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 15 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1401. 229. 151. 364. 89.

ORIGINAL OUTPUT COUNTS--
134. 63. 157. 205. 606. 97. 923.

TOTAL ORIGINAL INPUT = 2234. TOTAL ORIGINAL OUTPUT= 2185.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 16 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1437. 219. 144. 360. 83.

ORIGINAL OUTPUT COUNTS--
175. 78. 177. 206. 636. 102. 905.

TOTAL ORIGINAL INPUT = 2243. TOTAL ORIGINAL OUTPUT= 2279.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.98
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

***** INPUT HAS BEEN COMPLETED *****

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	4848.	0.	4848.	4848.	0.	4848.	8000.	0.	0.	0.	.61	55.	22.0	C	20.3	11.8
2	4	1500.	0.	492.	4848.	0.	492.	4848.	7800.	0.	0.	0.	.62	55.	22.0	C	20.3	11.8
3	4	1118.	0.	0.	4356.	0.	0.	4356.	7800.	0.	0.	0.	.56	55.	19.8	C	20.3	11.8
4	4	345.	496.	0.	4852.	496.	0.	4852.	7800.	0.	0.	0.	.62	55.	22.1	C	20.5	11.8
5	4	5130.	396.	108.	5248.	396.	108.	5248.	7800.	0.	0.	0.	.67	55.	23.9	C	20.8	11.7
6	4	3655.	0.	248.	5140.	0.	248.	5140.	7800.	0.	0.	0.	.66	55.	23.4	C	20.8	11.7
7	4	1280.	0.	512.	4892.	0.	512.	4892.	7800.	0.	0.	0.	.63	55.	22.2	C	20.5	11.8
8	4	1570.	0.	0.	4380.	0.	0.	4380.	7800.	0.	0.	0.	.56	55.	19.9	C	20.3	11.8
9	5	1515.	864.	1216.	5244.	864.	1216.	5244.	8302.	698.	0.	0.	.63	55.	19.1	C	20.8	11.7
10	4	1190.	0.	364.	4028.	0.	364.	4028.	7774.	26.	0.	0.	.52	55.	18.3	C	20.3	11.8
11	4	230.	0.	0.	3664.	0.	0.	3664.	7800.	0.	0.	0.	.47	55.	16.7	B	20.5	11.8
12	3	4755.	0.	0.	3664.	0.	0.	3664.	5850.	0.	0.	0.	.63	55.	22.2	C	20.5	11.8
13	4	1275.	288.	0.	3952.	288.	0.	3952.	8000.	0.	0.	0.	.49	55.	18.0	B	20.3	11.8
14	4	2640.	0.	3952.	3952.	0.	3952.	3952.	8000.	0.	0.	0.	.49	55.	18.0	B	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.67		LOWEST LOS = C		AVG = 55.		21.6	20.7	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	144. VEH-HRS	182. PASS-HRS	144. VEH-HRS	182. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	144. VEH-HRS	182. PASS-HRS	144. VEH-HRS	182. PASS-HRS
TOTAL TRAV DISTANCE =	7936. VEH-MI.	10000. PASS-MI.	7936. VEH-MI.	10000. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	22. VPMPL		22. VPMPL	
TOTAL FUEL =	383. GALLONS		383. GALLONS	
TOTAL EMISSIONS =	93. KILOGRAMS		93. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5768.	0.	5768.	5768.	0.	5768.	8000.	0.	0.	0.	.72	55.	26.2	D	20.3	11.8
2	4	1500.	0.	520.	5768.	0.	520.	5768.	7800.	0.	0.	0.	.74	55.	26.2	D	20.3	11.8
3	4	1118.	0.	0.	5248.	0.	0.	5248.	7800.	0.	0.	0.	.67	55.	23.9	C	20.3	11.8
4	4	345.	528.	0.	5776.	528.	0.	5776.	7800.	0.	0.	0.	.74	55.	26.3	D	20.5	11.8
5	4	5130.	484.	148.	6260.	484.	148.	6260.	7800.	0.	0.	0.	.80	55.	28.5	D	20.8	11.7
6	4	3655.	0.	324.	6112.	0.	324.	6112.	7800.	0.	0.	0.	.78	55.	27.8	D	20.8	11.7
7	4	1280.	0.	644.	5788.	0.	644.	5788.	7800.	0.	0.	0.	.74	55.	26.3	D	20.5	11.8
8	4	1570.	0.	0.	5144.	0.	0.	5144.	7800.	0.	0.	0.	.66	55.	23.4	C	20.3	11.8
9	5	1515.	932.	1500.	6076.	932.	1500.	6076.	8258.	742.	0.	0.	.74	55.	22.1	C	20.8	11.7
10	4	1190.	0.	440.	4576.	0.	440.	4576.	7770.	30.	0.	0.	.59	55.	20.8	C	20.3	11.8
11	4	230.	0.	0.	4136.	0.	0.	4136.	7800.	0.	0.	0.	.53	55.	18.8	C	20.5	11.8
12	3	4755.	0.	0.	4136.	0.	0.	4136.	5850.	0.	0.	0.	.71	55.	25.1	C	20.5	11.8
13	4	1275.	320.	0.	4456.	320.	0.	4456.	8000.	0.	0.	0.	.56	55.	20.3	C	20.3	11.8
14	4	2640.	0.	4456.	4456.	0.	4456.	4456.	8000.	0.	0.	0.	.56	55.	20.3	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.80		LOWEST LOS = D		AVG = 55.		25.3	20.7	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	169. VEH-HRS	214. PASS-HRS	314. VEH-HRS	395. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	169. VEH-HRS	214. PASS-HRS	314. VEH-HRS	395. PASS-HRS
TOTAL TRAV DISTANCE =	9320. VEH-MI.	11744. PASS-MI.	17257. VEH-MI.	21743. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	25. VPMPL		23. VPMPL	
TOTAL FUEL =	450. GALLONS		834. GALLONS	
TOTAL EMISSIONS =	110. KILOGRAMS		203. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6420.	0.	6420.	6420.	0.	6420.	8000.	0.	0.	0.	.80	55.	29.2	D	20.3	11.8
2	4	1500.	0.	536.	6420.	0.	536.	6420.	7800.	0.	0.	0.	.82	55.	29.2	D	20.3	11.8
3	4	1118.	0.	0.	5884.	0.	0.	5884.	7800.	0.	0.	0.	.75	55.	26.7	D	20.3	11.8
4	4	345.	740.	0.	6624.	740.	0.	6624.	7800.	0.	0.	0.	.85	55.	30.1	D	20.5	11.8
5	4	5130.	644.	176.	7268.	644.	176.	7268.	7800.	0.	0.	0.	.93	53.	34.2	D	21.2	11.6
6	4	3655.	0.	424.	7092.	0.	424.	7092.	7800.	0.	0.	0.	.91	54.	33.0	D	21.0	11.6
7	4	1280.	0.	752.	6668.	0.	752.	6668.	7800.	0.	0.	0.	.85	55.	30.3	D	20.5	11.8
8	4	1570.	0.	0.	5916.	0.	0.	5916.	7800.	0.	0.	0.	.76	55.	26.9	D	20.3	11.8
9	5	1515.	1156.	1956.	7072.	1156.	1956.	7072.	8119.	881.	0.	0.	.87	55.	25.7	C	20.8	11.7
10	4	1190.	0.	484.	5116.	0.	484.	5116.	7765.	35.	0.	0.	.66	55.	23.3	C	20.3	11.8
11	4	230.	0.	0.	4632.	0.	0.	4632.	7800.	0.	0.	0.	.59	55.	21.1	C	20.5	11.8
12	3	4755.	0.	0.	4632.	0.	0.	4632.	5850.	0.	0.	0.	.79	55.	28.1	D	20.5	11.8
13	4	1275.	416.	0.	5048.	416.	0.	5048.	8000.	0.	0.	0.	.63	55.	22.9	C	20.3	11.8
14	4	2640.	0.	5048.	5048.	0.	5048.	5048.	8000.	0.	0.	0.	.63	55.	22.9	C	24.4	11.2
TOTAL		36203. =	6.9 MILES										MAX(V/C) = 0.93	LOWEST LOS = D		AVG = 55.	28.9	20.8	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	194. VEH-HRS	244. PASS-HRS	508. VEH-HRS	640. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	194. VEH-HRS	244. PASS-HRS	508. VEH-HRS	640. PASS-HRS
TOTAL TRAV DISTANCE =	10577. VEH-MI.	13327. PASS-MI.	27833. VEH-MI.	35070. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	29. VPMPL		25. VPMPL	
TOTAL FUEL =	509. GALLONS		1342. GALLONS	
TOTAL EMISSIONS =	124. KILOGRAMS		327. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6788.	0.	6788.	6788.	0.	6788.	8000.	0.	0.	0.	.85	55.	30.9	D	20.3	11.8
2	4	1500.	0.	736.	6788.	0.	736.	6788.	7800.	0.	0.	0.	.87	55.	30.9	D	20.3	11.8
3	4	1118.	0.	0.	6052.	0.	0.	6052.	7800.	0.	0.	0.	.78	55.	27.5	D	20.3	11.8
4	4	345.	804.	0.	6856.	804.	0.	6856.	7800.	0.	0.	0.	.88	55.	31.2	D	20.5	11.8
5	4	5130.	568.	228.	7424.	568.	228.	7424.	7800.	0.	0.	0.	.95	52.	35.5	E	21.3	11.5
6	4	3655.	0.	532.	7196.	0.	532.	7196.	7800.	0.	0.	0.	.92	53.	33.7	D	21.1	11.6
7	4	1280.	0.	740.	6664.	0.	740.	6664.	7800.	0.	0.	0.	.85	55.	30.3	D	20.5	11.8
8	4	1570.	0.	0.	5924.	0.	0.	5924.	7800.	0.	0.	0.	.76	55.	26.9	D	20.3	11.8
9	5	1515.	1356.	2052.	7280.	1356.	2052.	7280.	7974.	1026.	0.	0.	.91	55.	26.5	D	20.8	11.7
10	4	1190.	0.	524.	5228.	0.	524.	5228.	7758.	42.	0.	0.	.67	55.	23.8	C	20.3	11.8
11	4	230.	0.	0.	4704.	0.	0.	4704.	7800.	0.	0.	0.	.60	55.	21.4	C	20.5	11.8
12	3	4755.	0.	0.	4704.	0.	0.	4704.	5850.	0.	0.	0.	.80	55.	28.5	D	20.5	11.8
13	4	1275.	460.	0.	5164.	460.	0.	5164.	8000.	0.	0.	0.	.65	55.	23.5	C	20.3	11.8
14	4	2640.	0.	5164.	5164.	0.	5164.	5164.	8000.	0.	0.	0.	.65	55.	23.5	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.95		LOWEST LOS = E		AVG = 54.		29.9	20.8	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	201. VEH-HRS	253. PASS-HRS	708. VEH-HRS	893. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	201. VEH-HRS	253. PASS-HRS	708. VEH-HRS	893. PASS-HRS
TOTAL TRAV DISTANCE =	10906. VEH-MI.	13741. PASS-MI.	38739. VEH-MI.	48811. PASS-MI.
AVERAGE SYSTEM SPEED =	54. MPH.		55. MPH.	
AVERAGE DENSITY =	30. VPMPL		26. VPMPL	
TOTAL FUEL =	524. GALLONS		1866. GALLONS	
TOTAL EMISSIONS =	128. KILOGRAMS		455. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6752.	0.	6752.	6752.	0.	6752.	8000.	0.	0.	0.	.84	55.	30.7	D	20.3	11.8
2	4	1500.	0.	704.	6752.	0.	704.	6752.	7800.	0.	0.	0.	.87	55.	30.7	D	20.3	11.8
3	4	1118.	0.	0.	6048.	0.	0.	6048.	7800.	0.	0.	0.	.78	55.	27.5	D	20.3	11.8
4	4	345.	776.	0.	6824.	776.	0.	6824.	7800.	0.	0.	0.	.87	55.	31.0	D	20.5	11.8
5	4	5130.	664.	220.	7488.	664.	220.	7488.	7800.	0.	0.	0.	.96	52.	36.0	E	21.4	11.5
6	4	3655.	0.	496.	7268.	0.	496.	7268.	7800.	0.	0.	0.	.93	53.	34.2	D	21.2	11.6
7	4	1280.	0.	812.	6772.	0.	812.	6772.	7800.	0.	0.	0.	.87	55.	30.8	D	20.5	11.8
8	4	1570.	0.	0.	5960.	0.	0.	5960.	7800.	0.	0.	0.	.76	55.	27.1	D	20.3	11.8
9	5	1515.	1684.	2036.	7644.	1684.	2036.	7644.	7679.	1321.	0.	0.	.99	55.	27.8	D	20.8	11.7
10	4	1190.	0.	696.	5608.	0.	696.	5608.	7733.	67.	0.	0.	.73	55.	25.5	C	20.3	11.8
11	4	230.	0.	0.	4912.	0.	0.	4912.	7800.	0.	0.	0.	.63	55.	22.3	C	20.5	11.8
12	3	4755.	0.	0.	4912.	0.	0.	4912.	5850.	0.	0.	0.	.84	55.	29.8	D	20.5	11.8
13	4	1275.	544.	0.	5456.	544.	0.	5456.	8000.	0.	0.	0.	.68	55.	24.8	C	20.3	11.8
14	4	2640.	0.	5456.	5456.	0.	5456.	5456.	8000.	0.	0.	0.	.68	55.	24.8	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.99		LOWEST LOS = E		AVG = 54.		30.4	20.8	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	204. VEH-HRS	257. PASS-HRS	912. VEH-HRS	1150. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	204. VEH-HRS	257. PASS-HRS	912. VEH-HRS	1150. PASS-HRS
TOTAL TRAV DISTANCE =	11073. VEH-MI.	13952. PASS-MI.	49812. VEH-MI.	62764. PASS-MI.
AVERAGE SYSTEM SPEED =	54. MPH.		55. MPH.	
AVERAGE DENSITY =	30. VPMPL		27. VPMPL	
TOTAL FUEL =	531. GALLONS		2398. GALLONS	
TOTAL EMISSIONS =	129. KILOGRAMS		584. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7020.	0.	7020.	7020.	0.	7020.	8000.	0.	0.	0.	.88	54.	32.3	D	20.4	11.8
2	4	1500.	0.	668.	7020.	0.	668.	7020.	7800.	0.	0.	0.	.90	54.	32.5	D	20.5	11.7
3	4	1118.	0.	0.	6352.	0.	0.	6036.	7800.	0.	* 1027.	316.	.77	26.	59.0	F	16.9	15.3
4	4	345.	976.	0.	7328.	976.	0.	7012.	7800.	0.	** 345.	316.	.90	21.	81.7	F	16.7	16.1
5	4	5130.	788.	204.	8116.	788.	196.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	672.	7912.	0.	646.	7604.	7800.	0.	0.	0.	.97	51.	37.0	E	21.5	11.4
7	4	1280.	0.	972.	7240.	0.	934.	6449.	7800.	0.	* 161.	509.	.83	54.	29.6	F	20.5	11.8
8	4	1570.	0.	0.	6268.	0.	0.	5515.	7800.	0.	** 1570.	509.	.71	18.	77.3	F	14.9	17.8
9	5	1515.	2000.	2556.	8268.	2000.	2323.	7515.	7515.	1485.	0.	0.	1.00	55.	27.3	E	20.8	11.7
10	4	1190.	0.	780.	5712.	0.	709.	5191.	7717.	83.	0.	0.	.67	55.	23.6	C	20.3	11.8
11	4	230.	0.	0.	4932.	0.	0.	4483.	7800.	0.	0.	0.	.57	55.	20.4	C	20.5	11.8
12	3	4755.	0.	0.	4932.	0.	0.	4483.	5850.	0.	0.	0.	.77	55.	27.2	D	20.5	11.8
13	4	1275.	592.	0.	5524.	592.	0.	5075.	8000.	0.	0.	0.	.63	55.	23.1	C	20.3	11.8
14	4	2640.	0.	5524.	5524.	0.	5075.	5075.	8000.	0.	0.	0.	.63	55.	23.1	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 47.	34.6		20.5	12.0

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	235. VEH-HRS	297. PASS-HRS	1148. VEH-HRS	1446. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	235. VEH-HRS	297. PASS-HRS	1148. VEH-HRS	1446. PASS-HRS
TOTAL TRAV DISTANCE =	11157. VEH-MI.	14058. PASS-MI.	60970. VEH-MI.	76822. PASS-MI.
AVERAGE SYSTEM SPEED =	47. MPH.		53. MPH.	
AVERAGE DENSITY =	35. VPMPL		28. VPMPL	
TOTAL FUEL =	544. GALLONS		2941. GALLONS	
TOTAL EMISSIONS =	134. KILOGRAMS		718. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7040.	0.	7040.	7040.	0.	6497.	8000.	0.	* 916.	543.	.81	52.	31.2	F	20.3	11.9
2	4	1500.	0.	764.	7040.	0.	764.	6497.	7800.	0.	** 1500.	543.	.83	21.	75.9	F	16.2	16.5
3	4	1118.	0.	0.	6276.	0.	0.	5733.	7800.	0.	** 1118.	543.	.74	12.	121.1	F	12.3	22.5
4	4	345.	1228.	0.	7504.	1228.	0.	6961.	7800.	0.	B* 345.	543.	.89	20.	87.8	F	16.2	16.8
5	4	5130.	884.	264.	8388.	884.	246.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	872.	8124.	0.	811.	7554.	7800.	0.	0.	0.	.97	52.	36.6	E	21.4	11.4
7	4	1280.	0.	1060.	7252.	0.	986.	6593.	7800.	0.	* 902.	151.	.85	29.	57.8	F	17.8	14.6
8	4	1570.	0.	0.	6192.	0.	0.	5607.	7800.	0.	** 1570.	151.	.72	11.	124.7	F	12.1	23.1
9	5	1515.	2092.	2856.	8284.	2000.	2622.	7607.	7607.	1393.	0.	0.	1.00	55.	27.7	E	20.8	11.7
10	4	1190.	0.	596.	5428.	0.	547.	4985.	7736.	64.	0.	0.	.64	55.	22.7	C	20.3	11.8
11	4	230.	0.	0.	4832.	0.	0.	4437.	7800.	0.	0.	0.	.57	55.	20.2	C	20.5	11.8
12	3	4755.	0.	0.	4832.	0.	0.	4437.	5850.	0.	0.	0.	.76	55.	26.9	D	20.5	11.8
13	4	1275.	620.	0.	5452.	620.	0.	5057.	8000.	0.	0.	0.	.63	55.	23.0	C	20.3	11.8
14	4	2640.	0.	5452.	5452.	0.	5057.	5057.	8000.	0.	0.	0.	.63	55.	23.0	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 39.	41.0		19.7	12.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	283. VEH-HRS	357. PASS-HRS	1431. VEH-HRS	1803. PASS-HRS
FREEWAY MERGE DELAY =	1. VEH-HRS	2. PASS-HRS	1. VEH-HRS	2. PASS-HRS
ON-RAMP MRG/CAP DELAY =	3. VEH-HRS	4. PASS-HRS	3. VEH-HRS	4. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	287. VEH-HRS	362. PASS-HRS	1435. VEH-HRS	1808. PASS-HRS
TOTAL TRAV DISTANCE =	11055. VEH-MI.	13930. PASS-MI.	72025. VEH-MI.	90751. PASS-MI.
AVERAGE SYSTEM SPEED =	38. MPH.		50. MPH.	
AVERAGE DENSITY =	41. VPMPL		30. VPMPL	
TOTAL FUEL =	564. GALLONS		3505. GALLONS	
TOTAL EMISSIONS =	141. KILOGRAMS		859. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	11.	1.42	0.55	0.03	0.17	0.01	0.22
		TOTAL	11.	1.42	0.55	0.03	0.17	0.01	0.22
ON-RAMP	4	RAMP	23.	2.88	1.12	0.07	0.35	0.02	0.44
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	23.	2.88	1.12	0.07	0.35	0.02	0.44

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6624.	0.	6624.	6624.	0.	6186.	8000.	0.	* 2599.	438.	.77	36.	42.7	F	18.6	13.4
2	4	1500.	0.	536.	6624.	0.	536.	6186.	7800.	0.	B* 1500.	438.	.79	14.	109.0	F	13.6	20.5
3	4	1118.	0.	0.	6088.	0.	0.	5650.	7800.	0.	BB 1118.	438.	.72	11.	123.6	F	12.1	22.9
4	4	345.	1508.	0.	7596.	1500.	0.	7150.	7800.	0.	BB 345.	438.	.92	22.	82.7	F	16.7	16.0
5	4	5130.	1012.	276.	8608.	1012.	250.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	1052.	8332.	0.	953.	7550.	7800.	0.	0.	0.	.97	52.	36.5	E	21.4	11.4
7	4	1280.	0.	996.	7280.	0.	902.	6591.	7800.	0.	* 928.	5.	.85	21.	78.5	F	16.2	16.6
8	4	1570.	0.	0.	6284.	0.	0.	5689.	7800.	0.	** 1570.	5.	.73	12.	122.5	F	12.2	22.7
9	5	1515.	1920.	3196.	8204.	2000.	2991.	7689.	7689.	1311.	0.	0.	1.00	55.	28.0	E	20.8	11.7
10	4	1190.	0.	632.	5008.	0.	592.	4698.	7732.	68.	0.	0.	.61	55.	21.4	C	20.3	11.8
11	4	230.	0.	0.	4376.	0.	0.	4106.	7800.	0.	0.	0.	.53	55.	18.7	C	20.5	11.8
12	3	4755.	0.	0.	4376.	0.	0.	4106.	5850.	0.	0.	0.	.70	55.	24.9	C	20.5	11.8
13	4	1275.	508.	0.	4884.	508.	0.	4614.	8000.	0.	0.	0.	.58	55.	21.0	C	20.3	11.8
14	4	2640.	0.	4884.	4884.	0.	4614.	4614.	8000.	0.	0.	0.	.58	55.	21.0	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 34.	45.7		18.9	13.4

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	315. VEH-HRS	397. PASS-HRS	1746. VEH-HRS	2199. PASS-HRS
FREEWAY MERGE DELAY =	13. VEH-HRS	16. PASS-HRS	14. VEH-HRS	18. PASS-HRS
ON-RAMP MRG/CAP DELAY =	4. VEH-HRS	4. PASS-HRS	6. VEH-HRS	8. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	331. VEH-HRS	417. PASS-HRS	1766. VEH-HRS	2225. PASS-HRS
TOTAL TRAV DISTANCE =	10619. VEH-MI.	13380. PASS-MI.	82644. VEH-MI.	104132. PASS-MI.
AVERAGE SYSTEM SPEED =	32. MPH.		47. MPH.	
AVERAGE DENSITY =	46. VPMPL		32. VPMPL	
TOTAL FUEL =	568. GALLONS		4073. GALLONS	
TOTAL EMISSIONS =	145. KILOGRAMS		1004. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	2	RAMP	2.	0.25	0.10	0.01	0.03	0.00	0.04
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	2.	0.25	0.10	0.01	0.03	0.00	0.04
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	102.	12.72	4.94	0.30	1.56	0.08	1.94
		TOTAL	102.	12.72	4.94	0.30	1.56	0.08	1.94
ON-RAMP	4	RAMP	3.	3.25	1.26	0.08	0.40	0.02	0.50
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	3.	3.25	1.26	0.08	0.40	0.02	0.50

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6416.	0.	6416.	6416.	0.	6283.	8000.	0.	B 3120.	133.	.79	30.	52.5	F	17.7	14.4
2	4	1500.	0.	628.	6416.	0.	628.	6283.	7800.	0.	BB 1500.	133.	.81	15.	106.3	F	14.0	20.0
3	4	1118.	0.	0.	5788.	0.	0.	5655.	7800.	0.	BB 1118.	133.	.72	11.	123.4	F	12.2	22.9
4	4	345.	1344.	0.	7132.	1352.	0.	7007.	7800.	0.	BB 345.	133.	.90	20.	86.6	F	16.3	16.6
5	4	5130.	1028.	264.	8160.	1028.	252.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	1072.	7896.	0.	1025.	7548.	7800.	0.	0.	0.	.97	52.	36.5	E	21.4	11.4
7	4	1280.	0.	1088.	6824.	0.	1040.	6523.	7800.	0.	0.	0.	.84	36.	44.7	E	19.0	13.3
8	4	1570.	0.	0.	5736.	0.	0.	5744.	7800.	0.	* 1283.	-261.	.74	12.	118.3	F	12.5	22.2
9	5	1515.	2052.	3264.	7788.	2000.	3245.	7744.	7744.	1256.	0.	0.	1.00	55.	28.2	E	20.8	11.7
10	4	1190.	0.	656.	4524.	0.	652.	4499.	7726.	74.	0.	0.	.58	55.	20.4	C	20.3	11.8
11	4	230.	0.	0.	3868.	0.	0.	3847.	7800.	0.	0.	0.	.49	55.	17.5	B	20.5	11.8
12	3	4755.	0.	0.	3868.	0.	0.	3847.	5850.	0.	0.	0.	.66	55.	23.3	C	20.5	11.8
13	4	1275.	500.	0.	4368.	500.	0.	4347.	8000.	0.	0.	0.	.54	55.	19.8	C	20.3	11.8
14	4	2640.	0.	4368.	4368.	0.	4347.	4347.	8000.	0.	0.	0.	.54	55.	19.8	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 33.	46.6		18.8	13.6

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	318. VEH-HRS	401. PASS-HRS	2064. VEH-HRS	2600. PASS-HRS
FREEWAY MERGE DELAY =	20. VEH-HRS	25. PASS-HRS	34. VEH-HRS	43. PASS-HRS
ON-RAMP MRG/CAP DELAY =	3. VEH-HRS	3. PASS-HRS	9. VEH-HRS	11. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	341. VEH-HRS	429. PASS-HRS	2107. VEH-HRS	2655. PASS-HRS
TOTAL TRAV DISTANCE =	10429. VEH-MI.	13141. PASS-MI.	93073. VEH-MI.	117272. PASS-MI.
AVERAGE SYSTEM SPEED =	31. MPH.		45. MPH.	
AVERAGE DENSITY =	47. VPMPL		34. VPMPL	
TOTAL FUEL =	564. GALLONS		4638. GALLONS	
TOTAL EMISSIONS =	145. KILOGRAMS		1149. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	160.	20.06	7.80	0.47	2.46	0.13	3.06
		TOTAL	160.	20.06	7.80	0.47	2.46	0.13	3.06
ON-RAMP	4	RAMP	16.	2.38	0.92	0.06	0.29	0.02	0.36
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	16.	2.38	0.92	0.06	0.29	0.02	0.36

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6028.	0.	6028.	6028.	0.	6101.	8000.	0.	B 2853.	-73.	.76	28.	55.0	F	17.3	14.8
2	4	1500.	0.	540.	6028.	0.	540.	6101.	7800.	0.	BB 1500.	-73.	.78	14.	111.3	F	13.3	20.9
3	4	1118.	0.	0.	5488.	0.	0.	5561.	7800.	0.	BB 1118.	-73.	.71	11.	126.0	F	12.0	23.2
4	4	345.	1388.	0.	6876.	1388.	0.	6949.	7800.	0.	BB 345.	-73.	.89	20.	88.2	F	16.1	16.9
5	4	5130.	968.	272.	7844.	968.	270.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	1036.	7572.	0.	1030.	7530.	7800.	0.	0.	0.	.97	52.	36.4	E	21.4	11.4
7	4	1280.	0.	968.	6536.	0.	963.	6499.	7800.	0.	0.	0.	.83	55.	29.5	D	20.5	11.8
8	4	1570.	0.	0.	5568.	0.	0.	5834.	7800.	0.	* 232.	-297.	.75	20.	72.1	F	15.6	16.9
9	5	1515.	1880.	3124.	7448.	1944.	3262.	7778.	7778.	1222.	0.	0.	1.00	55.	28.3	E	20.8	11.7
10	4	1190.	0.	636.	4324.	0.	664.	4516.	7727.	73.	0.	0.	.58	55.	20.5	C	20.3	11.8
11	4	230.	0.	0.	3688.	0.	0.	3852.	7800.	0.	0.	0.	.49	55.	17.5	B	20.5	11.8
12	3	4755.	0.	0.	3688.	0.	0.	3852.	5850.	0.	0.	0.	.66	55.	23.3	C	20.5	11.8
13	4	1275.	528.	0.	4216.	528.	0.	4380.	8000.	0.	0.	0.	.55	55.	19.9	C	20.3	11.8
14	4	2640.	0.	4216.	4216.	0.	4380.	4380.	8000.	0.	0.	0.	.55	55.	19.9	C	24.4	11.2
TOTAL		36203. =	6.9 MILES										MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 34.	45.1	18.9	13.4

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	305. VEH-HRS	384. PASS-HRS	2368. VEH-HRS	2984. PASS-HRS
FREEWAY MERGE DELAY =	24. VEH-HRS	30. PASS-HRS	58. VEH-HRS	73. PASS-HRS
ON-RAMP MRG/CAP DELAY =	2. VEH-HRS	3. PASS-HRS	11. VEH-HRS	14. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	330. VEH-HRS	416. PASS-HRS	2437. VEH-HRS	3071. PASS-HRS
TOTAL TRAV DISTANCE =	10253. VEH-MI.	12919. PASS-MI.	103326. VEH-MI.	130191. PASS-MI.
AVERAGE SYSTEM SPEED =	31. MPH.		44. MPH.	
AVERAGE DENSITY =	45. VPMPL		35. VPMPL	
TOTAL FUEL =	553. GALLONS		5191. GALLONS	
TOTAL EMISSIONS =	142. KILOGRAMS		1291. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	190.	23.73	9.23	0.56	2.91	0.15	3.62
		TOTAL	190.	23.73	9.23	0.56	2.91	0.15	3.62
ON-RAMP	4	RAMP	0.	2.00	0.78	0.05	0.25	0.01	0.31
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	0.	2.00	0.78	0.05	0.25	0.01	0.31

QUEUE CLEAR SECTION 8 T2 =0.246

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5448.	0.	5448.	5448.	0.	6031.	8000.	0.	B 840.	-583.	.75	33.	46.0	F	18.1	13.9
2	4	1500.	0.	504.	5448.	0.	504.	6031.	7800.	0.	BB 1500.	-583.	.77	13.	113.2	F	13.1	21.2
3	4	1118.	0.	0.	4944.	0.	0.	5527.	7800.	0.	BB 1118.	-583.	.71	11.	126.9	F	11.9	23.4
4	4	345.	1328.	0.	6272.	1328.	0.	6855.	7800.	0.	BB 345.	-583.	.88	19.	90.7	F	15.8	17.4
5	4	5130.	912.	256.	7184.	912.	278.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	1036.	6928.	0.	1125.	7522.	7800.	0.	0.	0.	.96	52.	36.3	E	21.4	11.5
7	4	1280.	0.	944.	5892.	0.	1025.	6397.	7800.	0.	0.	0.	.82	55.	29.1	D	20.5	11.8
8	4	1570.	0.	0.	4948.	0.	0.	5447.	7800.	0.	0.	-75.	.70	42.	32.4	D	19.3	12.7
9	5	1515.	1912.	2884.	6860.	1912.	3094.	7359.	7802.	1198.	0.	0.	.94	55.	26.8	D	20.8	11.7
10	4	1190.	0.	572.	3976.	0.	614.	4265.	7730.	70.	0.	0.	.55	55.	19.4	C	20.3	11.8
11	4	230.	0.	0.	3404.	0.	0.	3652.	7800.	0.	0.	0.	.47	55.	16.6	B	20.5	11.8
12	3	4755.	0.	0.	3404.	0.	0.	3652.	5850.	0.	0.	0.	.62	55.	22.1	C	20.5	11.8
13	4	1275.	440.	0.	3844.	440.	0.	4092.	8000.	0.	0.	0.	.51	55.	18.6	C	20.3	11.8
14	4	2640.	0.	3844.	3844.	0.	4092.	4092.	8000.	0.	0.	0.	.51	55.	18.6	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 37.	40.6		19.3	13.0

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	268. VEH-HRS	338. PASS-HRS	2636. VEH-HRS	3322. PASS-HRS
FREEWAY MERGE DELAY =	23. VEH-HRS	29. PASS-HRS	81. VEH-HRS	102. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	11. VEH-HRS	14. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	291. VEH-HRS	367. PASS-HRS	2728. VEH-HRS	3437. PASS-HRS
TOTAL TRAV DISTANCE =	9836. VEH-MI.	12393. PASS-MI.	113162. VEH-MI.	142584. PASS-MI.
AVERAGE SYSTEM SPEED =	34. MPH.		43. MPH.	
AVERAGE DENSITY =	41. VPMPL		35. VPMPL	
TOTAL FUEL =	518. GALLONS		5709. GALLONS	
TOTAL EMISSIONS =	132. KILOGRAMS		1423. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	182.	22.70	8.82	0.53	2.79	0.15	3.46
		TOTAL	182.	22.70	8.82	0.53	2.79	0.15	3.46

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5760.	0.	5760.	5760.	0.	5760.	8000.	0.	M 1845.	0.	.72	51.	28.3	D	20.0	12.1
2	4	1500.	0.	584.	5760.	0.	584.	6158.	7800.	0.	BM 840.	-398.	.79	15.	102.6	F	13.9	19.8
3	4	1118.	0.	0.	5176.	0.	0.	5574.	7800.	0.	BB 1118.	-398.	.71	11.	125.6	F	12.0	23.2
4	4	345.	1220.	0.	6396.	1220.	0.	6794.	7800.	0.	BB 345.	-398.	.87	18.	92.4	F	15.6	17.7
5	4	5130.	956.	228.	7352.	956.	242.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	912.	7124.	0.	967.	7558.	7800.	0.	0.	0.	.97	52.	36.6	E	21.4	11.4
7	4	1280.	0.	972.	6212.	0.	1031.	6591.	7800.	0.	0.	0.	.84	55.	30.0	D	20.5	11.8
8	4	1570.	0.	0.	5240.	0.	0.	5559.	7800.	0.	0.	0.	.71	55.	25.3	C	20.3	11.8
9	5	1515.	2000.	2960.	7240.	2000.	3091.	7559.	7722.	1278.	0.	0.	.98	55.	27.5	D	20.8	11.7
10	4	1190.	0.	608.	4280.	0.	635.	4469.	7726.	74.	0.	0.	.58	55.	20.3	C	20.3	11.8
11	4	230.	0.	0.	3672.	0.	0.	3834.	7800.	0.	0.	0.	.49	55.	17.4	B	20.5	11.8
12	3	4755.	0.	0.	3672.	0.	0.	3834.	5850.	0.	0.	0.	.66	55.	23.2	C	20.5	11.8
13	4	1275.	400.	0.	4072.	400.	0.	4234.	8000.	0.	0.	0.	.53	55.	19.2	C	20.3	11.8
14	4	2640.	0.	4072.	4072.	0.	4234.	4234.	8000.	0.	0.	0.	.53	55.	19.2	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 42.	35.3		20.0	12.4

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	239. VEH-HRS	301. PASS-HRS	2875. VEH-HRS	3622. PASS-HRS
FREEWAY MERGE DELAY =	21. VEH-HRS	27. PASS-HRS	102. VEH-HRS	128. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	11. VEH-HRS	14. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	260. VEH-HRS	327. PASS-HRS	2988. VEH-HRS	3765. PASS-HRS
TOTAL TRAV DISTANCE =	10072. VEH-MI.	12690. PASS-MI.	123234. VEH-MI.	155274. PASS-MI.
AVERAGE SYSTEM SPEED =	39. MPH.		43. MPH.	
AVERAGE DENSITY =	35. VPMPL		35. VPMPL	
TOTAL FUEL =	512. GALLONS		6221. GALLONS	
TOTAL EMISSIONS =	129. KILOGRAMS		1551. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	169.	21.13	8.21	0.49	2.59	0.14	3.22
		TOTAL	169.	21.13	8.21	0.49	2.59	0.14	3.22

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5632.	0.	5632.	5632.	0.	5632.	8000.	0.	0.	0.	.70	55.	25.6	C	20.3	11.8
2	4	1500.	0.	572.	5632.	0.	572.	5632.	7800.	0. M	464.	0.	.72	40.	34.8	D	19.1	12.9
3	4	1118.	0.	0.	5060.	0.	0.	5587.	7800.	0. BM	108.	-527.	.72	14.	100.4	F	13.4	20.3
4	4	345.	1120.	0.	6180.	1120.	0.	6707.	7800.	0. BB	345.	-527.	.86	18.	94.8	F	15.3	18.1
5	4	5130.	708.	244.	6888.	708.	276.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	868.	6644.	0.	983.	7524.	7800.	0.	0.	0.	.96	52.	36.3	E	21.4	11.4
7	4	1280.	0.	860.	5776.	0.	974.	6540.	7800.	0.	0.	0.	.84	55.	29.7	D	20.5	11.8
8	4	1570.	0.	0.	4916.	0.	0.	5567.	7800.	0.	0.	0.	.71	55.	25.3	C	20.3	11.8
9	5	1515.	1652.	2692.	6568.	1652.	2959.	7219.	7964.	1036.	0.	0.	.91	55.	26.2	D	20.8	11.7
10	4	1190.	0.	424.	3876.	0.	466.	4260.	7752.	48.	0.	0.	.55	55.	19.4	C	20.3	11.8
11	4	230.	0.	0.	3452.	0.	0.	3794.	7800.	0.	0.	0.	.49	55.	17.2	B	20.5	11.8
12	3	4755.	0.	0.	3452.	0.	0.	3794.	5850.	0.	0.	0.	.65	55.	23.0	C	20.5	11.8
13	4	1275.	368.	0.	3820.	368.	0.	4162.	8000.	0.	0.	0.	.52	55.	18.9	C	20.3	11.8
14	4	2640.	0.	3820.	3820.	0.	4162.	4162.	8000.	0.	0.	0.	.52	55.	18.9	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 48.	30.8		20.5	12.0

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	207. VEH-HRS	261. PASS-HRS	3082. VEH-HRS	3884. PASS-HRS
FREEWAY MERGE DELAY =	9. VEH-HRS	11. PASS-HRS	111. VEH-HRS	140. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	11. VEH-HRS	14. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	216. VEH-HRS	273. PASS-HRS	3204. VEH-HRS	4037. PASS-HRS
TOTAL TRAV DISTANCE =	9900. VEH-MI.	12474. PASS-MI.	133134. VEH-MI.	167749. PASS-MI.
AVERAGE SYSTEM SPEED =	46. MPH.		43. MPH.	
AVERAGE DENSITY =	31. VPMPL		35. VPMPL	
TOTAL FUEL =	486. GALLONS		6707. GALLONS	
TOTAL EMISSIONS =	120. KILOGRAMS		1671. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	73.	9.10	3.54	0.21	1.12	0.06	1.39
		TOTAL	73.	9.10	3.54	0.21	1.12	0.06	1.39

QUEUE CLEAR SECTION 4 FT= 42

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5712.	0.	5712.	5712.	0.	5712.	8000.	0.	0.	0.	.71	55.	26.0	C	20.3	11.8
2	4	1500.	0.	624.	5712.	0.	624.	5712.	7800.	0.	0.	0.	.73	55.	26.0	C	20.3	11.8
3	4	1118.	0.	0.	5088.	0.	0.	5088.	7800.	0.	0.	0.	.65	51.	24.9	C	20.0	12.0
4	4	345.	996.	0.	6084.	996.	0.	6195.	7800.	0.	0.	-111.	.79	18.	85.4	F	15.3	17.9
5	4	5130.	648.	240.	6732.	648.	254.	7134.	7800.	0.	0.	0.	.91	54.	33.3	D	21.0	11.6
6	4	3655.	0.	696.	6492.	0.	738.	6880.	7800.	0.	0.	0.	.88	55.	31.3	D	20.8	11.7
7	4	1280.	0.	868.	5796.	0.	920.	6143.	7800.	0.	0.	0.	.79	55.	27.9	D	20.5	11.8
8	4	1570.	0.	0.	4928.	0.	0.	5223.	7800.	0.	0.	0.	.67	55.	23.7	C	20.3	11.8
9	5	1515.	1548.	2680.	6476.	1548.	2802.	6771.	8038.	962.	0.	0.	.84	55.	24.6	C	20.8	11.7
10	4	1190.	0.	400.	3796.	0.	418.	3969.	7758.	42.	0.	0.	.51	55.	18.0	C	20.3	11.8
11	4	230.	0.	0.	3396.	0.	0.	3550.	7800.	0.	0.	0.	.46	55.	16.1	B	20.5	11.8
12	3	4755.	0.	0.	3396.	0.	0.	3550.	5850.	0.	0.	0.	.61	55.	21.5	C	20.5	11.8
13	4	1275.	420.	0.	3816.	420.	0.	3970.	8000.	0.	0.	0.	.50	55.	18.0	C	20.3	11.8
14	4	2640.	0.	3816.	3816.	0.	3970.	3970.	8000.	0.	0.	0.	.50	55.	18.0	C	24.4	11.2
TOTAL		36203. =	6.9 MILES									MAX(V/C) = 0.91	LOWEST LOS = F	AVG = 53.	26.2		20.7	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	177. VEH-HRS	223. PASS-HRS	3259. VEH-HRS	4106. PASS-HRS
FREEWAY MERGE DELAY =	5. VEH-HRS	6. PASS-HRS	116. VEH-HRS	146. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	11. VEH-HRS	14. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	182. VEH-HRS	229. PASS-HRS	3386. VEH-HRS	4266. PASS-HRS
TOTAL TRAV DISTANCE =	9448. VEH-MI.	11904. PASS-MI.	142582. VEH-MI.	179653. PASS-MI.
AVERAGE SYSTEM SPEED =	52. MPH.		44. MPH.	
AVERAGE DENSITY =	26. VPMPL		34. VPMPL	
TOTAL FUEL =	459. GALLONS		7167. GALLONS	
TOTAL EMISSIONS =	112. KILOGRAMS		1784. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	0.	4.94	1.92	0.12	0.61	0.03	0.75
		TOTAL	0.	4.94	1.92	0.12	0.61	0.03	0.75

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5604.	0.	5604.	5604.	0.	5604.	8000.	0.	0.	0.	.70	55.	25.5	C	20.3	11.8
2	4	1500.	0.	548.	5604.	0.	548.	5604.	7800.	0.	0.	0.	.72	55.	25.5	C	20.3	11.8
3	4	1118.	0.	0.	5056.	0.	0.	5056.	7800.	0.	0.	0.	.65	55.	23.0	C	20.3	11.8
4	4	345.	916.	0.	5972.	916.	0.	5972.	7800.	0.	0.	0.	.77	55.	27.1	D	20.5	11.8
5	4	5130.	604.	260.	6576.	604.	260.	6576.	7800.	0.	0.	0.	.84	55.	29.9	D	20.8	11.7
6	4	3655.	0.	640.	6316.	0.	640.	6316.	7800.	0.	0.	0.	.81	55.	28.7	D	20.8	11.7
7	4	1280.	0.	836.	5676.	0.	836.	5676.	7800.	0.	0.	0.	.73	55.	25.8	C	20.5	11.8
8	4	1570.	0.	0.	4840.	0.	0.	4840.	7800.	0.	0.	0.	.62	55.	22.0	C	20.3	11.8
9	5	1515.	1456.	2476.	6296.	1456.	2476.	6296.	8064.	936.	0.	0.	.78	55.	22.9	C	20.8	11.7
10	4	1190.	0.	400.	3820.	0.	400.	3820.	7760.	40.	0.	0.	.49	55.	17.4	B	20.3	11.8
11	4	230.	0.	0.	3420.	0.	0.	3420.	7800.	0.	0.	0.	.44	55.	15.5	B	20.5	11.8
12	3	4755.	0.	0.	3420.	0.	0.	3420.	5850.	0.	0.	0.	.58	55.	20.7	C	20.5	11.8
13	4	1275.	356.	0.	3776.	356.	0.	3776.	8000.	0.	0.	0.	.47	55.	17.2	B	20.3	11.8
14	4	2640.	0.	3776.	3776.	0.	3776.	3776.	8000.	0.	0.	0.	.47	55.	17.2	B	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.84		LOWEST LOS = D	AVG = 55.	24.3		20.7	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	163. VEH-HRS	206. PASS-HRS	3422. VEH-HRS	4312. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	116. VEH-HRS	146. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	11. VEH-HRS	14. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	163. VEH-HRS	206. PASS-HRS	3549. VEH-HRS	4472. PASS-HRS
TOTAL TRAV DISTANCE =	8985. VEH-MI.	11321. PASS-MI.	151567. VEH-MI.	190974. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		44. MPH.	
AVERAGE DENSITY =	24. VPMPL		34. VPMPL	
TOTAL FUEL =	434. GALLONS		7601. GALLONS	
TOTAL EMISSIONS =	106. KILOGRAMS		1889. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5748.	0.	5748.	5748.	0.	5748.	8000.	0.	0.	0.	.72	55.	26.1	D	20.3	11.8
2	4	1500.	0.	688.	5748.	0.	688.	5748.	7800.	0.	0.	0.	.74	55.	26.1	D	20.3	11.8
3	4	1118.	0.	0.	5060.	0.	0.	5060.	7800.	0.	0.	0.	.65	55.	23.0	C	20.3	11.8
4	4	345.	868.	0.	5928.	868.	0.	5928.	7800.	0.	0.	0.	.76	55.	26.9	D	20.5	11.8
5	4	5130.	576.	308.	6504.	576.	308.	6504.	7800.	0.	0.	0.	.83	55.	29.6	D	20.8	11.7
6	4	3655.	0.	692.	6196.	0.	692.	6196.	7800.	0.	0.	0.	.79	55.	28.2	D	20.8	11.7
7	4	1280.	0.	812.	5504.	0.	812.	5504.	7800.	0.	0.	0.	.71	55.	25.0	C	20.5	11.8
8	4	1570.	0.	0.	4692.	0.	0.	4692.	7800.	0.	0.	0.	.60	55.	21.3	C	20.3	11.8
9	5	1515.	1444.	2500.	6136.	1444.	2500.	6136.	8090.	910.	0.	0.	.76	55.	22.3	C	20.8	11.7
10	4	1190.	0.	404.	3636.	0.	404.	3636.	7758.	42.	0.	0.	.47	55.	16.5	B	20.3	11.8
11	4	230.	0.	0.	3232.	0.	0.	3232.	7800.	0.	0.	0.	.41	55.	14.7	B	20.5	11.8
12	3	4755.	0.	0.	3232.	0.	0.	3232.	5850.	0.	0.	0.	.55	55.	19.6	C	20.5	11.8
13	4	1275.	332.	0.	3564.	332.	0.	3564.	8000.	0.	0.	0.	.45	55.	16.2	B	20.3	11.8
14	4	2640.	0.	3564.	3564.	0.	3564.	3564.	8000.	0.	0.	0.	.45	55.	16.2	B	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.83		LOWEST LOS = D	AVG = 55.	24.0		20.7	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	162. VEH-HRS	204. PASS-HRS	3584. VEH-HRS	4516. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	116. VEH-HRS	146. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	11. VEH-HRS	14. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	162. VEH-HRS	204. PASS-HRS	3711. VEH-HRS	4676. PASS-HRS
TOTAL TRAV DISTANCE =	8897. VEH-MI.	11211. PASS-MI.	160464. VEH-MI.	202185. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		45. MPH.	
AVERAGE DENSITY =	24. VPMPL		33. VPMPL	
TOTAL FUEL =	430. GALLONS		8031. GALLONS	
TOTAL EMISSIONS =	105. KILOGRAMS		1994. KILOGRAMS	

FREEWAY SUMMARY TABLE
SIMULATION BEFORE CONTROL

TIME SLICE	FREEWAY TRAVEL TIME		RAMP DELAY		TOTAL FREEWAY TRAVEL TIME		TOTAL TRAVEL DISTANCE		AVERAGE SPEED	GASOLINE CONSUMED	HYDROCARB EMISSIONS	CARBON MONOXIDE	NITROUS OXIDES	BEGIN TIME
	VEH-HR	PAS-HR	VEH-HR	PAS-HR	VEH-HR	PAS-HR	VEH-MI	PAS-MI	MPH	GALLONS	KILOGRAMS	KILOGRAMS	KILOGRAMS	
1	144.	182.	0.	0.	144.	182.	7936.	10000.	55.0	383.	7.	80.	6.	6:00
2	169.	214.	0.	0.	169.	214.	9320.	11744.	55.0	450.	8.	94.	8.	6:15
3	194.	244.	0.	0.	194.	244.	10577.	13327.	54.5	509.	9.	106.	8.	6:30
4	201.	253.	0.	0.	201.	253.	10906.	13741.	54.4	524.	10.	109.	9.	6:45
5	204.	257.	0.	0.	204.	257.	11073.	13952.	54.3	531.	10.	111.	9.	7:00
6	235.	297.	0.	0.	235.	297.	11157.	14058.	47.4	544.	11.	114.	9.	7:15
7	283.	357.	4.	5.	287.	362.	11055.	13930.	38.5	564.	12.	120.	9.	7:30
8	315.	397.	16.	20.	331.	417.	10619.	13380.	32.1	568.	13.	123.	9.	7:45
9	318.	401.	23.	29.	341.	429.	10429.	13141.	30.6	564.	13.	123.	9.	8:00
10	305.	384.	26.	32.	330.	416.	10253.	12919.	31.0	553.	13.	120.	9.	8:15
11	268.	338.	23.	29.	291.	367.	9836.	12393.	33.8	518.	12.	112.	8.	8:30
12	239.	301.	21.	27.	260.	327.	10072.	12690.	38.8	512.	11.	109.	8.	8:45
13	207.	261.	9.	11.	216.	273.	9900.	12474.	45.8	486.	10.	103.	8.	9:00
14	177.	223.	5.	6.	182.	229.	9448.	11904.	52.0	459.	9.	96.	8.	9:15
15	163.	206.	0.	0.	163.	206.	8985.	11321.	55.0	434.	8.	90.	7.	9:30
16	162.	204.	0.	0.	162.	204.	8897.	11211.	55.0	430.	8.	90.	7.	9:45
TOTAL	3584.	4516.	127.	160.	3711.	4676.	160464.	202185.	44.8	8031.	164.	1699.	131.	

CONTOUR DIAGRAM OF
SPEED
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ...........................................................................................................   TIME
      .                                                                                                           .
    1 .555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555. -  6:00
    2 .555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555. -  6:15
    3 .555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555. -  6:30
    4 .555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555. -  6:45
    5 .555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555. -  7:00
    6 .555555555555555555555555555555555222255555555555555555555555555555555111155555555555555555555555555555555. -  7:15
    7 .555555555555555555555555555555222211115555555555555555555555555555222211115555555555555555555555555555555. -  7:30
    8 .333333333333333333333333333311111112555555555555555555555555555222211115555555555555555555555555555555555. -  7:45
    9 .222222222222222222222222222211111112555555555555555555555555533331111555555555555555555555555555555555555. -  8:00
   10 .222222222222222222222222222211111111555555555555555555555555555522225555555555555555555555555555555555555. -  8:15
   11 .333333333333333333333333333311111111555555555555555555555555555544445555555555555555555555555555555555555. -  8:30
   12 .555555555555555555555555555511111111555555555555555555555555555555555555555555555555555555555555555555555. -  8:45
   13 .555555555555555555555555555544441111555555555555555555555555555555555555555555555555555555555555555555555. -  9:00
   14 .555555555555555555555555555555555555155555555555555555555555555555555555555555555555555555555555555555555. -  9:15
   15 .555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555. -  9:30
   16 .555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555. -  9:45
      .                                                                                                           .
      ...........................................................................................................
       :                          :   :  ::            :         :   :   :   :  ::            :   :
       01                         02  03  05           06        07  08  09  10  12           13  14
```

THE DIGIT LEVELS DENOTE THE FIRST DIGIT OF THE OPERATING SPEED (EX. 4 MEANS 40-49 MPH).

CONTOUR DIAGRAM OF
DENSITY
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ..............................................................................................................   TIME
      .                                                                                                            .
    1 .22222222222222222222222222222222111222222222222222222222222222222111111111111222222222222211111111111. -  6:00
    2 .22222222222222222222222222222222222222222222222222222222222222222222222222222222222222222222222222222. -  6:15
    3 .22222222222222222222222222222222222333333333333333333333333333333222222222222222222222222222222222222. -  6:30
    4 .33333333333333333333333333333333222333333333333333333333333333333222222222222222222222222222222222222. -  6:45
    5 .33333333333333333333333333333333222333333333333333333333333333333222222222222222222222222222222222222. -  7:00
    6 .33333333333333333333333333333333555833333333333333333333333333222277772222222222222222222222222222222. -  7:15
    7 .33333333333333333333333333337777***833333333333333333333333335555****222222222222222222222222222222222. -  7:30
    8 .44444444444444444444444444444*******833333333333333333333333337777****222222212222222222222222222222222. -  7:45
    9 .55555555555555555555555555555*******833333333333333333333333334444****222222212222222222222211111111111. -  8:00
   10 .55555555555555555555555555555*******833333333333333333333333322227777222222212222222222222211111111111. -  8:15
   11 .44444444444444444444444444444*******933333333333333333333333322223333222211112222222222222211111111111. -  8:30
   12 .22222222222222222222222222222*******933333333333333333333333322222222222222212222222222222211111111111. -  8:45
   13 .22222222222222222222222222223333***933333333333333333333333322222222222222211112222222222222211111111111. -  9:00
   14 .22222222222222222222222222222222222833333333333333333333333322222222222222211112222222222222211111111111. -  9:15
   15 .22222222222222222222222222222222222222222222222222222222222222222222222222211112222222222222211111111111. -  9:30
   16 .22222222222222222222222222222222222222222222222222222222222222222222222222211111111111111111111111111111. -  9:45
      .                                                                                                            .
      ..............................................................................................................
       :                          :   :  ::            :         :   :   :   :  ::            :   :
       01                         02  03  05           06        07  08  09  10  12           13  14
```

THE DIGIT LEVELS DENOTE THE FIRST DIGIT OF DENSITY
(EX. 4 MEANS AT LEAST 40 BUT LESS THAN 50 VEHICLES/MILE/LANE
ALL DENSITIES OF 100.0 OR MORE ARE REPRESENTED BY AN ASTERISK.

CONTOUR DIAGRAM OF
QUEUE LENGTH
BEFORE ENTRY CONTROL

```
TIME                                                                                                  BEGIN
SLICE ..................................................................................................  TIME
      .                                                                                              .
    1 .                                                                                              . -  6:00
    2 .                                                                                              . -  6:15
    3 .                                                                                              . -  6:30
    4 .                                                                                              . -  6:45
    5 .                                                                                              . -  7:00
    6 .                              ****                          *****                             . -  7:15
    7 .                        **********B                       *******                             . -  7:30
    8 .                    ********BBBBBBBB                      *******                             . -  7:45
    9 .                  BBBBBBBBBBBBBBBBB                          ****                             . -  8:00
   10 .                   BBBBBBBBBBBBBBBB                             *                             . -  8:15
   11 .                        BBBBBBBBBBB                                                           . -  8:30
   12 .                     MMMMMM BBBBBBB                                                           . -  8:45
   13 .                            MM  BB                                                           . -  9:00
   14 .                                                                                              . -  9:15
   15 .                                                                                              . -  9:30
   16 .                                                                                              . -  9:45
      .                                                                                              .
      ..................................................................................................
       :                          :   :  ::            :         :   :   :   :  ::            :   :
       01                         02  03  05           06        07  08  09  10  12           13  14
```

BLANK DENOTES MOVING TRAFFIC. ASTERISK DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION.
M DENOTES QUEUED VEHICLES DUE TO MERGING. B DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION AND MERGING. (WHEN BOTH QUEUES EXIST, LENGTH OF DISPLAY REPRESENTS MAINLINE CONGESTION.)

```
FFFFFFFFFF RRRRRRRRR  EEEEEEEEEE     QQQQQQQ         1111      222222     PPPPPPPPP     EEEEEEEEEE
FFFFFFFFFF RRRRRRRRRR EEEEEEEEEE   Q*A.D.MAY*Q     111111     222  222    PPPPPPPPPP    EEEEEEEEEE
FFF        RRR    RRR EEE         QQQQQ    QQQQQ     1111    222    222   PPP    PPP    EEE
FFF        RRR    RRR EEE        QQQQ        QQQQ    1111           222   PPP    PPP    EEE
FFFFFFF    RRRRRRRRRR EEEEEEE    QQQQ        QQQQ    1111          222    PPPPPPPPPP    EEEEEEE
FFFFFFF    RRRRRRRRR  EEEEEEE    QQQQ        QQQQ    1111        2222     PPPPPPPPP     EEEEEEE
FFF        RRR RRR    EEE        QQQQ    QQQ QQQQ    1111      2222       PPP           EEE
FFF        RRR  RRR   EEE         Q*UC*    QQQQQ     1111     222         PPP           EEE
FFF        RRR   RRR  EEEEEEEEEE   Q*REGENTS*QQ      1111    222          PPP           EEEEEEEEEE
FFF        RRR    RRR EEEEEEEEEE     Q*1999*Q QQQ  11111111  2222222222   PPP           EEEEEEEEEE
```

FREQ12PE I-880 2025 SB AM No Build

1. THIS IS A SIMULATION ONLY EXECUTION.

2. THERE ARE 4.0 TIME SLICES PER HOUR.

3. WEAVING ANALYSIS IS ENGAGED WITH FACTOR = 0.5

4. NO ALTERNATE ROUTE IS PROVIDED.

5. SPEED FLOW DATA IS SUPPLIED BY THE PROGRAM. DEFAULT FREE-FLOW SPEED = 60
   LOWER LIMB (AT V/C=1) = 30

6. FUEL DATA ARE SUPPLIED BY THE PROGRAM.

7. EMISSION RATES SELECTED FROM PROGRAM TABLES: EMFAC2002 2005 - 75 DEGREES F.

FREEWAY AND ARTERIAL DESIGN FEATURES

SUB SEC	NO. LNS	SSEC CAP	SSEC LENGTH	DESIGN SPEED	ORG DES	TRK FAC	SSEC GRAD	PCT TRK	PCT DES TRUCKS	SPECIAL RAMP	FF.SPD. ALT.RTE	CAP. ALT.RTE	ART TYPE	GRADE ALT.RTE	SUBSECTION LOCATION
1	4	8000.	2000.	60	O	0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Dummy Link
2	4	8000.	1887.	60	D	0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Main to Union off
3	3	6000.	4825.	60		0.94	0.0	6	0	NO	0.0	0.	GOOD	0.0	Union off to Union on
4	4	8000.	1045.	60	O	0.99	0.0	9	0	YES	0.0	0.	GOOD	0.0	Union on to Merge
5	3	6000.	1555.	60		0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Merge to 980 on
6	5	10000.	800.	55	O	0.94	0.0	6	0	YES	0.0	0.	GOOD	0.0	980 on to Merge
7	4	8000.	160.	55		0.94	0.0	6	0	NO	0.0	0.	GOOD	0.0	Merge to Broadway on
8	4	8000.	1730.	55	O	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Broadway on to Oak on
9	5	10000.	2900.	55	O	0.93	0.0	7	0	YES	0.0	0.	GOOD	0.0	Oak on to merge
10	4	8000.	2150.	55		0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Merge to Embarc on
11	4	8000.	1380.	55	OD	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Embarc on to Embarc off
12	4	8000.	3550.	55	D	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Embarc off to 23rd off
13	4	8000.	1916.	55		0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	23rd off to 23rd on
14	4	8000.	1304.	55	O	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	23rd on to Mainline
15	4	6600.	3000.	55	OD	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Dummy Lnk With Dummy Rmp

ON-RAMP CAPACITY LIMITS

1	2	3	4	5	6	7	8
8000.	1500.	3600.	1500.	1500.	1500.	1500.	1500.

OFF-RAMP CAPACITY LIMITS

1	2	3	4
3000.	1500.	1500.	6600.

ON-RAMP 1 IS THE MAINLINE ORIGIN
OFF-RAMP 4 IS THE MAINLINE DESTINATION

DISTRIBUTION OF VEHICLE OCCUPANCY

ON RAMP NUMBER	PASSENGERS PER VEHICLE 1	2	3 OR MORE	BUSES	AVERAGE CARPOOL (3+) OCCUPANCY	AVERAGE BUS OCCUPANCY
1	0.800	0.150	0.050	0.000	3.20	40.
2	0.800	0.150	0.050	0.000	3.20	40.
3	0.800	0.150	0.050	0.000	3.20	40.
4	0.800	0.150	0.050	0.000	3.20	40.
5	0.800	0.150	0.050	0.000	3.20	40.
6	0.800	0.150	0.050	0.000	3.20	40.
7	0.800	0.150	0.050	0.000	3.20	40.
8	0.800	0.150	0.050	0.000	3.20	40.

TIME SLICE 1 OF 16

ON-RAMP LOCATIONS
1 4 6 8 9 11 14 15

OFF-RAMP LOCATIONS
2 11 12 15

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
796. 30. 553. 30. 44. 43. 99. 0.

ORIGINAL OUTPUT COUNTS--
113. 48. 99. 1330.

TOTAL ORIGINAL INPUT = 1595. TOTAL ORIGINAL OUTPUT= 1590.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 2 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
852. 34. 584. 50. 66. 54. 104. 0.

ORIGINAL OUTPUT COUNTS--
131. 41. 111. 1455.

TOTAL ORIGINAL INPUT = 1744. TOTAL ORIGINAL OUTPUT= 1738.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 3 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
837. 41. 625. 62. 69. 45. 131. 0.

ORIGINAL OUTPUT COUNTS--
164. 35. 99. 1513.

TOTAL ORIGINAL INPUT = 1810. TOTAL ORIGINAL OUTPUT= 1811.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 4 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
894. 49. 625. 59. 81. 62. 129. 0.

ORIGINAL OUTPUT COUNTS--
183. 56. 111. 1549.

TOTAL ORIGINAL INPUT = 1899. TOTAL ORIGINAL OUTPUT= 1899.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 5 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
817. 45. 637. 56. 165. 68. 136. 0.

ORIGINAL OUTPUT COUNTS--
196. 50. 122. 1555.

TOTAL ORIGINAL INPUT = 1924. TOTAL ORIGINAL OUTPUT= 1923.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 6 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
845. 54. 756. 48. 165. 64. 136. 0.

ORIGINAL OUTPUT COUNTS--
198. 45. 145. 1684.

TOTAL ORIGINAL INPUT = 2068. TOTAL ORIGINAL OUTPUT= 2072.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 7 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
910. 71. 800. 58. 165. 78. 167. 0.

ORIGINAL OUTPUT COUNTS--
217. 48. 167. 1817.

TOTAL ORIGINAL INPUT = 2249. TOTAL ORIGINAL OUTPUT= 2249.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 8 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
931. 53. 827. 61. 165. 101. 163. 0.

ORIGINAL OUTPUT COUNTS--
217. 72. 167. 1843.

TOTAL ORIGINAL INPUT = 2301. TOTAL ORIGINAL OUTPUT= 2299.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 9 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
959. 52. 723. 54. 172. 98. 158. 0.

ORIGINAL OUTPUT COUNTS--
231. 69. 152. 1765.

TOTAL ORIGINAL INPUT = 2216. TOTAL ORIGINAL OUTPUT= 2217.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 10 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
911. 57. 721. 52. 216. 96. 163. 0.

ORIGINAL OUTPUT COUNTS--
231. 77. 166. 1744.

TOTAL ORIGINAL INPUT = 2216. TOTAL ORIGINAL OUTPUT= 2218.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 11 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
959. 76. 741. 76. 182. 89. 158. 0.

ORIGINAL OUTPUT COUNTS--
231. 76. 165. 1810.

TOTAL ORIGINAL INPUT = 2281. TOTAL ORIGINAL OUTPUT= 2282.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 12 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
964. 60. 714. 68. 156. 86. 153. 0.

ORIGINAL OUTPUT COUNTS--
231. 76. 159. 1734.

TOTAL ORIGINAL INPUT = 2201. TOTAL ORIGINAL OUTPUT= 2200.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 13 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
903. 65. 792. 52. 163. 78. 135. 0.

ORIGINAL OUTPUT COUNTS--
205. 72. 140. 1773.

TOTAL ORIGINAL INPUT = 2188. TOTAL ORIGINAL OUTPUT= 2190.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 14 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
921. 74. 699. 59. 200. 86. 142. 0.

ORIGINAL OUTPUT COUNTS--
196. 60. 136. 1792.

TOTAL ORIGINAL INPUT = 2181. TOTAL ORIGINAL OUTPUT= 2184.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 15 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
938. 65. 645. 78. 165. 73. 141. 0.

ORIGINAL OUTPUT COUNTS--
182. 65. 151. 1705.

TOTAL ORIGINAL INPUT = 2105. TOTAL ORIGINAL OUTPUT= 2103.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 16 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
987. 64. 629. 92. 162. 71. 147. 0.

ORIGINAL OUTPUT COUNTS--
192. 72. 152. 1733.

TOTAL ORIGINAL INPUT = 2152. TOTAL ORIGINAL OUTPUT= 2149.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

***** INPUT HAS BEEN COMPLETED *****

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3184.	0.	3184.	3184.	0.	3184.	8000.	0.	0.	0.	.40	60.	13.3	B	20.4	12.6
2	4	1887.	0.	452.	3184.	0.	452.	3184.	8000.	0.	0.	0.	.40	60.	13.3	B	20.4	12.6
3	3	4825.	0.	0.	2732.	0.	0.	2732.	6000.	0.	0.	0.	.46	60.	15.2	B	21.1	12.4
4	4	1045.	120.	0.	2852.	120.	0.	2852.	8000.	0.	0.	0.	.36	60.	11.9	B	20.4	12.6
5	3	1555.	0.	0.	2852.	0.	0.	2852.	6000.	0.	0.	0.	.48	60.	15.8	B	20.4	12.6
6	5	800.	2212.	0.	5064.	2212.	0.	5064.	10000.	0.	0.	0.	.51	55.	18.4	C	22.6	11.5
7	4	160.	0.	0.	5064.	0.	0.	5064.	8000.	0.	0.	0.	.63	55.	23.0	C	22.6	11.5
8	4	1730.	120.	0.	5184.	120.	0.	5184.	8000.	0.	0.	0.	.65	55.	23.6	C	22.3	11.5
9	5	2900.	176.	0.	5360.	176.	0.	5360.	9994.	6.	0.	0.	.54	55.	19.5	C	22.3	11.5
10	4	2150.	0.	0.	5360.	0.	0.	5360.	7994.	6.	0.	0.	.67	55.	24.4	C	22.3	11.5
11	4	1380.	168.	192.	5528.	168.	192.	5528.	7998.	2.	0.	0.	.69	55.	25.1	C	22.3	11.5
12	4	3550.	0.	396.	5336.	0.	396.	5336.	8000.	0.	0.	0.	.67	55.	24.3	C	22.3	11.5
13	4	1916.	0.	0.	4940.	0.	0.	4940.	8000.	0.	0.	0.	.62	55.	22.5	C	22.3	11.5
14	4	1304.	396.	0.	5336.	396.	0.	5336.	8000.	0.	0.	0.	.67	55.	24.3	C	22.3	11.5
15	4	3000.	0.	5336.	5336.	0.	5336.	5336.	6600.	0.	0.	0.	.81	55.	24.3	C	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.81		LOWEST LOS = C		AVG = 56.		19.8		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	112. VEH-HRS	141. PASS-HRS	112. VEH-HRS	141. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	112. VEH-HRS	141. PASS-HRS	112. VEH-HRS	141. PASS-HRS
TOTAL TRAV DISTANCE =	6291. VEH-MI.	7927. PASS-MI.	6291. VEH-MI.	7927. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	20. VPMPL		20. VPMPL	
TOTAL FUEL =	288. GALLONS		288. GALLONS	
TOTAL EMISSIONS =	74. KILOGRAMS		74. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3408.	0.	3408.	3408.	0.	3408.	8000.	0.	0.	0.	.43	60.	14.2	B	20.4	12.6
2	4	1887.	0.	524.	3408.	0.	524.	3408.	8000.	0.	0.	0.	.43	60.	14.2	B	20.4	12.6
3	3	4825.	0.	0.	2884.	0.	0.	2884.	6000.	0.	0.	0.	.48	60.	16.0	B	21.1	12.4
4	4	1045.	140.	0.	3024.	140.	0.	3024.	8000.	0.	0.	0.	.38	60.	12.6	B	20.4	12.6
5	3	1555.	0.	0.	3024.	0.	0.	3024.	6000.	0.	0.	0.	.50	60.	16.8	B	20.4	12.6
6	5	800.	2336.	0.	5360.	2336.	0.	5360.	10000.	0.	0.	0.	.54	55.	19.5	C	22.6	11.5
7	4	160.	0.	0.	5360.	0.	0.	5360.	8000.	0.	0.	0.	.67	55.	24.4	C	22.6	11.5
8	4	1730.	200.	0.	5560.	200.	0.	5560.	8000.	0.	0.	0.	.69	55.	25.3	C	22.3	11.5
9	5	2900.	264.	0.	5824.	264.	0.	5824.	9994.	6.	0.	0.	.58	55.	21.2	C	22.3	11.5
10	4	2150.	0.	0.	5824.	0.	0.	5824.	7994.	6.	0.	0.	.73	55.	26.5	D	22.3	11.5
11	4	1380.	216.	164.	6040.	216.	164.	6040.	7998.	2.	0.	0.	.76	55.	27.5	D	22.3	11.5
12	4	3550.	0.	448.	5876.	0.	448.	5876.	8000.	0.	0.	0.	.73	55.	26.7	D	22.3	11.5
13	4	1916.	0.	0.	5428.	0.	0.	5428.	8000.	0.	0.	0.	.68	55.	24.7	C	22.3	11.5
14	4	1304.	416.	0.	5844.	416.	0.	5844.	8000.	0.	0.	0.	.73	55.	26.6	D	22.3	11.5
15	4	3000.	0.	5844.	5844.	0.	5844.	5844.	6600.	0.	0.	0.	.89	55.	26.6	D	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.89		LOWEST LOS = D		AVG = 56.		21.4		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	121. VEH-HRS	153. PASS-HRS	233. VEH-HRS	294. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	121. VEH-HRS	153. PASS-HRS	233. VEH-HRS	294. PASS-HRS
TOTAL TRAV DISTANCE =	6816. VEH-MI.	8588. PASS-MI.	13107. VEH-MI.	16515. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	21. VPMPL		21. VPMPL	
TOTAL FUEL =	311. GALLONS		599. GALLONS	
TOTAL EMISSIONS =	80. KILOGRAMS		154. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3352.	0.	3352.	3352.	0.	3352.	8000.	0.	0.	0.	.42	60.	14.0	B	20.4	12.6
2	4	1887.	0.	656.	3352.	0.	656.	3352.	8000.	0.	0.	0.	.42	60.	14.0	B	20.4	12.6
3	3	4825.	0.	0.	2696.	0.	0.	2696.	6000.	0.	0.	0.	.45	60.	15.0	B	21.1	12.4
4	4	1045.	164.	0.	2860.	164.	0.	2860.	8000.	0.	0.	0.	.36	60.	11.9	B	20.4	12.6
5	3	1555.	0.	0.	2860.	0.	0.	2860.	6000.	0.	0.	0.	.48	60.	15.9	B	20.4	12.6
6	5	800.	2500.	0.	5360.	2500.	0.	5360.	10000.	0.	0.	0.	.54	55.	19.5	C	22.6	11.5
7	4	160.	0.	0.	5360.	0.	0.	5360.	8000.	0.	0.	0.	.67	55.	24.4	C	22.6	11.5
8	4	1730.	248.	0.	5608.	248.	0.	5608.	8000.	0.	0.	0.	.70	55.	25.5	C	22.3	11.5
9	5	2900.	280.	0.	5888.	280.	0.	5888.	9994.	6.	0.	0.	.59	55.	21.4	C	22.3	11.5
10	4	2150.	0.	0.	5888.	0.	0.	5888.	7994.	6.	0.	0.	.74	55.	26.8	D	22.3	11.5
11	4	1380.	180.	140.	6068.	180.	140.	6068.	7998.	2.	0.	0.	.76	55.	27.6	D	22.3	11.5
12	4	3550.	0.	400.	5928.	0.	400.	5928.	8000.	0.	0.	0.	.74	55.	26.9	D	22.3	11.5
13	4	1916.	0.	0.	5528.	0.	0.	5528.	8000.	0.	0.	0.	.69	55.	25.1	C	22.3	11.5
14	4	1304.	524.	0.	6052.	524.	0.	6052.	8000.	0.	0.	0.	.76	55.	27.5	D	22.3	11.5
15	4	3000.	0.	6052.	6052.	0.	6052.	6052.	6600.	0.	0.	0.	.92	55.	27.5	D	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.92		LOWEST LOS = D		AVG = 56.		21.4		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	122. VEH-HRS	153. PASS-HRS	355. VEH-HRS	447. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	122. VEH-HRS	153. PASS-HRS	355. VEH-HRS	447. PASS-HRS
TOTAL TRAV DISTANCE =	6824. VEH-MI.	8598. PASS-MI.	19931. VEH-MI.	25113. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	21. VPMPL		21. VPMPL	
TOTAL FUEL =	312. GALLONS		910. GALLONS	
TOTAL EMISSIONS =	80. KILOGRAMS		234. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3576.	0.	3576.	3576.	0.	3576.	8000.	0.	0.	0.	.45	60.	14.9	B	20.4	12.6
2	4	1887.	0.	732.	3576.	0.	732.	3576.	8000.	0.	0.	0.	.45	60.	14.9	B	20.4	12.6
3	3	4825.	0.	0.	2844.	0.	0.	2844.	6000.	0.	0.	0.	.47	60.	15.8	B	21.1	12.4
4	4	1045.	196.	0.	3040.	196.	0.	3040.	8000.	0.	0.	0.	.38	60.	12.7	B	20.4	12.6
5	3	1555.	0.	0.	3040.	0.	0.	3040.	6000.	0.	0.	0.	.51	60.	16.9	B	20.4	12.6
6	5	800.	2500.	0.	5540.	2500.	0.	5540.	10000.	0.	0.	0.	.55	55.	20.1	C	22.6	11.5
7	4	160.	0.	0.	5540.	0.	0.	5540.	8000.	0.	0.	0.	.69	55.	25.2	C	22.6	11.5
8	4	1730.	236.	0.	5776.	236.	0.	5776.	8000.	0.	0.	0.	.72	55.	26.3	D	22.3	11.5
9	5	2900.	324.	0.	6100.	324.	0.	6100.	9991.	9.	0.	0.	.61	55.	22.2	C	22.3	11.5
10	4	2150.	0.	0.	6100.	0.	0.	6100.	7991.	9.	0.	0.	.76	55.	27.7	D	22.3	11.5
11	4	1380.	244.	224.	6344.	244.	224.	6344.	7997.	3.	0.	0.	.79	55.	28.8	D	22.3	11.5
12	4	3550.	0.	444.	6120.	0.	444.	6120.	8000.	0.	0.	0.	.77	55.	27.8	D	22.3	11.5
13	4	1916.	0.	0.	5676.	0.	0.	5676.	8000.	0.	0.	0.	.71	55.	25.8	C	22.3	11.5
14	4	1304.	516.	0.	6192.	516.	0.	6192.	8000.	0.	0.	0.	.77	55.	28.1	D	22.3	11.5
15	4	3000.	0.	6192.	6192.	0.	6192.	6192.	6600.	0.	0.	0.	.94	55.	28.1	D	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 0.94	LOWEST LOS = D		AVG = 56.		22.3		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	126. VEH-HRS	159. PASS-HRS	481. VEH-HRS	607. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	126. VEH-HRS	159. PASS-HRS	481. VEH-HRS	607. PASS-HRS
TOTAL TRAV DISTANCE =	7086. VEH-MI.	8928. PASS-MI.	27016. VEH-MI.	34040. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	22. VPMPL		21. VPMPL	
TOTAL FUEL =	324. GALLONS		1234. GALLONS	
TOTAL EMISSIONS =	83. KILOGRAMS		317. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3272.	0.	3272.	3272.	0.	3272.	8000.	0.	0.	0.	.41	60.	13.6	B	20.4	12.6
2	4	1887.	0.	784.	3272.	0.	784.	3272.	8000.	0.	0.	0.	.41	60.	13.6	B	20.4	12.6
3	3	4825.	0.	0.	2488.	0.	0.	2488.	6000.	0.	0.	0.	.41	60.	13.8	B	21.1	12.4
4	4	1045.	176.	0.	2664.	176.	0.	2664.	8000.	0.	0.	0.	.33	60.	11.1	B	20.4	12.6
5	3	1555.	0.	0.	2664.	0.	0.	2664.	6000.	0.	0.	0.	.44	60.	14.8	B	20.4	12.6
6	5	800.	2548.	0.	5212.	2548.	0.	5212.	10000.	0.	0.	0.	.52	55.	19.0	C	22.6	11.5
7	4	160.	0.	0.	5212.	0.	0.	5212.	8000.	0.	0.	0.	.65	55.	23.7	C	22.6	11.5
8	4	1730.	224.	0.	5436.	224.	0.	5436.	8000.	0.	0.	0.	.68	55.	24.7	C	22.3	11.5
9	5	2900.	660.	0.	6096.	660.	0.	6096.	9984.	16.	0.	0.	.61	55.	22.2	C	22.3	11.5
10	4	2150.	0.	0.	6096.	0.	0.	6096.	7984.	16.	0.	0.	.76	55.	27.7	D	22.3	11.5
11	4	1380.	272.	200.	6368.	272.	200.	6368.	7996.	4.	0.	0.	.80	55.	28.9	D	22.3	11.5
12	4	3550.	0.	488.	6168.	0.	488.	6168.	8000.	0.	0.	0.	.77	55.	28.0	D	22.3	11.5
13	4	1916.	0.	0.	5680.	0.	0.	5680.	8000.	0.	0.	0.	.71	55.	25.8	C	22.3	11.5
14	4	1304.	544.	0.	6224.	544.	0.	6224.	8000.	0.	0.	0.	.78	55.	28.3	D	22.3	11.5
15	4	3000.	0.	6224.	6224.	0.	6224.	6224.	6600.	0.	0.	0.	.94	55.	28.3	D	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.94		LOWEST LOS = D		AVG = 56.		21.5		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	123. VEH-HRS	155. PASS-HRS	604. VEH-HRS	761. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	123. VEH-HRS	155. PASS-HRS	604. VEH-HRS	761. PASS-HRS
TOTAL TRAV DISTANCE =	6875. VEH-MI.	8662. PASS-MI.	33891. VEH-MI.	42703. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	22. VPMPL		21. VPMPL	
TOTAL FUEL =	314. GALLONS		1548. GALLONS	
TOTAL EMISSIONS =	81. KILOGRAMS		398. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3384.	0.	3384.	3384.	0.	3384.	8000.	0.	0.	0.	.42	60.	14.1	B	20.4	12.6
2	4	1887.	0.	792.	3384.	0.	792.	3384.	8000.	0.	0.	0.	.42	60.	14.1	B	20.4	12.6
3	3	4825.	0.	0.	2592.	0.	0.	2592.	6000.	0.	0.	0.	.43	60.	14.4	B	21.1	12.4
4	4	1045.	216.	0.	2808.	216.	0.	2808.	8000.	0.	0.	0.	.35	60.	11.7	B	20.4	12.6
5	3	1555.	0.	0.	2808.	0.	0.	2808.	6000.	0.	0.	0.	.47	60.	15.6	B	20.4	12.6
6	5	800.	3024.	0.	5832.	3024.	0.	5832.	10000.	0.	0.	0.	.58	55.	21.2	C	22.6	11.5
7	4	160.	0.	0.	5832.	0.	0.	5832.	8000.	0.	0.	0.	.73	55.	26.5	D	22.6	11.5
8	4	1730.	192.	0.	6024.	192.	0.	6024.	8000.	0.	0.	0.	.75	55.	27.4	D	22.3	11.5
9	5	2900.	660.	0.	6684.	660.	0.	6684.	9987.	13.	0.	0.	.67	55.	24.3	C	22.3	11.5
10	4	2150.	0.	0.	6684.	0.	0.	6684.	7987.	13.	0.	0.	.84	55.	30.4	D	22.3	11.5
11	4	1380.	256.	180.	6940.	256.	180.	6940.	7997.	3.	0.	0.	.87	55.	31.5	D	22.3	11.5
12	4	3550.	0.	580.	6760.	0.	580.	6760.	8000.	0.	0.	0.	.85	55.	30.7	D	22.3	11.5
13	4	1916.	0.	0.	6180.	0.	0.	6180.	8000.	0.	0.	0.	.77	55.	28.1	D	22.3	11.5
14	4	1304.	544.	0.	6724.	544.	0.	6600.	8000.	0. *	551.	124.	.82	36.	45.6	F	20.6	13.0
15	4	3000.	0.	6724.	6724.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 54.		23.9		21.8	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	136. VEH-HRS	172. PASS-HRS	741. VEH-HRS	933. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	136. VEH-HRS	172. PASS-HRS	741. VEH-HRS	933. PASS-HRS
TOTAL TRAV DISTANCE =	7419. VEH-MI.	9348. PASS-MI.	41310. VEH-MI.	52050. PASS-MI.
AVERAGE SYSTEM SPEED =	54. MPH.		56. MPH.	
AVERAGE DENSITY =	24. VPMPL		22. VPMPL	
TOTAL FUEL =	340. GALLONS		1887. GALLONS	
TOTAL EMISSIONS =	87. KILOGRAMS		485. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3640.	0.	3640.	3640.	0.	3640.	8000.	0.	0.	0.	.46	60.	15.2	B	20.4	12.6
2	4	1887.	0.	868.	3640.	0.	868.	3640.	8000.	0.	0.	0.	.46	60.	15.2	B	20.4	12.6
3	3	4825.	0.	0.	2772.	0.	0.	2772.	6000.	0.	0.	0.	.46	60.	15.4	B	21.1	12.4
4	4	1045.	284.	0.	3056.	284.	0.	3056.	8000.	0.	0.	0.	.38	60.	12.7	B	20.4	12.6
5	3	1555.	0.	0.	3056.	0.	0.	3056.	6000.	0.	0.	0.	.51	60.	17.0	B	20.4	12.6
6	5	800.	3204.	0.	6260.	3204.	0.	6260.	10000.	0.	0.	0.	.63	55.	22.8	C	22.6	11.5
7	4	160.	0.	0.	6260.	0.	0.	6260.	8000.	0.	0.	0.	.78	55.	28.5	D	22.6	11.5
8	4	1730.	228.	0.	6488.	228.	0.	6488.	8000.	0.	0.	0.	.81	55.	29.5	D	22.3	11.5
9	5	2900.	660.	0.	7148.	660.	0.	7148.	9987.	13.	0.	0.	.72	55.	26.0	C	22.3	11.5
10	4	2150.	0.	0.	7148.	0.	0.	7148.	7987.	13.	0.	0.	.89	54.	33.1	D	22.5	11.4
11	4	1380.	312.	192.	7460.	312.	192.	7460.	7997.	3.	0.	0.	.93	53.	35.2	E	22.7	11.3
12	4	3550.	0.	668.	7268.	0.	668.	7268.	8000.	0.	0.	0.	.91	54.	33.8	D	22.6	11.4
13	4	1916.	0.	0.	6600.	0.	0.	5932.	8000.	0. *	1796.	668.	.74	25.	58.8	F	18.5	14.8
14	4	1304.	668.	0.	7268.	668.	0.	6600.	8000.	0. **	1304.	668.	.82	17.	99.1	F	16.3	18.1
15	4	3000.	0.	7268.	7268.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 1.00		LOWEST LOS = F		AVG = 46.		29.6		21.3	12.3

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	171. VEH-HRS	215. PASS-HRS	911. VEH-HRS	1148. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	171. VEH-HRS	215. PASS-HRS	911. VEH-HRS	1148. PASS-HRS
TOTAL TRAV DISTANCE =	7839. VEH-MI.	9877. PASS-MI.	49149. VEH-MI.	61927. PASS-MI.
AVERAGE SYSTEM SPEED =	46. MPH.		54. MPH.	
AVERAGE DENSITY =	30. VPMPL		23. VPMPL	
TOTAL FUEL =	368. GALLONS		2255. GALLONS	
TOTAL EMISSIONS =	96. KILOGRAMS		581. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3724.	0.	3724.	3724.	0.	3724.	8000.	0.	0.	0.	.47	60.	15.5	B	20.4	12.6
2	4	1887.	0.	868.	3724.	0.	868.	3724.	8000.	0.	0.	0.	.47	60.	15.5	B	20.4	12.6
3	3	4825.	0.	0.	2856.	0.	0.	2856.	6000.	0.	0.	0.	.48	60.	15.9	B	21.1	12.4
4	4	1045.	212.	0.	3068.	212.	0.	3068.	8000.	0.	0.	0.	.38	60.	12.8	B	20.4	12.6
5	3	1555.	0.	0.	3068.	0.	0.	3068.	6000.	0.	0.	0.	.51	60.	17.0	B	20.4	12.6
6	5	800.	3308.	0.	6376.	3308.	0.	6376.	10000.	0.	0.	0.	.64	55.	23.2	C	22.6	11.5
7	4	160.	0.	0.	6376.	0.	0.	6376.	8000.	0.	0.	0.	.80	55.	29.0	D	22.6	11.5
8	4	1730.	240.	0.	6616.	240.	0.	6616.	8000.	0.	0.	0.	.83	55.	30.1	D	22.3	11.5
9	5	2900.	656.	0.	7272.	656.	0.	7272.	9981.	19.	0.	0.	.73	55.	26.4	D	22.3	11.5
10	4	2150.	0.	0.	7272.	0.	0.	7272.	7981.	19.	0.	0.	.91	54.	33.9	D	22.6	11.4
11	4	1380.	404.	288.	7676.	404.	288.	7676.	7940.	60.	0.	0.	.97	52.	37.1	E	23.0	11.2
12	4	3550.	0.	668.	7388.	0.	668.	6616.	8000.	0.	* 3496.	772.	.83	26.	63.6	F	19.1	14.6
13	4	1916.	0.	0.	6720.	0.	0.	5948.	8000.	0.	** 1916.	772.	.74	12.	122.4	F	13.8	21.4
14	4	1304.	652.	0.	7372.	652.	0.	6600.	8000.	0.	** 1304.	772.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	7372.	7372.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 36.	37.7		20.2	13.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	218. VEH-HRS	275. PASS-HRS	1129. VEH-HRS	1423. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	218. VEH-HRS	275. PASS-HRS	1129. VEH-HRS	1423. PASS-HRS
TOTAL TRAV DISTANCE =	7853. VEH-MI.	9895. PASS-MI.	57002. VEH-MI.	71822. PASS-MI.
AVERAGE SYSTEM SPEED =	36. MPH.		50. MPH.	
AVERAGE DENSITY =	38. VPMPL		25. VPMPL	
TOTAL FUEL =	388. GALLONS		2644. GALLONS	
TOTAL EMISSIONS =	104. KILOGRAMS		685. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3836.	0.	3836.	3836.	0.	3836.	8000.	0.	0.	0.	.48	60.	16.0	B	20.4	12.6
2	4	1887.	0.	924.	3836.	0.	924.	3836.	8000.	0.	0.	0.	.48	60.	16.0	B	20.4	12.6
3	3	4825.	0.	0.	2912.	0.	0.	2912.	6000.	0.	0.	0.	.49	60.	16.2	B	21.1	12.4
4	4	1045.	208.	0.	3120.	208.	0.	3120.	8000.	0.	0.	0.	.39	60.	13.0	B	20.4	12.6
5	3	1555.	0.	0.	3120.	0.	0.	3120.	6000.	0.	0.	0.	.52	60.	17.3	B	20.4	12.6
6	5	800.	2892.	0.	6012.	2892.	0.	6012.	10000.	0.	0.	0.	.60	55.	21.9	C	22.6	11.5
7	4	160.	0.	0.	6012.	0.	0.	6012.	8000.	0.	0.	0.	.75	55.	27.3	D	22.6	11.5
8	4	1730.	212.	0.	6224.	212.	0.	6224.	8000.	0.	0.	0.	.78	55.	28.3	D	22.3	11.5
9	5	2900.	684.	0.	6908.	684.	0.	6908.	9981.	19.	0.	0.	.69	55.	25.1	C	22.3	11.5
10	4	2150.	0.	0.	6908.	0.	0.	6452.	7981.	19.	* 785.	456.	.81	46.	34.7	F	21.7	12.0
11	4	1380.	392.	272.	7300.	392.	272.	6844.	7956.	44.	** 1380.	456.	.86	23.	75.5	F	18.3	15.5
12	4	3550.	0.	604.	7028.	0.	604.	6572.	8000.	0.	** 3550.	456.	.82	16.	105.5	F	15.9	18.8
13	4	1916.	0.	0.	6424.	0.	0.	5968.	8000.	0.	** 1916.	456.	.75	12.	122.0	F	13.8	21.3
14	4	1304.	632.	0.	7056.	632.	0.	6600.	8000.	0.	** 1304.	456.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	7056.	7056.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 30.		44.3		19.3	14.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	254. VEH-HRS	320. PASS-HRS	1383. VEH-HRS	1743. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	254. VEH-HRS	320. PASS-HRS	1383. VEH-HRS	1743. PASS-HRS
TOTAL TRAV DISTANCE =	7634. VEH-MI.	9619. PASS-MI.	64636. VEH-MI.	81442. PASS-MI.
AVERAGE SYSTEM SPEED =	30. MPH.		47. MPH.	
AVERAGE DENSITY =	44. VPMPL		27. VPMPL	
TOTAL FUEL =	396. GALLONS		3040. GALLONS	
TOTAL EMISSIONS =	108. KILOGRAMS		793. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3648.	0.	3648.	3648.	0.	3648.	8000.	0.	0.	0.	.46	60.	15.2	B	20.4	12.6
2	4	1887.	0.	924.	3648.	0.	924.	3648.	8000.	0.	0.	0.	.46	60.	15.2	B	20.4	12.6
3	3	4825.	0.	0.	2724.	0.	0.	2724.	6000.	0.	0.	0.	.45	60.	15.1	B	21.1	12.4
4	4	1045.	224.	0.	2948.	224.	0.	2948.	8000.	0.	0.	0.	.37	60.	12.3	B	20.4	12.6
5	3	1555.	0.	0.	2948.	0.	0.	2948.	6000.	0.	0.	0.	.49	60.	16.4	B	20.4	12.6
6	5	800.	2884.	0.	5832.	2884.	0.	5832.	10000.	0.	0.	0.	.58	55.	21.2	C	22.6	11.5
7	4	160.	0.	0.	5832.	0.	0.	5832.	8000.	0.	0.	0.	.73	55.	26.5	D	22.6	11.5
8	4	1730.	208.	0.	6040.	208.	0.	6040.	8000.	0.	0.	0.	.75	55.	27.5	D	22.3	11.5
9	5	2900.	864.	0.	6904.	864.	0.	6536.	9972.	28.	* 139.	368.	.66	54.	24.2	F	22.2	11.5
10	4	2150.	0.	0.	6904.	0.	0.	6536.	7972.	28.	** 2150.	368.	.82	19.	84.7	F	17.2	16.8
11	4	1380.	384.	304.	7288.	384.	304.	6920.	7935.	65.	** 1380.	368.	.87	18.	93.8	F	17.1	17.1
12	4	3550.	0.	668.	6984.	0.	668.	6616.	8000.	0.	** 3550.	368.	.83	16.	104.4	F	16.0	18.6
13	4	1916.	0.	0.	6316.	0.	0.	5948.	8000.	0.	** 1916.	368.	.74	12.	122.5	F	13.8	21.4
14	4	1304.	652.	0.	6968.	652.	0.	6600.	8000.	0.	** 1304.	368.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	6968.	6968.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 1.00		LOWEST LOS = F		AVG = 27.		48.1		18.8	14.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	276. VEH-HRS	348. PASS-HRS	1659. VEH-HRS	2091. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	276. VEH-HRS	348. PASS-HRS	1659. VEH-HRS	2091. PASS-HRS
TOTAL TRAV DISTANCE =	7488. VEH-MI.	9435. PASS-MI.	72125. VEH-MI.	90877. PASS-MI.
AVERAGE SYSTEM SPEED =	27. MPH.		43. MPH.	
AVERAGE DENSITY =	48. VPMPL		29. VPMPL	
TOTAL FUEL =	399. GALLONS		3439. GALLONS	
TOTAL EMISSIONS =	110. KILOGRAMS		903. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3832.	0.	3832.	3832.	0.	3832.	8000.	0.	0.	0.	.48	60.	16.0	B	20.4	12.6
2	4	1887.	0.	924.	3832.	0.	924.	3832.	8000.	0.	0.	0.	.48	60.	16.0	B	20.4	12.6
3	3	4825.	0.	0.	2908.	0.	0.	2908.	6000.	0.	0.	0.	.48	60.	16.2	B	21.1	12.4
4	4	1045.	304.	0.	3212.	304.	0.	3212.	8000.	0.	0.	0.	.40	60.	13.4	B	20.4	12.6
5	3	1555.	0.	0.	3212.	0.	0.	3212.	6000.	0.	0.	0.	.54	60.	17.8	B	20.4	12.6
6	5	800.	2968.	0.	6180.	2968.	0.	6180.	10000.	0.	0.	0.	.62	55.	22.5	C	22.6	11.5
7	4	160.	0.	0.	6180.	0.	0.	6180.	8000.	0.	0.	0.	.77	55.	28.1	D	22.6	11.5
8	4	1730.	304.	0.	6484.	304.	0.	6484.	8000.	0.	0.	0.	.81	55.	29.5	D	22.3	11.5
9	5	2900.	728.	0.	7212.	728.	0.	6576.	9978.	22.	* 1607.	636.	.66	23.	56.8	F	17.8	15.0
10	4	2150.	0.	0.	7212.	0.	0.	6576.	7978.	22.	** 2150.	636.	.82	16.	104.7	F	15.9	18.7
11	4	1380.	360.	304.	7572.	360.	304.	6936.	7951.	49.	** 1380.	636.	.87	18.	93.9	F	17.1	17.1
12	4	3550.	0.	664.	7268.	0.	664.	6632.	8000.	0.	** 3550.	636.	.83	16.	103.9	F	16.0	18.5
13	4	1916.	0.	0.	6604.	0.	0.	5968.	8000.	0.	** 1916.	636.	.75	12.	122.0	F	13.8	21.3
14	4	1304.	632.	0.	7236.	632.	0.	6600.	8000.	0.	** 1304.	636.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	7236.	7236.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 1.00		LOWEST LOS = F		AVG = 25.		53.1		18.2	15.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	310. VEH-HRS	391. PASS-HRS	1969. VEH-HRS	2481. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	310. VEH-HRS	391. PASS-HRS	1969. VEH-HRS	2481. PASS-HRS
TOTAL TRAV DISTANCE =	7665. VEH-MI.	9658. PASS-MI.	79789. VEH-MI.	100535. PASS-MI.
AVERAGE SYSTEM SPEED =	25. MPH.		41. MPH.	
AVERAGE DENSITY =	53. VPMPL		31. VPMPL	
TOTAL FUEL =	421. GALLONS		3860. GALLONS	
TOTAL EMISSIONS =	117. KILOGRAMS		1020. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3856.	0.	3856.	3856.	0.	3856.	8000.	0.	0.	0.	.48	60.	16.1	B	20.4	12.6
2	4	1887.	0.	924.	3856.	0.	924.	3856.	8000.	0.	0.	0.	.48	60.	16.1	B	20.4	12.6
3	3	4825.	0.	0.	2932.	0.	0.	2932.	6000.	0.	0.	0.	.49	60.	16.3	B	21.1	12.4
4	4	1045.	240.	0.	3172.	240.	0.	3172.	8000.	0.	0.	0.	.40	60.	13.2	B	20.4	12.6
5	3	1555.	0.	0.	3172.	0.	0.	3172.	6000.	0.	0.	0.	.53	60.	17.6	B	20.4	12.6
6	5	800.	2860.	0.	6032.	2860.	0.	6032.	10000.	0.	0.	0.	.60	55.	21.9	C	22.6	11.5
7	4	160.	0.	0.	6032.	0.	0.	6032.	8000.	0.	0.	0.	.75	55.	27.4	D	22.6	11.5
8	4	1730.	272.	0.	6304.	272.	0.	6304.	8000.	0.	0.	0.	.79	55.	28.7	D	22.3	11.5
9	5	2900.	628.	0.	6932.	628.	0.	6592.	9978.	22.	* 2387.	340.	.66	13.	102.8	F	14.0	19.9
10	4	2150.	0.	0.	6932.	0.	0.	6592.	7978.	22.	** 2150.	340.	.83	16.	104.2	F	15.9	18.6
11	4	1380.	348.	312.	7280.	348.	312.	6940.	7964.	36.	** 1380.	340.	.87	18.	94.3	F	17.0	17.2
12	4	3550.	0.	640.	6968.	0.	640.	6628.	8000.	0.	** 3550.	340.	.83	16.	104.0	F	16.0	18.6
13	4	1916.	0.	0.	6328.	0.	0.	5988.	8000.	0.	** 1916.	340.	.75	12.	121.5	F	13.9	21.3
14	4	1304.	612.	0.	6940.	612.	0.	6600.	8000.	0.	** 1304.	340.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	6940.	6940.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 22.	57.4		17.6	15.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	340. VEH-HRS	428. PASS-HRS	2309. VEH-HRS	2909. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	340. VEH-HRS	428. PASS-HRS	2309. VEH-HRS	2909. PASS-HRS
TOTAL TRAV DISTANCE =	7607. VEH-MI.	9585. PASS-MI.	87396. VEH-MI.	110120. PASS-MI.
AVERAGE SYSTEM SPEED =	22. MPH.		38. MPH.	
AVERAGE DENSITY =	57. VPMPL		33. VPMPL	
TOTAL FUEL =	432. GALLONS		4291. GALLONS	
TOTAL EMISSIONS =	120. KILOGRAMS		1140. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3612.	0.	3612.	3612.	0.	3612.	8000.	0.	0.	0.	.45	60.	15.1	B	20.4	12.6
2	4	1887.	0.	820.	3612.	0.	820.	3612.	8000.	0.	0.	0.	.45	60.	15.1	B	20.4	12.6
3	3	4825.	0.	0.	2792.	0.	0.	2792.	6000.	0.	0.	0.	.47	60.	15.5	B	21.1	12.4
4	4	1045.	264.	0.	3056.	264.	0.	3056.	8000.	0.	0.	0.	.38	60.	12.7	B	20.4	12.6
5	3	1555.	0.	0.	3056.	0.	0.	3056.	6000.	0.	0.	0.	.51	60.	17.0	B	20.4	12.6
6	5	800.	3168.	0.	6224.	3168.	0.	6224.	10000.	0.	0.	0.	.62	55.	22.6	C	22.6	11.5
7	4	160.	0.	0.	6224.	0.	0.	6224.	8000.	0.	0.	0.	.78	55.	28.3	D	22.6	11.5
8	4	1730.	208.	0.	6432.	208.	0.	5948.	8000.	0.	* 924.	484.	.74	37.	39.9	F	20.6	12.8
9	5	2900.	648.	0.	7080.	648.	0.	6596.	9981.	19.	** 2900.	484.	.66	10.	135.2	F	12.1	23.4
10	4	2150.	0.	0.	7080.	0.	0.	6596.	7981.	19.	** 2150.	484.	.83	16.	104.2	F	16.0	18.6
11	4	1380.	312.	288.	7392.	312.	288.	6908.	7995.	5.	** 1380.	484.	.86	18.	96.2	F	16.8	17.4
12	4	3550.	0.	560.	7104.	0.	560.	6620.	8000.	0.	** 3550.	484.	.83	16.	104.2	F	16.0	18.6
13	4	1916.	0.	0.	6544.	0.	0.	6060.	8000.	0.	** 1916.	484.	.76	13.	119.5	F	14.1	21.0
14	4	1304.	540.	0.	7084.	540.	0.	6600.	8000.	0.	** 1304.	484.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	7084.	7084.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 21.		60.9		17.1	16.4

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	364. VEH-HRS	459. PASS-HRS	2673. VEH-HRS	3368. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	364. VEH-HRS	459. PASS-HRS	2673. VEH-HRS	3368. PASS-HRS
TOTAL TRAV DISTANCE =	7522. VEH-MI.	9477. PASS-MI.	94918. VEH-MI.	119597. PASS-MI.
AVERAGE SYSTEM SPEED =	21. MPH.		36. MPH.	
AVERAGE DENSITY =	61. VPMPL		36. VPMPL	
TOTAL FUEL =	439. GALLONS		4731. GALLONS	
TOTAL EMISSIONS =	123. KILOGRAMS		1264. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3684.	0.	3684.	3684.	0.	3684.	8000.	0.	0.	0.	.46	60.	15.4	B	20.4	12.6
2	4	1887.	0.	784.	3684.	0.	784.	3684.	8000.	0.	0.	0.	.46	60.	15.4	B	20.4	12.6
3	3	4825.	0.	0.	2900.	0.	0.	2900.	6000.	0.	0.	0.	.48	60.	16.1	B	21.1	12.4
4	4	1045.	292.	0.	3192.	292.	0.	3192.	8000.	0.	0.	0.	.40	60.	13.3	B	20.4	12.6
5	3	1555.	0.	0.	3192.	0.	0.	3192.	6000.	0.	0.	0.	.53	60.	17.7	B	20.4	12.6
6	5	800.	2800.	0.	5992.	2800.	0.	5432.	10000.	0.	* 472.	560.	.54	29.	38.0	F	19.1	13.4
7	4	160.	0.	0.	5992.	0.	0.	5432.	8000.	0.	** 160.	560.	.68	17.	78.8	F	16.4	17.1
8	4	1730.	236.	0.	6228.	236.	0.	5668.	8000.	0.	** 1730.	560.	.71	12.	118.4	F	13.7	21.2
9	5	2900.	804.	0.	7032.	804.	0.	6472.	9978.	22.	** 2900.	560.	.65	9.	142.9	F	11.5	24.3
10	4	2150.	0.	0.	7032.	0.	0.	6472.	7978.	22.	** 2150.	560.	.81	15.	107.5	F	15.7	19.1
11	4	1380.	344.	244.	7376.	344.	244.	6816.	7994.	6.	** 1380.	560.	.85	17.	98.7	F	16.5	17.8
12	4	3550.	0.	540.	7132.	0.	540.	6572.	8000.	0.	** 3550.	560.	.82	16.	105.6	F	15.9	18.8
13	4	1916.	0.	0.	6592.	0.	0.	6032.	8000.	0.	** 1916.	560.	.75	13.	120.3	F	14.0	21.1
14	4	1304.	568.	0.	7160.	568.	0.	6600.	8000.	0.	** 1304.	560.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	7160.	7160.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 18.	67.6		16.4	17.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	404. VEH-HRS	509. PASS-HRS	3077. VEH-HRS	3877. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	404. VEH-HRS	509. PASS-HRS	3077. VEH-HRS	3877. PASS-HRS
TOTAL TRAV DISTANCE =	7460. VEH-MI.	9399. PASS-MI.	102378. VEH-MI.	128996. PASS-MI.
AVERAGE SYSTEM SPEED =	18. MPH.		33. MPH.	
AVERAGE DENSITY =	68. VPMPL		38. VPMPL	
TOTAL FUEL =	455. GALLONS		5186. GALLONS	
TOTAL EMISSIONS =	128. KILOGRAMS		1392. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3752.	0.	3752.	3752.	0.	3752.	8000.	0.	0.	0.	.47	60.	15.6	B	20.4	12.6
2	4	1887.	0.	728.	3752.	0.	728.	3752.	8000.	0.	0.	0.	.47	60.	15.6	B	20.4	12.6
3	3	4825.	0.	0.	3024.	0.	0.	3024.	6000.	0.	0.	0.	.50	60.	16.8	B	21.1	12.4
4	4	1045.	260.	0.	3284.	260.	0.	3284.	8000.	0.	0.	0.	.41	60.	13.7	B	20.4	12.6
5	3	1555.	0.	0.	3284.	0.	0.	3056.	6000.	0.	* 152.	228.	.51	55.	18.7	F	20.1	12.7
6	5	800.	2584.	0.	5868.	2584.	0.	5640.	10000.	0.	** 800.	228.	.56	8.	138.8	F	10.6	24.2
7	4	160.	0.	0.	5868.	0.	0.	5640.	8000.	0.	** 160.	228.	.70	11.	130.9	F	13.2	22.4
8	4	1730.	316.	0.	6184.	316.	0.	5956.	8000.	0.	** 1730.	228.	.74	12.	122.3	F	13.8	21.4
9	5	2900.	660.	0.	6844.	660.	0.	6616.	9981.	19.	** 2900.	228.	.66	9.	139.9	F	12.0	23.8
10	4	2150.	0.	0.	6844.	0.	0.	6616.	7981.	19.	** 2150.	228.	.83	16.	103.7	F	16.0	18.5
11	4	1380.	292.	264.	7136.	292.	264.	6908.	7995.	5.	** 1380.	228.	.86	18.	96.2	F	16.8	17.4
12	4	3550.	0.	608.	6872.	0.	608.	6644.	8000.	0.	** 3550.	228.	.83	16.	103.6	F	16.0	18.5
13	4	1916.	0.	0.	6264.	0.	0.	6036.	8000.	0.	** 1916.	228.	.75	13.	120.2	F	14.0	21.1
14	4	1304.	564.	0.	6828.	564.	0.	6600.	8000.	0.	** 1304.	228.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	6828.	6828.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 18.		70.0		16.2	17.4

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	420. VEH-HRS	529. PASS-HRS	3497. VEH-HRS	4406. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	420. VEH-HRS	529. PASS-HRS	3497. VEH-HRS	4406. PASS-HRS
TOTAL TRAV DISTANCE =	7574. VEH-MI.	9543. PASS-MI.	109951. VEH-MI.	138539. PASS-MI.
AVERAGE SYSTEM SPEED =	18. MPH.		31. MPH.	
AVERAGE DENSITY =	70. VPMPL		40. VPMPL	
TOTAL FUEL =	467. GALLONS		5653. GALLONS	
TOTAL EMISSIONS =	132. KILOGRAMS		1523. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3948.	0.	3948.	3948.	0.	3948.	8000.	0.	0.	0.	.49	60.	16.5	B	20.4	12.6
2	4	1887.	0.	768.	3948.	0.	768.	3948.	8000.	0.	0.	0.	.49	60.	16.5	B	20.4	12.6
3	3	4825.	0.	0.	3180.	0.	0.	3180.	6000.	0.	0.	0.	.53	60.	17.7	B	21.1	12.4
4	4	1045.	256.	0.	3436.	256.	0.	3436.	8000.	0.	0.	0.	.43	60.	14.3	B	20.4	12.6
5	3	1555.	0.	0.	3436.	0.	0.	3096.	6000.	0.	* 1130.	340.	.52	13.	77.2	F	13.3	18.7
6	5	800.	2516.	0.	5952.	2516.	0.	5612.	10000.	0.	** 800.	340.	.56	7.	162.3	F	9.6	26.7
7	4	160.	0.	0.	5952.	0.	0.	5612.	8000.	0.	** 160.	340.	.70	11.	131.7	F	13.1	22.5
8	4	1730.	372.	0.	6324.	372.	0.	5984.	8000.	0.	** 1730.	340.	.75	12.	121.6	F	13.9	21.3
9	5	2900.	648.	0.	6972.	648.	0.	6632.	9981.	19.	** 2900.	340.	.66	10.	139.5	F	12.0	23.8
10	4	2150.	0.	0.	6972.	0.	0.	6632.	7981.	19.	** 2150.	340.	.83	16.	103.3	F	16.0	18.5
11	4	1380.	284.	292.	7256.	284.	292.	6916.	7995.	5.	** 1380.	340.	.87	18.	96.0	F	16.9	17.4
12	4	3550.	0.	612.	6964.	0.	612.	6624.	8000.	0.	** 3550.	340.	.83	16.	104.1	F	16.0	18.6
13	4	1916.	0.	0.	6352.	0.	0.	6012.	8000.	0.	** 1916.	340.	.75	12.	120.8	F	14.0	21.2
14	4	1304.	588.	0.	6940.	588.	0.	6600.	8000.	0.	** 1304.	340.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	6940.	6940.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 17.		73.9		16.0	17.6

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	439. VEH-HRS	554. PASS-HRS	3937. VEH-HRS	4960. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	439. VEH-HRS	554. PASS-HRS	3937. VEH-HRS	4960. PASS-HRS
TOTAL TRAV DISTANCE =	7653. VEH-MI.	9642. PASS-MI.	117604. VEH-MI.	148181. PASS-MI.
AVERAGE SYSTEM SPEED =	17. MPH.		30. MPH.	
AVERAGE DENSITY =	74. VPMPL		42. VPMPL	
TOTAL FUEL =	478. GALLONS		6131. GALLONS	
TOTAL EMISSIONS =	135. KILOGRAMS		1658. KILOGRAMS	

FREEWAY SUMMARY TABLE
SIMULATION BEFORE CONTROL

TIME SLICE	FREEWAY TRAVEL TIME VEH-HR	FREEWAY TRAVEL TIME PAS-HR	RAMP DELAY VEH-HR	RAMP DELAY PAS-HR	TOTAL FREEWAY TRAVEL TIME VEH-HR	TOTAL FREEWAY TRAVEL TIME PAS-HR	TOTAL TRAVEL DISTANCE VEH-MI	TOTAL TRAVEL DISTANCE PAS-MI	AVERAGE SPEED MPH	GASOLINE CONSUMED GALLONS	HYDROCARB EMISSIONS KILOGRAMS	CARBON MONOXIDE KILOGRAMS	NITROUS OXIDES KILOGRAMS	BEGIN TIME
1	112.	141.	0.	0.	112.	141.	6291.	7927.	56.2	288.	6.	63.	5.	15:00
2	121.	153.	0.	0.	121.	153.	6816.	8588.	56.1	311.	6.	69.	5.	15:15
3	122.	153.	0.	0.	122.	153.	6824.	8598.	56.1	312.	6.	69.	5.	15:30
4	126.	159.	0.	0.	126.	159.	7086.	8928.	56.1	324.	6.	71.	5.	15:45
5	123.	155.	0.	0.	123.	155.	6875.	8662.	56.0	314.	6.	69.	5.	16:00
6	136.	172.	0.	0.	136.	172.	7419.	9348.	54.4	340.	7.	75.	6.	16:15
7	171.	215.	0.	0.	171.	215.	7839.	9877.	45.9	368.	8.	82.	6.	16:30
8	218.	275.	0.	0.	218.	275.	7853.	9895.	36.0	388.	9.	88.	6.	16:45
9	254.	320.	0.	0.	254.	320.	7634.	9619.	30.0	396.	10.	92.	6.	17:00
10	276.	348.	0.	0.	276.	348.	7488.	9435.	27.1	399.	11.	93.	6.	17:15
11	310.	391.	0.	0.	310.	391.	7665.	9658.	24.7	421.	12.	99.	6.	17:30
12	340.	428.	0.	0.	340.	428.	7607.	9585.	22.4	432.	13.	101.	6.	17:45
13	364.	459.	0.	0.	364.	459.	7522.	9477.	20.7	439.	13.	103.	7.	18:00
14	404.	509.	0.	0.	404.	509.	7460.	9399.	18.5	455.	14.	107.	7.	18:15
15	420.	529.	0.	0.	420.	529.	7574.	9543.	18.0	467.	15.	110.	7.	18:30
16	439.	554.	0.	0.	439.	554.	7653.	9642.	17.4	478.	15.	113.	7.	18:45
TOTAL	3937.	4960.	0.	0.	3937.	4960.	117604.	148181.	29.9	6131.	156.	1405.	96.	

CONTOUR DIAGRAM OF
SPEED
BEFORE ENTRY CONTROL

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TIME                                                                                                                  BEGIN
SLICE ...........................................................................................................   TIME
      .                                                                                                           .
    1 .6666666666666666666666666666666666666655555555555555555555555555555555555555555555555555555555555555555555. - 15:00
    2 .6666666666666666666666666666666666666655555555555555555555555555555555555555555555555555555555555555555555. - 15:15
    3 .6666666666666666666666666666666666666655555555555555555555555555555555555555555555555555555555555555555555. - 15:30
    4 .6666666666666666666666666666666666666655555555555555555555555555555555555555555555555555555555555555555555. - 15:45
    5 .6666666666666666666666666666666666666655555555555555555555555555555555555555555555555555555555555555555555. - 16:00
    6 .6666666666666666666666666666666666666655555555555555555555555555555555555555555555555555555555555333355555555. - 16:15
    7 .6666666666666666666666666666666666666655555555555555555555555555555555555555555555555555222222111115555555. - 16:30
    8 .6666666666666666666666666666666666666655555555555555555555555555555555555555222222222222111111111115555555. - 16:45
    9 .6666666666666666666666666666666666666655555555555555555555444444422222111111111111111111111111115555555. - 17:00
   10 .6666666666666666666666666666666666666655555555555555555555111111111111111111111111111111111111111115555555. - 17:15
   11 .6666666666666666666666666666666666666655555555555222222222211111111111111111111111111111111111111115555555. - 17:30
   12 .6666666666666666666666666666666666666655555555551111111111111111111111111111111111111111111111111115555555. - 17:45
   13 .6666666666666666666666666666666666666655553333330000000000111111111111111111111111111111111111111115555555. - 18:00
   14 .6666666666666666666666666666666666666222111111100000000000111111111111111111111111111111111111111115555555. - 18:15
   15 .6666666666666666666666666666666666555500011111100000000000111111111111111111111111111111111111111115555555. - 18:30
   16 .6666666666666666666666666666666611110001111110000000000011111111111111111111111111111111111111111115555555. - 18:45
      .                                                                                                           .
      ...........................................................................................................
       :     :    :             : :    : ::    :         :     :    :          :    :   :
       01    02   03            04 05   06 08   09        10    11   12         13   14  15
```

THE DIGIT LEVELS DENOTE THE FIRST DIGIT OF THE OPERATING SPEED (EX. 4 MEANS 40-49 MPH).

CONTOUR DIAGRAM OF
QUEUE LENGTH
BEFORE ENTRY CONTROL

```
TIME                                                                                                  BEGIN
SLICE ..............................................................................................   TIME
      .                                                                                            .
    1 .                                                                                            . - 15:00
    2 .                                                                                            . - 15:15
    3 .                                                                                            . - 15:30
    4 .                                                                                            . - 15:45
    5 .                                                                                            . - 16:00
    6 .                                                                                  **        . - 16:15
    7 .                                                                          **********        . - 16:30
    8 .                                                                  **********************        . - 16:45
    9 .                                                          ******************************        . - 17:00
   10 .                                                      ***********************************        . - 17:15
   11 .                                                  ****************************************        . - 17:30
   12 .                                              *******************************************        . - 17:45
   13 .                                          ************************************************        . - 18:00
   14 .                                      ******************************************************        . - 18:15
   15 .                                  ********************************************************        . - 18:30
   16 .                              ************************************************************        . - 18:45
      .                                                                                            .
      ..............................................................................................
       :     :    :            : :    : ::    :        :     :    :          :    :  :
       01    02   03           04 05  06 08   09       10    11   12         13   14 15
```

BLANK DENOTES MOVING TRAFFIC. ASTERISK DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION.
M DENOTES QUEUED VEHICLES DUE TO MERGING. B DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION AND MERGING. (WHEN BOTH QUEUES EXIST, LENGTH OF DISPLAY REPRESENTS MAINLINE CONGESTION.)

CONTOUR DIAGRAM OF
VOLUME/CAPACITY RATIO
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ...........................................................................................................   TIME
      .                                                                                                          .
    1 .3333333333333444444444444444333444445556666666555555555556666666666666666666666666666666666888888888. - 15:00
    2 .4444444444444444444444444444333555555556666666555555555557777777777777777777777777666666777788888888888. - 15:15
    3 .4444444444444444444444444444333444445556777777555555555557777777777777777777777777666666777799999999999. - 15:30
    4 .4444444444444444444444444444333555555556777777666666666667777777777777777777777777777777777999999999999. - 15:45
    5 .4444444444444444444444444444333444445556666666666666666667777777777777777777777777777777777999999999999. - 16:00
    6 .4444444444444444444444444444333444445557777777666666666668888888888888888888888888777777888**********. - 16:15
    7 .4444444444444444444444444444333555555666788888877777777778888888899999999999999999997777778888**********. - 16:30
    8 .4444444444444444444444444444333555555666788888877777777779999999999999888888888888777777888**********. - 16:45
    9 .4444444444444444444444444444333555555666777777766666666668888888888888888888888888777777888**********. - 17:00
   10 .4444444444444444444444444444333444445557777777666666666668888888888888888888888888777777888**********. - 17:15
   11 .4444444444444444444444444444445555556667888888666666666668888888888888888888888888777777888**********. - 17:30
   12 .4444444444444444444444444444333555555666777777766666666668888888888888888888888888777777888**********. - 17:45
   13 .4444444444444444444444444444333555555666777777766666666668888888888888888888888888777777888**********. - 18:00
   14 .4444444444444444444444444444333555555556777777666666666668888888888888888888888888777777888**********. - 18:15
   15 .4444444444445555555555555555444555555555777777766666666668888888888888888888888888777777888**********. - 18:30
   16 .4444444444445555555555555555444555555555777777766666666668888888888888888888888888777777888**********. - 18:45
      .                                                                                                          .
      ...........................................................................................................
       :     :    :             : :    : ::    :         :     :    :          :    :   :
       01    02   03            04 05   06 08   09        10    11   12         13   14  15
```

THE DIGIT LEVELS DENOTE V/C IN VALUES FROM 0 TO 10 (CORRESPONDING TO 0.0 TO 1.0). THE ASTERISK DENOTES SATURATION.

No Build 2025 Conditions
PM Peak Period

```
FFFFFFFFFF RRRRRRRRR  EEEEEEEEEE     QQQQQQQ         1111      222222     PPPPPPPPP     EEEEEEEEEE
FFFFFFFFFF RRRRRRRRRR EEEEEEEEEE   Q*A.D.MAY*Q     111111     222  222    PPPPPPPPPP    EEEEEEEEEE
FFF        RRR    RRR EEE         QQQQQ    QQQQQ     1111    222    222   PPP    PPP    EEE
FFF        RRR    RRR EEE        QQQQ        QQQQ    1111           222   PPP    PPP    EEE
FFFFFFF    RRRRRRRRRR EEEEEEE    QQQQ        QQQQ    1111          222    PPPPPPPPPP    EEEEEEE
FFFFFFF    RRRRRRRRR  EEEEEEE    QQQQ        QQQQ    1111        2222     PPPPPPPPP     EEEEEEE
FFF        RRR RRR    EEE        QQQQ    QQQ QQQQ    1111      2222       PPP           EEE
FFF        RRR  RRR   EEE         Q*UC*    QQQQQ     1111     222         PPP           EEE
FFF        RRR   RRR  EEEEEEEEEE   Q*REGENTS*QQ      1111    222          PPP           EEEEEEEEEE
FFF        RRR    RRR EEEEEEEEEE     Q*1999*Q QQQ  11111111  2222222222   PPP           EEEEEEEEEE
```

FREQ12PE 2025 NB PM No Build - v5r

1. THIS IS A SIMULATION ONLY EXECUTION.

2. THERE ARE 4.0 TIME SLICES PER HOUR.

3. WEAVING ANALYSIS IS ENGAGED WITH FACTOR = 0.5

4. NO ALTERNATE ROUTE IS PROVIDED.

5. SPEED FLOW DATA IS SUPPLIED BY THE PROGRAM. DEFAULT FREE-FLOW SPEED = 55
   LOWER LIMB (AT V/C=1) = 30

6. FUEL DATA ARE SUPPLIED BY THE PROGRAM.

7. EMISSION RATES SELECTED FROM PROGRAM TABLES: EMFAC2002 2005 - 75 DEGREES F.

FREEWAY AND ARTERIAL DESIGN FEATURES

SUB SEC	NO. LNS	SSEC CAP	SSEC LENGTH	DESIGN SPEED	ORG DES	TRK FAC	SSEC GRAD	PCT TRK TRUCKS	PCT DES RAMP	SPECIAL	FF.SPD. ALT.RTE	CAP. ALT.RTE	ART TYPE	GRADE ALT.RTE	SUBSECTION LOCATION
1	4	8000.	10000.	55	O	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Dummy Link
2	4	7800.	1500.	55	D	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Mainline to 23rd off
3	4	7800.	1118.	55		0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	23rd off to 23rd on diag
4	4	7800.	345.	55	O	0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	23rd on diag to 23rd loo
5	4	7800.	5130.	55	OD	0.99	0.0	13	0	NO	0.0	0.	GOOD	0.0	23rd on loop to 5th off
6	4	7800.	3655.	55	D	0.99	0.0	13	0	NO	0.0	0.	GOOD	0.0	5th off to Oak off
7	4	7800.	1280.	55	D	0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Oak off to Broadway off
8	4	7800.	1570.	55		0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Broadway off to Jacks on
9	5	9000.	1515.	55	OD	0.99	0.0	13	0	YES	0.0	0.	GOOD	0.0	Jacks on to 980 off
10	4	7800.	1190.	55	D	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	980 off to Market off
11	4	7800.	230.	55		0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Market Off to Merge
12	3	5850.	4755.	55		0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Merge to Union on
13	4	8000.	1275.	55	O	0.99	0.0	15	0	YES	0.0	0.	GOOD	0.0	R10 - Union On to ML End
14	4	8000.	2640.	55	D	1.00	0.0	0	0	NO	0.0	0.	GOOD	0.0	Dummy end

ON-RAMP CAPACITY LIMITS

1	2	3	4	5
8000.	1500.	1500.	2000.	1500.

OFF-RAMP CAPACITY LIMITS

1	2	3	4	5	6	7
1500.	1500.	1500.	1500.	3800.	1500.	8000.

ON-RAMP 1 IS THE MAINLINE ORIGIN
OFF-RAMP 7 IS THE MAINLINE DESTINATION

TIME SLICE 1 OF 16

ON-RAMP LOCATIONS
1 4 5 9 13

OFF-RAMP LOCATIONS
2 5 6 7 9 10 14

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1792. 269. 140. 392. 64.

ORIGINAL OUTPUT COUNTS--
156. 84. 134. 150. 982. 83. 1075.

TOTAL ORIGINAL INPUT = 2657. TOTAL ORIGINAL OUTPUT= 2664.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 2 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1764. 218. 138. 367. 65.

ORIGINAL OUTPUT COUNTS--
169. 84. 149. 170. 923. 99. 953.

TOTAL ORIGINAL INPUT = 2552. TOTAL ORIGINAL OUTPUT= 2547.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 3 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1828. 229. 153. 348. 68.

ORIGINAL OUTPUT COUNTS--
145. 84. 174. 162. 1011. 98. 948.

TOTAL ORIGINAL INPUT = 2626. TOTAL ORIGINAL OUTPUT= 2622.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 4 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1849. 186. 126. 321. 74.

ORIGINAL OUTPUT COUNTS--
173. 83. 177. 153. 1024. 100. 850.

TOTAL ORIGINAL INPUT = 2556. TOTAL ORIGINAL OUTPUT= 2560.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 5 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1781. 205. 128. 405. 75.

ORIGINAL OUTPUT COUNTS--
164. 88. 159. 182. 1009. 102. 903.

TOTAL ORIGINAL INPUT = 2594. TOTAL ORIGINAL OUTPUT= 2607.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 6 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1755. 200. 130. 420. 76.

ORIGINAL OUTPUT COUNTS--
140. 96. 156. 168. 993. 94. 960.

TOTAL ORIGINAL INPUT = 2581. TOTAL ORIGINAL OUTPUT= 2607.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.99
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 7 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1798. 210. 123. 420. 80.

ORIGINAL OUTPUT COUNTS--
183. 77. 124. 169. 883. 100. 1092.

TOTAL ORIGINAL INPUT = 2631. TOTAL ORIGINAL OUTPUT= 2628.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 8 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1850. 188. 138. 433. 56.

ORIGINAL OUTPUT COUNTS--
193. 91. 155. 174. 958. 105. 950.

TOTAL ORIGINAL INPUT = 2665. TOTAL ORIGINAL OUTPUT= 2626.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 9 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1795. 230. 138. 456. 98.

ORIGINAL OUTPUT COUNTS--
225. 82. 134. 220. 993. 120. 947.

TOTAL ORIGINAL INPUT = 2717. TOTAL ORIGINAL OUTPUT= 2721.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 10 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1905. 202. 134. 430. 90.

ORIGINAL OUTPUT COUNTS--
209. 104. 193. 233. 1023. 143. 862.

TOTAL ORIGINAL INPUT = 2761. TOTAL ORIGINAL OUTPUT= 2767.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 11 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1691. 193. 142. 403. 75.

ORIGINAL OUTPUT COUNTS--
173. 107. 163. 198. 899. 118. 858.

TOTAL ORIGINAL INPUT = 2504. TOTAL ORIGINAL OUTPUT= 2516.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 12 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1694. 197. 142. 403. 62.

ORIGINAL OUTPUT COUNTS--
177. 89. 139. 178. 866. 112. 912.

TOTAL ORIGINAL INPUT = 2498. TOTAL ORIGINAL OUTPUT= 2473.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 13 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1649. 177. 115. 355. 65.

ORIGINAL OUTPUT COUNTS--
162. 99. 122. 152. 861. 90. 850.

TOTAL ORIGINAL INPUT = 2361. TOTAL ORIGINAL OUTPUT= 2336.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 14 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1537. 180. 112. 395. 53.

ORIGINAL OUTPUT COUNTS--
178. 97. 131. 139. 894. 92. 748.

TOTAL ORIGINAL INPUT = 2277. TOTAL ORIGINAL OUTPUT= 2279.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 15 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1524. 156. 92. 363. 53.

ORIGINAL OUTPUT COUNTS--
142. 82. 116. 151. 825. 77. 820.

TOTAL ORIGINAL INPUT = 2188. TOTAL ORIGINAL OUTPUT= 2213.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.99
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 16 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1560. 152. 103. 329. 58.

ORIGINAL OUTPUT COUNTS--
134. 79. 92. 143. 834. 70. 856.

TOTAL ORIGINAL INPUT = 2202. TOTAL ORIGINAL OUTPUT= 2208.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

***** INPUT HAS BEEN COMPLETED *****

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7172.	0.	7172.	7172.	0.	7172.	8000.	0.	0.	0.	.90	54.	33.2	D	20.5	11.7
2	4	1500.	0.	624.	7172.	0.	624.	6788.	7800.	0.	* 384.	384.	.87	51.	33.1	F	20.5	11.8
3	4	1118.	0.	0.	6548.	0.	0.	6164.	7800.	0.	** 1118.	384.	.79	22.	70.1	F	16.2	16.3
4	4	345.	1076.	0.	7624.	1076.	0.	7240.	7800.	0.	** 345.	384.	.93	23.	77.5	F	17.2	15.4
5	4	5130.	560.	336.	8184.	560.	320.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	536.	7848.	0.	511.	7480.	7800.	0.	0.	0.	.96	52.	35.9	E	21.4	11.5
7	4	1280.	0.	600.	7312.	0.	572.	6969.	7800.	0.	0.	0.	.89	55.	31.7	D	20.5	11.8
8	4	1570.	0.	0.	6712.	0.	0.	6397.	7800.	0.	0.	0.	.82	55.	29.1	D	20.3	11.8
9	5	1515.	1568.	3912.	8280.	1568.	3763.	7965.	8136.	864.	0.	0.	.98	55.	29.0	D	20.8	11.7
10	4	1190.	0.	336.	4368.	0.	323.	4202.	7772.	28.	0.	0.	.54	55.	19.1	C	20.3	11.8
11	4	230.	0.	0.	4032.	0.	0.	3879.	7800.	0.	0.	0.	.50	55.	17.6	B	20.5	11.8
12	3	4755.	0.	0.	4032.	0.	0.	3879.	5850.	0.	0.	0.	.66	55.	23.5	C	20.5	11.8
13	4	1275.	256.	0.	4288.	256.	0.	4135.	8000.	0.	0.	0.	.52	55.	18.8	C	20.3	11.8
14	4	2640.	0.	4288.	4288.	0.	4135.	4135.	8000.	0.	0.	0.	.52	55.	18.8	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F		AVG = 50.		32.0	20.7	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	217. VEH-HRS	274. PASS-HRS	217. VEH-HRS	274. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	217. VEH-HRS	274. PASS-HRS	217. VEH-HRS	274. PASS-HRS
TOTAL TRAV DISTANCE =	10936. VEH-MI.	13779. PASS-MI.	10936. VEH-MI.	13779. PASS-MI.
AVERAGE SYSTEM SPEED =	50. MPH.		50. MPH.	
AVERAGE DENSITY =	32. VPMPL		32. VPMPL	
TOTAL FUEL =	527. GALLONS		527. GALLONS	
TOTAL EMISSIONS =	129. KILOGRAMS		129. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7056.	0.	7056.	7056.	0.	7056.	8000.	0.	0.	0.	.88	54.	32.5	D	20.4	11.8
2	4	1500.	0.	676.	7056.	0.	676.	7048.	7800.	0.	* 434.	8.	.90	37.	47.1	F	19.1	13.0
3	4	1118.	0.	0.	6380.	0.	0.	6372.	7800.	0.	** 1118.	8.	.82	15.	103.9	F	14.2	19.6
4	4	345.	872.	0.	7252.	872.	0.	7244.	7800.	0.	** 345.	8.	.93	23.	80.1	F	17.0	15.6
5	4	5130.	556.	336.	7808.	556.	336.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	600.	7472.	0.	599.	7464.	7800.	0.	0.	0.	.96	52.	35.8	E	21.3	11.5
7	4	1280.	0.	680.	6872.	0.	679.	6865.	7800.	0.	0.	0.	.88	55.	31.2	D	20.5	11.8
8	4	1570.	0.	0.	6192.	0.	0.	6186.	7800.	0.	0.	0.	.79	55.	28.1	D	20.3	11.8
9	5	1515.	1468.	3700.	7660.	1468.	3697.	7654.	8197.	803.	0.	0.	.93	55.	27.8	D	20.8	11.7
10	4	1190.	0.	400.	3960.	0.	400.	3957.	7767.	33.	0.	0.	.51	55.	18.0	B	20.3	11.8
11	4	230.	0.	0.	3560.	0.	0.	3557.	7800.	0.	0.	0.	.46	55.	16.2	B	20.5	11.8
12	3	4755.	0.	0.	3560.	0.	0.	3557.	5850.	0.	0.	0.	.61	55.	21.6	C	20.5	11.8
13	4	1275.	260.	0.	3820.	260.	0.	3817.	8000.	0.	0.	0.	.48	55.	17.4	B	20.3	11.8
14	4	2640.	0.	3820.	3820.	0.	3817.	3817.	8000.	0.	0.	0.	.48	55.	17.4	B	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F		AVG = 48.		32.9	20.5	12.0

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	223. VEH-HRS	281. PASS-HRS	440. VEH-HRS	555. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	223. VEH-HRS	281. PASS-HRS	440. VEH-HRS	555. PASS-HRS
TOTAL TRAV DISTANCE =	10679. VEH-MI.	13455. PASS-MI.	21615. VEH-MI.	27235. PASS-MI.
AVERAGE SYSTEM SPEED =	48. MPH.		49. MPH.	
AVERAGE DENSITY =	33. VPMPL		32. VPMPL	
TOTAL FUEL =	520. GALLONS		1047. GALLONS	
TOTAL EMISSIONS =	128. KILOGRAMS		257. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7312.	0.	7312.	7312.	0.	6852.	8000.	0.	* 1439.	460.	.86	49.	34.7	F	20.3	12.0
2	4	1500.	0.	580.	7312.	0.	580.	6852.	7800.	0.	** 1500.	460.	.88	21.	82.2	F	16.2	16.6
3	4	1118.	0.	0.	6732.	0.	0.	6272.	7800.	0.	** 1118.	460.	.80	15.	106.6	F	13.9	20.0
4	4	345.	916.	0.	7648.	916.	0.	7188.	7800.	0.	** 345.	460.	.92	22.	81.7	F	16.8	15.8
5	4	5130.	612.	336.	8260.	612.	317.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	696.	7924.	0.	657.	7483.	7800.	0.	0.	0.	.96	52.	35.9	E	21.4	11.5
7	4	1280.	0.	648.	7228.	0.	612.	6826.	7800.	0.	0.	0.	.88	55.	31.0	D	20.5	11.8
8	4	1570.	0.	0.	6580.	0.	0.	6214.	7800.	0.	0.	0.	.80	55.	28.2	D	20.3	11.8
9	5	1515.	1392.	4052.	7972.	1392.	3800.	7606.	8278.	722.	0.	0.	.92	55.	27.7	D	20.8	11.7
10	4	1190.	0.	392.	3920.	0.	374.	3740.	7770.	30.	0.	0.	.48	55.	17.0	B	20.3	11.8
11	4	230.	0.	0.	3528.	0.	0.	3366.	7800.	0.	0.	0.	.43	55.	15.3	B	20.5	11.8
12	3	4755.	0.	0.	3528.	0.	0.	3366.	5850.	0.	0.	0.	.58	55.	20.4	C	20.5	11.8
13	4	1275.	272.	0.	3800.	272.	0.	3638.	8000.	0.	0.	0.	.45	55.	16.5	B	20.3	11.8
14	4	2640.	0.	3800.	3800.	0.	3638.	3638.	8000.	0.	0.	0.	.45	55.	16.5	B	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 44.	34.8		20.3	12.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	240. VEH-HRS	303. PASS-HRS	681. VEH-HRS	858. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	2. VEH-HRS	3. PASS-HRS	2. VEH-HRS	3. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	243. VEH-HRS	306. PASS-HRS	683. VEH-HRS	860. PASS-HRS
TOTAL TRAV DISTANCE =	10684. VEH-MI.	13461. PASS-MI.	32298. VEH-MI.	40696. PASS-MI.
AVERAGE SYSTEM SPEED =	44. MPH.		47. MPH.	
AVERAGE DENSITY =	35. VPMPL		33. VPMPL	
TOTAL FUEL =	528. GALLONS		1574. GALLONS	
TOTAL EMISSIONS =	131. KILOGRAMS		388. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	5	OUTPUT POINT	16.	2.06	0.80	0.05	0.25	0.01	0.31

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7400.	0.	7400.	7400.	0.	7244.	8000.	0.	* 2419.	156.	.91	41.	44.1	F	19.6	12.6
2	4	1500.	0.	692.	7400.	0.	692.	7244.	7800.	0.	** 1500.	156.	.93	23.	80.1	F	16.8	15.6
3	4	1118.	0.	0.	6708.	0.	0.	6552.	7800.	0.	** 1118.	156.	.84	17.	99.0	F	14.7	18.8
4	4	345.	744.	0.	7452.	744.	0.	7296.	7800.	0.	** 345.	156.	.94	23.	78.7	F	17.2	15.4
5	4	5130.	504.	332.	7956.	504.	325.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	708.	7624.	0.	694.	7475.	7800.	0.	0.	0.	.96	52.	35.9	E	21.4	11.5
7	4	1280.	0.	612.	6916.	0.	600.	6780.	7800.	0.	0.	0.	.87	55.	30.8	D	20.5	11.8
8	4	1570.	0.	0.	6304.	0.	0.	6180.	7800.	0.	0.	0.	.79	55.	28.1	D	20.3	11.8
9	5	1515.	1284.	4088.	7588.	1284.	3800.	7464.	8370.	630.	0.	0.	.89	55.	27.1	D	20.8	11.7
10	4	1190.	0.	400.	3500.	0.	393.	3443.	7770.	30.	0.	0.	.44	55.	15.6	B	20.3	11.8
11	4	230.	0.	0.	3100.	0.	0.	3050.	7800.	0.	0.	0.	.39	55.	13.9	B	20.5	11.8
12	3	4755.	0.	0.	3100.	0.	0.	3050.	5850.	0.	0.	0.	.52	55.	18.5	C	20.5	11.8
13	4	1275.	296.	0.	3396.	296.	0.	3346.	8000.	0.	0.	0.	.42	55.	15.2	B	20.3	11.8
14	4	2640.	0.	3396.	3396.	0.	3346.	3346.	8000.	0.	0.	0.	.42	55.	15.2	B	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 42.	36.6		20.1	12.4

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	250. VEH-HRS	315. PASS-HRS	931. VEH-HRS	1173. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	11. VEH-HRS	14. PASS-HRS	13. VEH-HRS	16. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	261. VEH-HRS	329. PASS-HRS	944. VEH-HRS	1189. PASS-HRS
TOTAL TRAV DISTANCE =	10598. VEH-MI.	13353. PASS-MI.	42896. VEH-MI.	54049. PASS-MI.
AVERAGE SYSTEM SPEED =	41. MPH.		46. MPH.	
AVERAGE DENSITY =	37. VPMPL		34. VPMPL	
TOTAL FUEL =	531. GALLONS		2105. GALLONS	
TOTAL EMISSIONS =	133. KILOGRAMS		520. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	5	OUTPUT POINT	72.	11.03	4.29	0.26	1.35	0.07	1.68

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7124.	0.	7124.	7124.	0.	7124.	8000.	0.	* 2416.	0.	.89	38.	46.8	F	19.1	13.0
2	4	1500.	0.	652.	7124.	0.	652.	7124.	7800.	0.	** 1500.	0.	.91	21.	83.4	F	16.4	16.2
3	4	1118.	0.	0.	6472.	0.	0.	6472.	7800.	0.	** 1118.	0.	.83	16.	101.2	F	14.5	19.2
4	4	345.	816.	0.	7288.	816.	0.	7288.	7800.	0.	** 345.	0.	.93	23.	78.9	F	17.1	15.4
5	4	5130.	512.	352.	7800.	512.	352.	7799.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	632.	7448.	0.	632.	7448.	7800.	0.	0.	0.	.95	52.	35.7	E	21.3	11.5
7	4	1280.	0.	724.	6816.	0.	724.	6816.	7800.	0.	0.	0.	.87	55.	31.0	D	20.5	11.8
8	4	1570.	0.	0.	6092.	0.	0.	6092.	7800.	0.	0.	0.	.78	55.	27.7	D	20.3	11.8
9	5	1515.	1620.	4016.	7712.	1620.	3800.	7712.	8177.	823.	0.	0.	.94	55.	28.0	D	20.8	11.7
10	4	1190.	0.	400.	3696.	0.	400.	3696.	7763.	37.	0.	0.	.48	55.	16.8	B	20.3	11.8
11	4	230.	0.	0.	3296.	0.	0.	3296.	7800.	0.	0.	0.	.42	55.	15.0	B	20.5	11.8
12	3	4755.	0.	0.	3296.	0.	0.	3296.	5850.	0.	0.	0.	.56	55.	20.0	C	20.5	11.8
13	4	1275.	300.	0.	3596.	300.	0.	3596.	8000.	0.	0.	0.	.45	55.	16.3	B	20.3	11.8
14	4	2640.	0.	3596.	3596.	0.	3596.	3596.	8000.	0.	0.	0.	.45	55.	16.3	B	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 41.	37.9		19.9	12.5

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	257. VEH-HRS	324. PASS-HRS	1188. VEH-HRS	1497. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	25. VEH-HRS	31. PASS-HRS	38. VEH-HRS	48. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	282. VEH-HRS	355. PASS-HRS	1226. VEH-HRS	1545. PASS-HRS
TOTAL TRAV DISTANCE =	10596. VEH-MI.	13351. PASS-MI.	53493. VEH-MI.	67401. PASS-MI.
AVERAGE SYSTEM SPEED =	38. MPH.		45. MPH.	
AVERAGE DENSITY =	38. VPMPL		35. VPMPL	
TOTAL FUEL =	541. GALLONS		2646. GALLONS	
TOTAL EMISSIONS =	136. KILOGRAMS		657. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	5	OUTPUT POINT	126.	24.71	9.60	0.58	3.03	0.16	3.77

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7024.	0.	7024.	7024.	0.	7032.	8000.	0.	* 2373.	-8.	.88	37.	46.9	F	19.0	13.1
2	4	1500.	0.	556.	7024.	0.	556.	7032.	7800.	0.	** 1500.	-8.	.90	20.	85.9	F	16.2	16.6
3	4	1118.	0.	0.	6468.	0.	0.	6476.	7800.	0.	** 1118.	-8.	.83	16.	101.1	F	14.5	19.1
4	4	345.	804.	0.	7272.	804.	0.	7280.	7800.	0.	** 345.	-8.	.93	23.	79.2	F	17.1	15.4
5	4	5130.	520.	380.	7792.	520.	380.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	616.	7412.	0.	617.	7420.	7800.	0.	0.	0.	.95	52.	35.4	E	21.3	11.5
7	4	1280.	0.	664.	6796.	0.	665.	6803.	7800.	0.	0.	0.	.87	55.	30.9	D	20.5	11.8
8	4	1570.	0.	0.	6132.	0.	0.	6138.	7800.	0.	0.	0.	.79	55.	27.9	D	20.3	11.8
9	5	1515.	1680.	3936.	7812.	1680.	3800.	7818.	8123.	877.	0.	0.	.96	55.	28.4	D	20.8	11.7
10	4	1190.	0.	376.	3876.	0.	376.	3879.	7765.	35.	0.	0.	.50	55.	17.6	B	20.3	11.8
11	4	230.	0.	0.	3500.	0.	0.	3503.	7800.	0.	0.	0.	.45	55.	15.9	B	20.5	11.8
12	3	4755.	0.	0.	3500.	0.	0.	3503.	5850.	0.	0.	0.	.60	55.	21.2	C	20.5	11.8
13	4	1275.	304.	0.	3804.	304.	0.	3807.	8000.	0.	0.	0.	.48	55.	17.3	B	20.3	11.8
14	4	2640.	0.	3804.	3804.	0.	3807.	3807.	8000.	0.	0.	0.	.48	55.	17.3	B	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 41.	38.3		19.9	12.6

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	260. VEH-HRS	328. PASS-HRS	1448. VEH-HRS	1825. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	36. VEH-HRS	45. PASS-HRS	74. VEH-HRS	93. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	296. VEH-HRS	373. PASS-HRS	1522. VEH-HRS	1917. PASS-HRS
TOTAL TRAV DISTANCE =	10647. VEH-MI.	13415. PASS-MI.	64140. VEH-MI.	80816. PASS-MI.
AVERAGE SYSTEM SPEED =	36. MPH.		44. MPH.	
AVERAGE DENSITY =	38. VPMPL		35. VPMPL	
TOTAL FUEL =	549. GALLONS		3195. GALLONS	
TOTAL EMISSIONS =	139. KILOGRAMS		796. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	5	OUTPUT POINT	161.	35.81	13.92	0.84	4.39	0.23	5.46

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7192.	0.	7192.	7192.	0.	7200.	8000.	0.	* 2325.	-8.	.90	39.	46.3	F	19.3	12.9
2	4	1500.	0.	732.	7192.	0.	732.	7200.	7800.	0.	** 1500.	-8.	.92	22.	81.3	F	16.7	15.8
3	4	1118.	0.	0.	6460.	0.	0.	6468.	7800.	0.	** 1118.	-8.	.83	16.	101.3	F	14.5	19.2
4	4	345.	836.	0.	7296.	836.	0.	7304.	7800.	0.	** 345.	-8.	.94	23.	78.5	F	17.2	15.3
5	4	5130.	496.	308.	7792.	496.	308.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	496.	7484.	0.	497.	7492.	7800.	0.	0.	0.	.96	52.	36.0	E	21.4	11.5
7	4	1280.	0.	676.	6988.	0.	677.	6995.	7800.	0.	0.	0.	.90	55.	31.8	D	20.5	11.8
8	4	1570.	0.	0.	6312.	0.	0.	6318.	7800.	0.	0.	0.	.81	55.	28.7	D	20.3	11.8
9	5	1515.	1680.	3536.	7992.	1680.	3800.	7998.	8017.	983.	0.	0.	.99	55.	29.1	D	20.8	11.7
10	4	1190.	0.	404.	4456.	0.	404.	4460.	7763.	37.	0.	0.	.57	55.	20.3	C	20.3	11.8
11	4	230.	0.	0.	4052.	0.	0.	4055.	7800.	0.	0.	0.	.52	55.	18.4	C	20.5	11.8
12	3	4755.	0.	0.	4052.	0.	0.	4055.	5850.	0.	0.	0.	.69	55.	24.6	C	20.5	11.8
13	4	1275.	320.	0.	4372.	320.	0.	4375.	8000.	0.	0.	0.	.55	55.	19.9	C	20.3	11.8
14	4	2640.	0.	4372.	4372.	0.	4375.	4375.	8000.	0.	0.	0.	.55	55.	19.9	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 42.	38.9		20.1	12.4

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	264. VEH-HRS	332. PASS-HRS	1712. VEH-HRS	2157. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	32. VEH-HRS	40. PASS-HRS	106. VEH-HRS	133. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	296. VEH-HRS	372. PASS-HRS	1817. VEH-HRS	2290. PASS-HRS
TOTAL TRAV DISTANCE =	11057. VEH-MI.	13932. PASS-MI.	75197. VEH-MI.	94748. PASS-MI.
AVERAGE SYSTEM SPEED =	37. MPH.		44. MPH.	
AVERAGE DENSITY =	39. VPMPL		36. VPMPL	
TOTAL FUEL =	564. GALLONS		3759. GALLONS	
TOTAL EMISSIONS =	142. KILOGRAMS		938. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	5	OUTPUT POINT	95.	32.00	12.44	0.75	3.93	0.21	4.88

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7400.	0.	7400.	7400.	0.	7284.	8000.	0.	* 3069.	116.	.91	38.	48.0	F	19.3	12.9
2	4	1500.	0.	784.	7400.	0.	784.	7284.	7800.	0.	** 1500.	116.	.93	23.	79.1	F	16.9	15.5
3	4	1118.	0.	0.	6616.	0.	0.	6500.	7800.	0.	** 1118.	116.	.83	16.	100.4	F	14.5	19.0
4	4	345.	752.	0.	7368.	752.	0.	7252.	7800.	0.	** 345.	116.	.93	23.	79.9	F	17.0	15.6
5	4	5130.	548.	368.	7916.	548.	363.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	628.	7548.	0.	619.	7437.	7800.	0.	0.	0.	.95	52.	35.6	E	21.3	11.5
7	4	1280.	0.	708.	6920.	0.	698.	6819.	7800.	0.	0.	0.	.87	55.	31.0	D	20.5	11.8
8	4	1570.	0.	0.	6212.	0.	0.	6121.	7800.	0.	0.	0.	.78	55.	27.8	D	20.3	11.8
9	5	1515.	1732.	3888.	7944.	1732.	3800.	7853.	8064.	936.	0.	0.	.97	55.	28.6	D	20.8	11.7
10	4	1190.	0.	428.	4056.	0.	423.	4010.	7760.	40.	0.	0.	.52	55.	18.2	C	20.3	11.8
11	4	230.	0.	0.	3628.	0.	0.	3586.	7800.	0.	0.	0.	.46	55.	16.3	B	20.5	11.8
12	3	4755.	0.	0.	3628.	0.	0.	3586.	5850.	0.	0.	0.	.61	55.	21.7	C	20.5	11.8
13	4	1275.	224.	0.	3852.	224.	0.	3810.	8000.	0.	0.	0.	.48	55.	17.3	B	20.3	11.8
14	4	2640.	0.	3852.	3852.	0.	3810.	3810.	8000.	0.	0.	0.	.48	55.	17.3	B	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 41.	38.5		20.0	12.4

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	262. VEH-HRS	330. PASS-HRS	1974. VEH-HRS	2487. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	25. VEH-HRS	32. PASS-HRS	131. VEH-HRS	165. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	287. VEH-HRS	362. PASS-HRS	2104. VEH-HRS	2651. PASS-HRS
TOTAL TRAV DISTANCE =	10861. VEH-MI.	13685. PASS-MI.	86058. VEH-MI.	108433. PASS-MI.
AVERAGE SYSTEM SPEED =	38. MPH.		44. MPH.	
AVERAGE DENSITY =	38. VPMPL		36. VPMPL	
TOTAL FUEL =	552. GALLONS		4311. GALLONS	
TOTAL EMISSIONS =	139. KILOGRAMS		1077. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	5	OUTPUT POINT	106.	25.20	9.80	0.59	3.09	0.16	3.84

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7176.	0.	7176.	7176.	0.	7224.	8000.	0.	* 2779.	-48.	.90	37.	49.4	F	19.0	13.1
2	4	1500.	0.	900.	7176.	0.	900.	7224.	7800.	0.	** 1500.	-48.	.93	22.	80.7	F	16.7	15.7
3	4	1118.	0.	0.	6276.	0.	0.	6324.	7800.	0.	** 1118.	-48.	.81	15.	105.2	F	14.1	19.7
4	4	345.	920.	0.	7196.	920.	0.	7244.	7800.	0.	** 345.	-48.	.93	23.	80.1	F	17.0	15.6
5	4	5130.	556.	328.	7752.	556.	330.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	536.	7424.	0.	539.	7470.	7800.	0.	0.	0.	.96	52.	35.8	E	21.3	11.5
7	4	1280.	0.	880.	6888.	0.	885.	6931.	7800.	0.	0.	0.	.89	55.	31.5	D	20.5	11.8
8	4	1570.	0.	0.	6008.	0.	0.	6045.	7800.	0.	0.	0.	.78	55.	27.5	D	20.3	11.8
9	5	1515.	1824.	3964.	7832.	1824.	3800.	7869.	8037.	963.	0.	0.	.98	55.	28.6	D	20.8	11.7
10	4	1190.	0.	480.	3868.	0.	482.	3886.	7751.	49.	0.	0.	.50	55.	17.7	B	20.3	11.8
11	4	230.	0.	0.	3388.	0.	0.	3404.	7800.	0.	0.	0.	.44	55.	15.5	B	20.5	11.8
12	3	4755.	0.	0.	3388.	0.	0.	3404.	5850.	0.	0.	0.	.58	55.	20.6	C	20.5	11.8
13	4	1275.	392.	0.	3780.	392.	0.	3796.	8000.	0.	0.	0.	.47	55.	17.3	B	20.3	11.8
14	4	2640.	0.	3780.	3780.	0.	3796.	3796.	8000.	0.	0.	0.	.47	55.	17.3	B	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 41.	38.9		19.9	12.5

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	264. VEH-HRS	332. PASS-HRS	2237. VEH-HRS	2819. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	32. VEH-HRS	41. PASS-HRS	163. VEH-HRS	205. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	296. VEH-HRS	373. PASS-HRS	2400. VEH-HRS	3024. PASS-HRS
TOTAL TRAV DISTANCE =	10718. VEH-MI.	13505. PASS-MI.	96776. VEH-MI.	121937. PASS-MI.
AVERAGE SYSTEM SPEED =	36. MPH.		43. MPH.	
AVERAGE DENSITY =	39. VPMPL		37. VPMPL	
TOTAL FUEL =	551. GALLONS		4862. GALLONS	
TOTAL EMISSIONS =	139. KILOGRAMS		1217. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	5	OUTPUT POINT	152.	32.27	12.55	0.75	3.96	0.21	4.92

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7628.	0.	7628.	7628.	0.	7296.	8000.	0.	* 4998.	332.	.91	34.	54.2	F	18.9	13.3
2	4	1500.	0.	836.	7628.	0.	836.	7296.	7800.	0.	** 1500.	332.	.94	23.	78.7	F	17.0	15.4
3	4	1118.	0.	0.	6792.	0.	0.	6460.	7800.	0.	** 1118.	332.	.83	16.	101.5	F	14.5	19.2
4	4	345.	808.	0.	7600.	808.	0.	7268.	7800.	0.	** 345.	332.	.93	23.	79.5	F	17.1	15.5
5	4	5130.	532.	416.	8132.	532.	399.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	772.	7716.	0.	741.	7401.	7800.	0.	0.	0.	.95	52.	35.3	E	21.3	11.5
7	4	1280.	0.	928.	6944.	0.	890.	6660.	7800.	0.	0.	0.	.85	55.	30.3	D	20.5	11.8
8	4	1570.	0.	0.	6016.	0.	0.	5770.	7800.	0.	0.	0.	.74	55.	26.2	D	20.3	11.8
9	5	1515.	1720.	4084.	7736.	1720.	3800.	7490.	8116.	884.	0.	0.	.92	55.	27.2	D	20.8	11.7
10	4	1190.	0.	572.	3652.	0.	554.	3536.	7747.	53.	0.	0.	.46	55.	16.1	B	20.3	11.8
11	4	230.	0.	0.	3080.	0.	0.	2982.	7800.	0.	0.	0.	.38	55.	13.6	B	20.5	11.8
12	3	4755.	0.	0.	3080.	0.	0.	2982.	5850.	0.	0.	0.	.51	55.	18.1	C	20.5	11.8
13	4	1275.	360.	0.	3440.	360.	0.	3342.	8000.	0.	0.	0.	.42	55.	15.2	B	20.3	11.8
14	4	2640.	0.	3440.	3440.	0.	3342.	3342.	8000.	0.	0.	0.	.42	55.	15.2	B	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F		AVG = 39.		39.2	19.8	12.6

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	269. VEH-HRS	339. PASS-HRS	2507. VEH-HRS	3158. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	43. VEH-HRS	54. PASS-HRS	206. VEH-HRS	259. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	312. VEH-HRS	393. PASS-HRS	2713. VEH-HRS	3418. PASS-HRS
TOTAL TRAV DISTANCE =	10597. VEH-MI.	13353. PASS-MI.	107373. VEH-MI.	135290. PASS-MI.
AVERAGE SYSTEM SPEED =	34. MPH.		43. MPH.	
AVERAGE DENSITY =	39. VPMPL		37. VPMPL	
TOTAL FUEL =	551. GALLONS		5413. GALLONS	
TOTAL EMISSIONS =	140. KILOGRAMS		1357. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	5	OUTPUT POINT	191.	42.81	16.64	1.00	5.25	0.28	6.53

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6764.	0.	6764.	6764.	0.	7152.	8000.	0.	* 2829.	-388.	.89	32.	55.7	F	18.3	13.8
2	4	1500.	0.	688.	6764.	0.	688.	7152.	7800.	0.	** 1500.	-388.	.92	22.	82.6	F	16.5	16.1
3	4	1118.	0.	0.	6076.	0.	0.	6464.	7800.	0.	** 1118.	-388.	.83	16.	101.4	F	14.5	19.2
4	4	345.	772.	0.	6848.	772.	0.	7236.	7800.	0.	** 345.	-388.	.93	23.	80.4	F	17.0	15.6
5	4	5130.	564.	424.	7412.	564.	446.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	648.	6988.	0.	682.	7354.	7800.	0.	0.	0.	.94	53.	34.9	D	21.2	11.5
7	4	1280.	0.	788.	6340.	0.	829.	6672.	7800.	0.	0.	0.	.86	55.	30.3	D	20.5	11.8
8	4	1570.	0.	0.	5552.	0.	0.	5843.	7800.	0.	0.	0.	.75	55.	26.6	D	20.3	11.8
9	5	1515.	1608.	3576.	7160.	1608.	3800.	7451.	8138.	862.	0.	0.	.92	55.	27.1	D	20.8	11.7
10	4	1190.	0.	468.	3584.	0.	487.	3729.	7757.	43.	0.	0.	.48	55.	17.0	B	20.3	11.8
11	4	230.	0.	0.	3116.	0.	0.	3242.	7800.	0.	0.	0.	.42	55.	14.7	B	20.5	11.8
12	3	4755.	0.	0.	3116.	0.	0.	3242.	5850.	0.	0.	0.	.55	55.	19.7	C	20.5	11.8
13	4	1275.	300.	0.	3416.	300.	0.	3542.	8000.	0.	0.	0.	.44	55.	16.1	B	20.3	11.8
14	4	2640.	0.	3416.	3416.	0.	3542.	3542.	8000.	0.	0.	0.	.44	55.	16.1	B	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 39.	40.1		19.6	12.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	269. VEH-HRS	339. PASS-HRS	2776. VEH-HRS	3497. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	45. VEH-HRS	57. PASS-HRS	251. VEH-HRS	316. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	314. VEH-HRS	396. PASS-HRS	3027. VEH-HRS	3813. PASS-HRS
TOTAL TRAV DISTANCE =	10415. VEH-MI.	13123. PASS-MI.	117789. VEH-MI.	148414. PASS-MI.
AVERAGE SYSTEM SPEED =	33. MPH.		42. MPH.	
AVERAGE DENSITY =	40. VPMPL		37. VPMPL	
TOTAL FUEL =	548. GALLONS		5960. GALLONS	
TOTAL EMISSIONS =	140. KILOGRAMS		1497. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	5	OUTPUT POINT	171.	45.16	17.56	1.06	5.54	0.29	6.89

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6776.	0.	6776.	6776.	0.	7160.	8000.	0.	* 671.	-384.	.89	42.	43.0	F	19.4	12.7
2	4	1500.	0.	716.	6776.	0.	716.	7160.	7800.	0.	** 1500.	-384.	.92	22.	82.4	F	16.5	16.0
3	4	1118.	0.	0.	6060.	0.	0.	6444.	7800.	0.	** 1118.	-384.	.83	16.	101.9	F	14.4	19.3
4	4	345.	788.	0.	6848.	788.	0.	7232.	7800.	0.	** 345.	-384.	.93	22.	80.5	F	17.0	15.6
5	4	5130.	568.	360.	7416.	568.	379.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	564.	7056.	0.	593.	7421.	7800.	0.	0.	0.	.95	52.	35.4	E	21.3	11.5
7	4	1280.	0.	720.	6492.	0.	757.	6828.	7800.	0.	0.	0.	.88	55.	31.0	D	20.5	11.8
8	4	1570.	0.	0.	5772.	0.	0.	6071.	7800.	0.	0.	0.	.78	55.	27.6	D	20.3	11.8
9	5	1515.	1612.	3500.	7384.	1612.	3800.	7683.	8096.	904.	0.	0.	.95	55.	27.9	D	20.8	11.7
10	4	1190.	0.	452.	3884.	0.	470.	4041.	7756.	44.	0.	0.	.52	55.	18.4	C	20.3	11.8
11	4	230.	0.	0.	3432.	0.	0.	3571.	7800.	0.	0.	0.	.46	55.	16.2	B	20.5	11.8
12	3	4755.	0.	0.	3432.	0.	0.	3571.	5850.	0.	0.	0.	.61	55.	21.6	C	20.5	11.8
13	4	1275.	248.	0.	3680.	248.	0.	3819.	8000.	0.	0.	0.	.48	55.	17.4	B	20.3	11.8
14	4	2640.	0.	3680.	3680.	0.	3819.	3819.	8000.	0.	0.	0.	.48	55.	17.4	B	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F		AVG = 43.		37.2	20.0	12.4

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	249. VEH-HRS	313. PASS-HRS	3024. VEH-HRS	3810. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	38. VEH-HRS	48. PASS-HRS	289. VEH-HRS	364. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	286. VEH-HRS	361. PASS-HRS	3313. VEH-HRS	4174. PASS-HRS
TOTAL TRAV DISTANCE =	10582. VEH-MI.	13333. PASS-MI.	128370. VEH-MI.	161747. PASS-MI.
AVERAGE SYSTEM SPEED =	37. MPH.		42. MPH.	
AVERAGE DENSITY =	37. VPMPL		37. VPMPL	
TOTAL FUEL =	543. GALLONS		6503. GALLONS	
TOTAL EMISSIONS =	137. KILOGRAMS		1634. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	5	OUTPUT POINT	131.	37.75	14.68	0.88	4.63	0.24	5.76

QUEUE CLEAR SECTION 4 T2 =0.223

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6596.	0.	6596.	6596.	0.	6596.	8000.	0.	0.	0.	.82	54.	30.3	D	20.3	11.9
2	4	1500.	0.	656.	6596.	0.	656.	6596.	7800.	0.	0.	0.	.85	37.	44.3	E	19.0	13.1
3	4	1118.	0.	0.	5940.	0.	0.	5940.	7800.	0.	0.	0.	.76	22.	67.3	F	16.3	16.3
4	4	345.	704.	0.	6644.	704.	0.	7340.	7800.	0.	0.	-696.	.94	26.	71.8	F	17.7	14.7
5	4	5130.	460.	400.	7104.	460.	439.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	492.	6704.	0.	540.	7361.	7800.	0.	0.	0.	.94	53.	34.9	D	21.2	11.5
7	4	1280.	0.	612.	6212.	0.	672.	6820.	7800.	0.	0.	0.	.87	55.	31.0	D	20.5	11.8
8	4	1570.	0.	0.	5600.	0.	0.	6149.	7800.	0.	0.	0.	.79	55.	27.9	D	20.3	11.8
9	5	1515.	1420.	3480.	7020.	1420.	3800.	7569.	8244.	756.	0.	0.	.92	55.	27.5	D	20.8	11.7
10	4	1190.	0.	364.	3540.	0.	392.	3817.	7768.	32.	0.	0.	.49	55.	17.3	B	20.3	11.8
11	4	230.	0.	0.	3176.	0.	0.	3424.	7800.	0.	0.	0.	.44	55.	15.6	B	20.5	11.8
12	3	4755.	0.	0.	3176.	0.	0.	3424.	5850.	0.	0.	0.	.59	55.	20.8	C	20.5	11.8
13	4	1275.	260.	0.	3436.	260.	0.	3684.	8000.	0.	0.	0.	.46	55.	16.7	B	20.3	11.8
14	4	2640.	0.	3436.	3436.	0.	3684.	3684.	8000.	0.	0.	0.	.46	55.	16.7	B	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 50.	30.7		20.6	11.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	209. VEH-HRS	264. PASS-HRS	3233. VEH-HRS	4074. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	31. VEH-HRS	39. PASS-HRS	320. VEH-HRS	403. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	240. VEH-HRS	303. PASS-HRS	3553. VEH-HRS	4477. PASS-HRS
TOTAL TRAV DISTANCE =	10354. VEH-MI.	13046. PASS-MI.	138724. VEH-MI.	174793. PASS-MI.
AVERAGE SYSTEM SPEED =	43. MPH.		43. MPH.	
AVERAGE DENSITY =	31. VPMPL		37. VPMPL	
TOTAL FUEL =	515. GALLONS		7018. GALLONS	
TOTAL EMISSIONS =	128. KILOGRAMS		1762. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	5	OUTPUT POINT	119.	31.30	12.17	0.73	3.84	0.20	4.78

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6148.	0.	6148.	6148.	0.	6148.	8000.	0.	0.	0.	.77	55.	27.9	D	20.3	11.8
2	4	1500.	0.	712.	6148.	0.	712.	6148.	7800.	0.	0.	0.	.79	55.	27.9	D	20.3	11.8
3	4	1118.	0.	0.	5436.	0.	0.	5436.	7800.	0.	0.	0.	.70	55.	24.7	C	20.3	11.8
4	4	345.	720.	0.	6156.	720.	0.	6156.	7800.	0.	0.	0.	.79	55.	28.0	D	20.5	11.8
5	4	5130.	448.	392.	6604.	448.	392.	6604.	7800.	0.	0.	0.	.85	55.	30.0	D	20.8	11.7
6	4	3655.	0.	524.	6212.	0.	524.	6212.	7800.	0.	0.	0.	.80	55.	28.2	D	20.8	11.7
7	4	1280.	0.	552.	5688.	0.	552.	5688.	7800.	0.	0.	0.	.73	55.	25.9	C	20.5	11.8
8	4	1570.	0.	0.	5136.	0.	0.	5136.	7800.	0.	0.	0.	.66	55.	23.3	C	20.3	11.8
9	5	1515.	1580.	3568.	6716.	1580.	3800.	6716.	8216.	784.	0.	0.	.82	55.	24.4	C	20.8	11.7
10	4	1190.	0.	372.	3148.	0.	372.	3148.	7765.	35.	0.	0.	.41	55.	14.3	B	20.3	11.8
11	4	230.	0.	0.	2776.	0.	0.	2776.	7800.	0.	0.	0.	.36	55.	12.6	B	20.5	11.8
12	3	4755.	0.	0.	2776.	0.	0.	2776.	5850.	0.	0.	0.	.47	55.	16.8	B	20.5	11.8
13	4	1275.	212.	0.	2988.	212.	0.	2988.	8000.	0.	0.	0.	.37	55.	13.6	B	20.3	11.8
14	4	2640.	0.	2988.	2988.	0.	2988.	2988.	8000.	0.	0.	0.	.37	55.	13.6	B	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.85		LOWEST LOS = D	AVG = 55.	24.2		20.6	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	164. VEH-HRS	206. PASS-HRS	3397. VEH-HRS	4280. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	23. VEH-HRS	28. PASS-HRS	343. VEH-HRS	432. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	186. VEH-HRS	235. PASS-HRS	3740. VEH-HRS	4712. PASS-HRS
TOTAL TRAV DISTANCE =	9010. VEH-MI.	11352. PASS-MI.	147734. VEH-MI.	186145. PASS-MI.
AVERAGE SYSTEM SPEED =	48. MPH.		43. MPH.	
AVERAGE DENSITY =	24. VPMPL		36. VPMPL	
TOTAL FUEL =	445. GALLONS		7463. GALLONS	
TOTAL EMISSIONS =	110. KILOGRAMS		1872. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	5	OUTPUT POINT	61.	22.55	8.77	0.53	2.77	0.15	3.44

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6092.	0.	6092.	6092.	0.	6092.	8000.	0.	0.	0.	.76	55.	27.7	D	20.3	11.8
2	4	1500.	0.	560.	6092.	0.	560.	6092.	7800.	0.	0.	0.	.78	55.	27.7	D	20.3	11.8
3	4	1118.	0.	0.	5532.	0.	0.	5532.	7800.	0.	0.	0.	.71	55.	25.1	C	20.3	11.8
4	4	345.	628.	0.	6160.	628.	0.	6160.	7800.	0.	0.	0.	.79	55.	28.0	D	20.5	11.8
5	4	5130.	364.	328.	6524.	364.	328.	6524.	7800.	0.	0.	0.	.84	55.	29.7	D	20.8	11.7
6	4	3655.	0.	456.	6196.	0.	456.	6196.	7800.	0.	0.	0.	.79	55.	28.2	D	20.8	11.7
7	4	1280.	0.	596.	5740.	0.	596.	5740.	7800.	0.	0.	0.	.74	55.	26.1	D	20.5	11.8
8	4	1570.	0.	0.	5144.	0.	0.	5144.	7800.	0.	0.	0.	.66	55.	23.4	C	20.3	11.8
9	5	1515.	1452.	3260.	6596.	1452.	3260.	6596.	8228.	772.	0.	0.	.80	55.	24.0	C	20.8	11.7
10	4	1190.	0.	304.	3336.	0.	304.	3336.	7772.	28.	0.	0.	.43	55.	15.2	B	20.3	11.8
11	4	230.	0.	0.	3032.	0.	0.	3032.	7800.	0.	0.	0.	.39	55.	13.8	B	20.5	11.8
12	3	4755.	0.	0.	3032.	0.	0.	3032.	5850.	0.	0.	0.	.52	55.	18.4	C	20.5	11.8
13	4	1275.	212.	0.	3244.	212.	0.	3244.	8000.	0.	0.	0.	.41	55.	14.7	B	20.3	11.8
14	4	2640.	0.	3244.	3244.	0.	3244.	3244.	8000.	0.	0.	0.	.41	55.	14.7	B	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.84		LOWEST LOS = D	AVG = 55.	24.4		20.6	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	165. VEH-HRS	208. PASS-HRS	3562. VEH-HRS	4488. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	8. VEH-HRS	10. PASS-HRS	350. VEH-HRS	441. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	173. VEH-HRS	218. PASS-HRS	3912. VEH-HRS	4930. PASS-HRS
TOTAL TRAV DISTANCE =	9076. VEH-MI.	11436. PASS-MI.	156810. VEH-MI.	197581. PASS-MI.
AVERAGE SYSTEM SPEED =	53. MPH.		44. MPH.	
AVERAGE DENSITY =	24. VPMPL		35. VPMPL	
TOTAL FUEL =	443. GALLONS		7906. GALLONS	
TOTAL EMISSIONS =	108. KILOGRAMS		1980. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	5	OUTPUT POINT	0.	7.65	2.97	0.18	0.94	0.05	1.17

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6244.	0.	6244.	6244.	0.	6244.	8000.	0.	0.	0.	.78	55.	28.4	D	20.3	11.8
2	4	1500.	0.	536.	6244.	0.	536.	6244.	7800.	0.	0.	0.	.80	55.	28.4	D	20.3	11.8
3	4	1118.	0.	0.	5708.	0.	0.	5708.	7800.	0.	0.	0.	.73	55.	25.9	C	20.3	11.8
4	4	345.	608.	0.	6316.	608.	0.	6316.	7800.	0.	0.	0.	.81	55.	28.7	D	20.5	11.8
5	4	5130.	412.	316.	6728.	412.	316.	6728.	7800.	0.	0.	0.	.86	55.	30.6	D	20.8	11.7
6	4	3655.	0.	368.	6412.	0.	368.	6412.	7800.	0.	0.	0.	.82	55.	29.1	D	20.8	11.7
7	4	1280.	0.	572.	6044.	0.	572.	6044.	7800.	0.	0.	0.	.77	55.	27.5	D	20.5	11.8
8	4	1570.	0.	0.	5472.	0.	0.	5472.	7800.	0.	0.	0.	.70	55.	24.9	C	20.3	11.8
9	5	1515.	1316.	3328.	6788.	1316.	3328.	6788.	8297.	703.	0.	0.	.82	55.	24.7	C	20.8	11.7
10	4	1190.	0.	280.	3460.	0.	280.	3460.	7775.	25.	0.	0.	.44	55.	15.7	B	20.3	11.8
11	4	230.	0.	0.	3180.	0.	0.	3180.	7800.	0.	0.	0.	.41	55.	14.5	B	20.5	11.8
12	3	4755.	0.	0.	3180.	0.	0.	3180.	5850.	0.	0.	0.	.54	55.	19.3	C	20.5	11.8
13	4	1275.	232.	0.	3412.	232.	0.	3412.	8000.	0.	0.	0.	.43	55.	15.5	B	20.3	11.8
14	4	2640.	0.	3412.	3412.	0.	3412.	3412.	8000.	0.	0.	0.	.43	55.	15.5	B	24.4	11.2
TOTAL		36203. =	6.9 MILES										MAX(V/C) = 0.86	LOWEST LOS = D		AVG = 55.	25.3	20.7	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	171. VEH-HRS	215. PASS-HRS	3733. VEH-HRS	4703. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	350. VEH-HRS	441. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	171. VEH-HRS	215. PASS-HRS	4083. VEH-HRS	5145. PASS-HRS
TOTAL TRAV DISTANCE =	9387. VEH-MI.	11828. PASS-MI.	166197. VEH-MI.	209408. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		45. MPH.	
AVERAGE DENSITY =	25. VPMPL		34. VPMPL	
TOTAL FUEL =	455. GALLONS		8361. GALLONS	
TOTAL EMISSIONS =	110. KILOGRAMS		2090. KILOGRAMS	

FREEWAY SUMMARY TABLE
SIMULATION BEFORE CONTROL

TIME SLICE	FREEWAY TRAVEL TIME		RAMP DELAY		TOTAL FREEWAY TRAVEL TIME		TOTAL TRAVEL DISTANCE		AVERAGE SPEED	GASOLINE CONSUMED	HYDROCARB EMISSIONS	CARBON MONOXIDE	NITROUS OXIDES	BEGIN TIME
	VEH-HR	PAS-HR	VEH-HR	PAS-HR	VEH-HR	PAS-HR	VEH-MI	PAS-MI	MPH	GALLONS	KILOGRAMS	KILOGRAMS	KILOGRAMS	
1	217.	274.	0.	0.	217.	274.	10936.	13779.	50.3	527.	10.	110.	9.	6:00
2	223.	281.	0.	0.	223.	281.	10679.	13455.	47.9	520.	10.	109.	9.	6:15
3	240.	303.	2.	3.	243.	306.	10684.	13461.	44.1	528.	11.	112.	9.	6:30
4	250.	315.	11.	14.	261.	329.	10598.	13353.	40.6	531.	11.	113.	9.	6:45
5	257.	324.	25.	31.	282.	355.	10596.	13351.	37.6	541.	12.	116.	9.	7:00
6	260.	328.	36.	45.	296.	373.	10647.	13415.	36.0	549.	12.	118.	9.	7:15
7	264.	332.	32.	40.	296.	372.	11057.	13932.	37.4	564.	12.	121.	9.	7:30
8	262.	330.	25.	32.	287.	362.	10861.	13685.	37.8	552.	12.	118.	9.	7:45
9	264.	332.	32.	41.	296.	373.	10718.	13505.	36.2	551.	12.	119.	9.	8:00
10	269.	339.	43.	54.	312.	393.	10597.	13353.	33.9	551.	12.	119.	9.	8:15
11	269.	339.	45.	57.	314.	396.	10415.	13123.	33.2	548.	12.	119.	9.	8:30
12	249.	313.	38.	48.	286.	361.	10582.	13333.	37.0	543.	12.	117.	9.	8:45
13	209.	264.	31.	39.	240.	303.	10354.	13046.	43.1	515.	10.	109.	9.	9:00
14	164.	206.	23.	28.	186.	235.	9010.	11352.	48.3	445.	9.	94.	7.	9:15
15	165.	208.	8.	10.	173.	218.	9076.	11436.	52.6	443.	8.	92.	7.	9:30
16	171.	215.	0.	0.	171.	215.	9387.	11828.	55.0	455.	8.	95.	8.	9:45
TOTAL	3733.	4703.	350.	441.	4083.	5145.	166197.	209408.	44.5	8361.	173.	1781.	136.	

CONTOUR DIAGRAM OF
QUEUE LENGTH
BEFORE ENTRY CONTROL

```
TIME                                                                                                  BEGIN
SLICE ..............................................................................................   TIME
      .                                                                                            .
    1 .                            ******                                                          . -  6:00
    2 .                            ******                                                          . -  6:15
    3 .                       ************                                                         . -  6:30
    4 .                    ***************                                                         . -  6:45
    5 .                    ***************                                                         . -  7:00
    6 .                    ***************                                                         . -  7:15
    7 .                    ***************                                                         . -  7:30
    8 .                  *****************                                                         . -  7:45
    9 .                   ****************                                                         . -  8:00
   10 .             **********************                                                         . -  8:15
   11 .                   ****************                                                         . -  8:30
   12 .                        **********                                                         . -  8:45
   13 .                                                                                           . -  9:00
   14 .                                                                                           . -  9:15
   15 .                                                                                           . -  9:30
   16 .                                                                                           . -  9:45
      .                                                                                            .
      ..............................................................................................
       :                         :   :  ::            :         :   :   :   :  ::            :   :
       01                        02  03  05           06        07  08  09  10  12           13  14
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BLANK DENOTES MOVING TRAFFIC. ASTERISK DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION.
M DENOTES QUEUED VEHICLES DUE TO MERGING. B DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION AND MERGING. (WHEN BOTH QUEUES EXIST, LENGTH OF DISPLAY REPRESENTS MAINLINE CONGESTION.)

CONTOUR DIAGRAM OF
VOLUME/CAPACITY RATIO
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ..................................................................................................................  TIME
      .                                                                                                                .
    1 .8888888888888888888888888888888887779**************99999999998888888899995554666666666666655555555555. -  6:00
    2 .8888888888888888888888888888899998889**************99999999998888777799995554666666666666644444444444. -  6:15
    3 .8888888888888888888888888888888888889**************99999999998888777799994444555555555555544444444444. -  6:30
    4 .9999999999999999999999999999999998889**************99999999998888777788884443555555555555544444444444. -  6:45
    5 .8888888888888888888888888888899998889**************99999999998888777799994444555555555555544444444444. -  7:00
    6 .8888888888888888888888888888899998889**************99999999998888777799994444555555555555544444444444. -  7:15
    7 .8888888888888888888888888888899998889**************99999999998888888899995555666666666666655555555555. -  7:30
    8 .9999999999999999999999999999999998889**************99999999998888777799995554666666666666644444444444. -  7:45
    9 .9999999999999999999999999999999998889**************99999999998888777799995554555555555555544444444444. -  8:00
   10 .9999999999999999999999999999999998889**************99999999998888777799994443555555555555544444444444. -  8:15
   11 .8888888888888888888888888888899998889**************99999999998888777799994444555555555555544444444444. -  8:30
   12 .8888888888888888888888888888899998889**************99999999998888777799995554666666666666644444444444. -  8:45
   13 .8888888888888888888888888888888887779**************99999999998888777799994444555555555555544444444444. -  9:00
   14 .7777777777777777777777777777777766678888888888888877777777777777666688884443444444444444433333333333. -  9:15
   15 .7777777777777777777777777777777777788888888888888777777777777776666888844435555555555555544444444444. -  9:30
   16 .7777777777777777777777777777888877788888888888888888888888887777777788884444555555555555544444444444. -  9:45
      .                                                                                                                .
      ..................................................................................................................
       :                          :   :  ::            :         :   :   :   :  ::            :   :
       01                         02  03  05           06        07  08  09  10  12           13  14
```

THE DIGIT LEVELS DENOTE V/C IN VALUES FROM 0 TO 10 (CORRESPONDING TO 0.0 TO 1.0). THE ASTERISK DENOTES SATURATION.

```
FFFFFFFFFF RRRRRRRRR  EEEEEEEEEE     QQQQQQQ         1111      222222     PPPPPPPPP     EEEEEEEEEE
FFFFFFFFFF RRRRRRRRRR EEEEEEEEEE   Q*A.D.MAY*Q     111111     222  222    PPPPPPPPPP    EEEEEEEEEE
FFF        RRR    RRR EEE         QQQQQ    QQQQQ     1111    222    222   PPP    PPP    EEE
FFF        RRR    RRR EEE        QQQQ        QQQQ    1111           222   PPP    PPP    EEE
FFFFFFF    RRRRRRRRRR EEEEEEE    QQQQ        QQQQ    1111          222    PPPPPPPPPP    EEEEEEE
FFFFFFF    RRRRRRRRR  EEEEEEE    QQQQ        QQQQ    1111        2222     PPPPPPPPP     EEEEEEE
FFF        RRR RRR    EEE        QQQQ    QQQ QQQQ    1111      2222       PPP           EEE
FFF        RRR  RRR   EEE         Q*UC*    QQQQQ     1111     222         PPP           EEE
FFF        RRR   RRR  EEEEEEEEEE   Q*REGENTS*QQ      1111    222          PPP           EEEEEEEEEE
FFF        RRR    RRR EEEEEEEEEE     Q*1999*Q QQQ  11111111  2222222222   PPP           EEEEEEEEEE
```

FREQ12PE I-880 2025 SB PM No Build

1. THIS IS A SIMULATION ONLY EXECUTION.

2. THERE ARE 4.0 TIME SLICES PER HOUR.

3. WEAVING ANALYSIS IS ENGAGED WITH FACTOR = 0.5

4. NO ALTERNATE ROUTE IS PROVIDED.

5. SPEED FLOW DATA IS SUPPLIED BY THE PROGRAM. DEFAULT FREE-FLOW SPEED = 60
   LOWER LIMB (AT V/C=1) = 30

6. FUEL DATA ARE SUPPLIED BY THE PROGRAM.

7. EMISSION RATES SELECTED FROM PROGRAM TABLES: EMFAC2002 2005 - 75 DEGREES F.

FREEWAY AND ARTERIAL DESIGN FEATURES

SUB SEC	NO. LNS	SSEC CAP	SSEC LENGTH	DESIGN SPEED	ORG DES	TRK FAC	SSEC GRAD	PCT TRK	PCT DES TRUCKS	SPECIAL RAMP	FF.SPD. ALT.RTE	CAP. ALT.RTE	ART TYPE	GRADE ALT.RTE	SUBSECTION LOCATION
1	4	8000.	2000.	60	O	0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Dummy Link
2	4	8000.	1887.	60	D	0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Main to Union off
3	3	6000.	4825.	60		0.94	0.0	6	0	NO	0.0	0.	GOOD	0.0	Union off to Union on
4	4	8000.	1045.	60	O	0.99	0.0	9	0	YES	0.0	0.	GOOD	0.0	Union on to Merge
5	3	6000.	1555.	60		0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Merge to 980 on
6	5	10000.	800.	55	O	0.94	0.0	6	0	YES	0.0	0.	GOOD	0.0	980 on to Merge
7	4	8000.	160.	55		0.94	0.0	6	0	NO	0.0	0.	GOOD	0.0	Merge to Broadway on
8	4	8000.	1730.	55	O	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Broadway on to Oak on
9	5	10000.	2900.	55	O	0.93	0.0	7	0	YES	0.0	0.	GOOD	0.0	Oak on to merge
10	4	8000.	2150.	55		0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Merge to Embarc on
11	4	8000.	1380.	55	OD	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Embarc on to Embarc off
12	4	8000.	3550.	55	D	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Embarc off to 23rd off
13	4	8000.	1916.	55		0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	23rd off to 23rd on
14	4	8000.	1304.	55	O	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	23rd on to Mainline
15	4	6600.	3000.	55	OD	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Dummy Lnk With Dummy Rmp

ON-RAMP CAPACITY LIMITS

1	2	3	4	5	6	7	8
8000.	1500.	3000.	1500.	1500.	1500.	1500.	2000.

OFF-RAMP CAPACITY LIMITS

1	2	3	4
3000.	1500.	1500.	6600.

ON-RAMP 1 IS THE MAINLINE ORIGIN
OFF-RAMP 4 IS THE MAINLINE DESTINATION

DISTRIBUTION OF VEHICLE OCCUPANCY

ON RAMP NUMBER	PASSENGERS PER VEHICLE 1	2	3 OR MORE	BUSES	AVERAGE CARPOOL (3+) OCCUPANCY	AVERAGE BUS OCCUPANCY
1	0.800	0.150	0.050	0.000	3.20	40.
2	0.800	0.150	0.050	0.000	3.20	40.
3	0.800	0.150	0.050	0.000	3.20	40.
4	0.800	0.150	0.050	0.000	3.20	40.
5	0.800	0.150	0.050	0.000	3.20	40.
6	0.800	0.150	0.050	0.000	3.20	40.
7	0.800	0.150	0.050	0.000	3.20	40.
8	0.800	0.150	0.050	0.000	3.20	40.

TIME SLICE 1 OF 16

ON-RAMP LOCATIONS
1 4 6 8 9 11 14 15

OFF-RAMP LOCATIONS
2 11 12 15

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
875. 77. 551. 141. 234. 107. 212. 200.

ORIGINAL OUTPUT COUNTS--
169. 76. 179. 1846.

TOTAL ORIGINAL INPUT = 2397. TOTAL ORIGINAL OUTPUT= 2270.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.06
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 2 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
787. 50. 527. 132. 234. 89. 203. 100.

ORIGINAL OUTPUT COUNTS--
166. 83. 165. 1597.

TOTAL ORIGINAL INPUT = 2122. TOTAL ORIGINAL OUTPUT= 2011.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.06
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 3 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
803. 71. 581. 144. 235. 108. 193. 100.

ORIGINAL OUTPUT COUNTS--
178. 67. 158. 1701.

TOTAL ORIGINAL INPUT = 2235. TOTAL ORIGINAL OUTPUT= 2104.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.06
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 4 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
851. 79. 521. 124. 235. 96. 175. 75.

ORIGINAL OUTPUT COUNTS--
185. 58. 158. 1645.

TOTAL ORIGINAL INPUT = 2156. TOTAL ORIGINAL OUTPUT= 2046.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.05
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 5 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
873. 94. 526. 140. 256. 131. 192. 25.

ORIGINAL OUTPUT COUNTS--
179. 68. 159. 1793.

TOTAL ORIGINAL INPUT = 2237. TOTAL ORIGINAL OUTPUT= 2199.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 6 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
864. 72. 490. 106. 256. 116. 189. 50.

ORIGINAL OUTPUT COUNTS--
228. 62. 144. 1667.

TOTAL ORIGINAL INPUT = 2143. TOTAL ORIGINAL OUTPUT= 2101.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 7 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
877. 94. 569. 128. 256. 134. 205. 38.

ORIGINAL OUTPUT COUNTS--
242. 60. 134. 1813.

TOTAL ORIGINAL INPUT = 2301. TOTAL ORIGINAL OUTPUT= 2249.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 8 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
930. 79. 497. 139. 256. 135. 176. 50.

ORIGINAL OUTPUT COUNTS--
377. 61. 124. 1670.

TOTAL ORIGINAL INPUT = 2262. TOTAL ORIGINAL OUTPUT= 2232.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 9 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
891. 88. 526. 165. 281. 160. 199. 150.

ORIGINAL OUTPUT COUNTS--
369. 58. 112. 1746.

TOTAL ORIGINAL INPUT = 2460. TOTAL ORIGINAL OUTPUT= 2285.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.08
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 10 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
881. 71. 583. 126. 252. 145. 203. 200.

ORIGINAL OUTPUT COUNTS--
392. 61. 117. 1706.

TOTAL ORIGINAL INPUT = 2461. TOTAL ORIGINAL OUTPUT= 2276.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.08
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 11 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
895. 66. 558. 108. 249. 133. 199. 250.

ORIGINAL OUTPUT COUNTS--
410. 53. 123. 1624.

TOTAL ORIGINAL INPUT = 2458. TOTAL ORIGINAL OUTPUT= 2210.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.11
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

9 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 12 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
848. 61. 435. 84. 240. 128. 213. 100.

ORIGINAL OUTPUT COUNTS--
372. 56. 143. 1459.

TOTAL ORIGINAL INPUT = 2109. TOTAL ORIGINAL OUTPUT= 2030.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.04
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 13 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
847. 64. 436. 99. 239. 137. 202. 125.

ORIGINAL OUTPUT COUNTS--
240. 56. 125. 1656.

TOTAL ORIGINAL INPUT = 2149. TOTAL ORIGINAL OUTPUT= 2077.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.03
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 14 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
899. 61. 474. 74. 232. 121. 168. 0.

ORIGINAL OUTPUT COUNTS--
240. 57. 140. 1591.

TOTAL ORIGINAL INPUT = 2029. TOTAL ORIGINAL OUTPUT= 2028.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 15 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
829. 59. 399. 83. 204. 124. 174. 0.

ORIGINAL OUTPUT COUNTS--
204. 54. 160. 1407.

TOTAL ORIGINAL INPUT = 1872. TOTAL ORIGINAL OUTPUT= 1825.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.03
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 16 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
792. 62. 421. 85. 187. 84. 143. 0.

ORIGINAL OUTPUT COUNTS--
175. 64. 193. 1338.

TOTAL ORIGINAL INPUT = 1774. TOTAL ORIGINAL OUTPUT= 1770.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

***** INPUT HAS BEEN COMPLETED *****

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3500.	0.	3500.	3500.	0.	3500.	8000.	0.	0.	0.	.44	60.	14.6	B	20.4	12.6
2	4	1887.	0.	712.	3500.	0.	712.	3500.	8000.	0.	0.	0.	.44	60.	14.6	B	20.4	12.6
3	3	4825.	0.	0.	2788.	0.	0.	2788.	6000.	0.	0.	0.	.46	60.	15.5	B	21.1	12.4
4	4	1045.	308.	0.	3096.	308.	0.	3096.	8000.	0.	0.	0.	.39	60.	12.9	B	20.4	12.6
5	3	1555.	0.	0.	3096.	0.	0.	3096.	6000.	0.	0.	0.	.52	60.	17.2	B	20.4	12.6
6	5	800.	2204.	0.	5300.	2204.	0.	5300.	10000.	0.	0.	0.	.53	55.	19.3	C	22.6	11.5
7	4	160.	0.	0.	5300.	0.	0.	5300.	8000.	0.	0.	0.	.66	55.	24.1	C	22.6	11.5
8	4	1730.	564.	0.	5864.	564.	0.	5864.	8000.	0.	0.	0.	.73	55.	26.7	D	22.3	11.5
9	5	2900.	932.	0.	6796.	932.	0.	6796.	9969.	31.	0.	0.	.68	55.	24.7	C	22.3	11.5
10	4	2150.	0.	0.	6796.	0.	0.	6796.	7969.	31.	0.	0.	.85	55.	30.9	D	22.3	11.5
11	4	1380.	428.	316.	7224.	428.	316.	7224.	7903.	97.	0.	0.	.91	54.	33.7	D	22.6	11.4
12	4	3550.	0.	756.	6908.	0.	756.	5708.	8000.	0.	* 406.	1200.	.71	54.	26.4	F	22.2	11.5
13	4	1916.	0.	0.	6152.	0.	0.	4952.	8000.	0.	** 1916.	1200.	.62	19.	66.3	F	16.2	16.2
14	4	1304.	848.	0.	7000.	848.	0.	5800.	8000.	0.	** 1304.	1200.	.73	13.	108.4	F	14.5	20.1
15	4	3000.	800.	7800.	7800.	800.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 43.	28.9		20.8	12.5

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	173. VEH-HRS	218. PASS-HRS	173. VEH-HRS	218. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	173. VEH-HRS	218. PASS-HRS	173. VEH-HRS	218. PASS-HRS
TOTAL TRAV DISTANCE =	7463. VEH-MI.	9403. PASS-MI.	7463. VEH-MI.	9403. PASS-MI.
AVERAGE SYSTEM SPEED =	43. MPH.		43. MPH.	
AVERAGE DENSITY =	29. VPMPL		29. VPMPL	
TOTAL FUEL =	358. GALLONS		358. GALLONS	
TOTAL EMISSIONS =	93. KILOGRAMS		93. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3148.	0.	3148.	3148.	0.	3148.	8000.	0.	0.	0.	.39	60.	13.1	B	20.4	12.6
2	4	1887.	0.	700.	3148.	0.	700.	3148.	8000.	0.	0.	0.	.39	60.	13.1	B	20.4	12.6
3	3	4825.	0.	0.	2448.	0.	0.	2448.	6000.	0.	0.	0.	.41	60.	13.6	B	21.1	12.4
4	4	1045.	200.	0.	2648.	200.	0.	2648.	8000.	0.	0.	0.	.33	60.	11.0	B	20.4	12.6
5	3	1555.	0.	0.	2648.	0.	0.	2648.	6000.	0.	0.	0.	.44	60.	14.7	B	20.4	12.6
6	5	800.	2108.	0.	4756.	2108.	0.	4756.	10000.	0.	0.	0.	.48	55.	17.3	B	22.6	11.5
7	4	160.	0.	0.	4756.	0.	0.	4756.	8000.	0.	0.	0.	.59	55.	21.6	C	22.6	11.5
8	4	1730.	528.	0.	5284.	528.	0.	5284.	8000.	0.	0.	0.	.66	55.	24.0	C	22.3	11.5
9	5	2900.	936.	0.	6220.	936.	0.	6220.	9962.	38.	0.	0.	.62	55.	22.6	C	22.3	11.5
10	4	2150.	0.	0.	6220.	0.	0.	6220.	7962.	38.	0.	0.	.78	55.	28.3	D	22.3	11.5
11	4	1380.	356.	352.	6576.	356.	352.	6576.	7924.	76.	0.	0.	.83	55.	29.9	D	22.3	11.5
12	4	3550.	0.	696.	6224.	0.	696.	6084.	8000.	0.	* 916.	140.	.76	34.	44.3	F	20.2	13.2
13	4	1916.	0.	0.	5528.	0.	0.	5388.	8000.	0.	** 1916.	140.	.67	10.	137.8	F	12.4	23.4
14	4	1304.	812.	0.	6340.	812.	0.	6200.	8000.	0.	** 1304.	140.	.77	13.	115.7	F	14.5	20.4
15	4	3000.	400.	6740.	6740.	400.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 35.		34.4		19.9	13.3

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	197. VEH-HRS	248. PASS-HRS	370. VEH-HRS	466. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	197. VEH-HRS	248. PASS-HRS	370. VEH-HRS	466. PASS-HRS
TOTAL TRAV DISTANCE =	6881. VEH-MI.	8671. PASS-MI.	14344. VEH-MI.	18074. PASS-MI.
AVERAGE SYSTEM SPEED =	35. MPH.		39. MPH.	
AVERAGE DENSITY =	34. VPMPL		32. VPMPL	
TOTAL FUEL =	345. GALLONS		703. GALLONS	
TOTAL EMISSIONS =	92. KILOGRAMS		185. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3212.	0.	3212.	3212.	0.	3212.	8000.	0.	0.	0.	.40	60.	13.4	B	20.4	12.6
2	4	1887.	0.	756.	3212.	0.	756.	3212.	8000.	0.	0.	0.	.40	60.	13.4	B	20.4	12.6
3	3	4825.	0.	0.	2456.	0.	0.	2456.	6000.	0.	0.	0.	.41	60.	13.6	B	21.1	12.4
4	4	1045.	284.	0.	2740.	284.	0.	2740.	8000.	0.	0.	0.	.34	60.	11.4	B	20.4	12.6
5	3	1555.	0.	0.	2740.	0.	0.	2740.	6000.	0.	0.	0.	.46	60.	15.2	B	20.4	12.6
6	5	800.	2328.	0.	5068.	2328.	0.	5068.	10000.	0.	0.	0.	.51	55.	18.4	C	22.6	11.5
7	4	160.	0.	0.	5068.	0.	0.	5068.	8000.	0.	0.	0.	.63	55.	23.0	C	22.6	11.5
8	4	1730.	576.	0.	5644.	576.	0.	5644.	8000.	0.	0.	0.	.71	55.	25.7	C	22.3	11.5
9	5	2900.	944.	0.	6588.	944.	0.	6588.	9969.	31.	0.	0.	.66	55.	24.0	C	22.3	11.5
10	4	2150.	0.	0.	6588.	0.	0.	6588.	7969.	31.	0.	0.	.83	55.	29.9	D	22.3	11.5
11	4	1380.	428.	288.	7016.	428.	288.	7016.	7924.	76.	0.	0.	.89	54.	32.3	D	22.5	11.4
12	4	3550.	0.	676.	6728.	0.	676.	6104.	8000.	0.	* 3264.	624.	.76	19.	78.9	F	16.9	16.8
13	4	1916.	0.	0.	6052.	0.	0.	5428.	8000.	0.	** 1916.	624.	.68	10.	136.7	F	12.6	23.3
14	4	1304.	772.	0.	6824.	772.	0.	6200.	8000.	0.	** 1304.	624.	.77	13.	115.7	F	14.5	20.4
15	4	3000.	400.	7224.	7224.	400.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 32.		39.0		19.4	13.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	225. VEH-HRS	284. PASS-HRS	595. VEH-HRS	750. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	225. VEH-HRS	284. PASS-HRS	595. VEH-HRS	750. PASS-HRS
TOTAL TRAV DISTANCE =	7098. VEH-MI.	8943. PASS-MI.	21442. VEH-MI.	27017. PASS-MI.
AVERAGE SYSTEM SPEED =	32. MPH.		36. MPH.	
AVERAGE DENSITY =	39. VPMPL		34. VPMPL	
TOTAL FUEL =	365. GALLONS		1068. GALLONS	
TOTAL EMISSIONS =	98. KILOGRAMS		283. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3404.	0.	3404.	3404.	0.	3404.	8000.	0.	0.	0.	.43	60.	14.2	B	20.4	12.6
2	4	1887.	0.	780.	3404.	0.	780.	3404.	8000.	0.	0.	0.	.43	60.	14.2	B	20.4	12.6
3	3	4825.	0.	0.	2624.	0.	0.	2624.	6000.	0.	0.	0.	.44	60.	14.6	B	21.1	12.4
4	4	1045.	316.	0.	2940.	316.	0.	2940.	8000.	0.	0.	0.	.37	60.	12.3	B	20.4	12.6
5	3	1555.	0.	0.	2940.	0.	0.	2940.	6000.	0.	0.	0.	.49	60.	16.3	B	20.4	12.6
6	5	800.	2088.	0.	5028.	2088.	0.	5028.	10000.	0.	0.	0.	.50	55.	18.3	C	22.6	11.5
7	4	160.	0.	0.	5028.	0.	0.	5028.	8000.	0.	0.	0.	.63	55.	22.9	C	22.6	11.5
8	4	1730.	496.	0.	5524.	496.	0.	5524.	8000.	0.	0.	0.	.69	55.	25.1	C	22.3	11.5
9	5	2900.	940.	0.	6464.	940.	0.	6464.	9975.	25.	0.	0.	.65	55.	23.5	C	22.3	11.5
10	4	2150.	0.	0.	6464.	0.	0.	6464.	7975.	25.	0.	0.	.81	55.	29.4	D	22.3	11.5
11	4	1380.	380.	240.	6844.	380.	240.	6508.	7982.	18.	* 1150.	336.	.82	30.	53.9	F	19.7	13.8
12	4	3550.	0.	668.	6604.	0.	668.	6268.	8000.	0.	** 3550.	336.	.78	14.	113.1	F	14.8	20.0
13	4	1916.	0.	0.	5936.	0.	0.	5600.	8000.	0.	** 1916.	336.	.70	11.	132.0	F	13.0	22.7
14	4	1304.	700.	0.	6636.	700.	0.	6300.	8000.	0.	** 1304.	336.	.79	14.	113.0	F	14.9	20.0
15	4	3000.	300.	6936.	6936.	300.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 29.	43.8		18.9	14.4

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	250. VEH-HRS	316. PASS-HRS	845. VEH-HRS	1065. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	250. VEH-HRS	316. PASS-HRS	845. VEH-HRS	1065. PASS-HRS
TOTAL TRAV DISTANCE =	7143. VEH-MI.	9000. PASS-MI.	28585. VEH-MI.	36017. PASS-MI.
AVERAGE SYSTEM SPEED =	29. MPH.		34. MPH.	
AVERAGE DENSITY =	44. VPMPL		37. VPMPL	
TOTAL FUEL =	377. GALLONS		1446. GALLONS	
TOTAL EMISSIONS =	103. KILOGRAMS		385. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3492.	0.	3492.	3492.	0.	3492.	8000.	0.	0.	0.	.44	60.	14.6	B	20.4	12.6
2	4	1887.	0.	728.	3492.	0.	728.	3492.	8000.	0.	0.	0.	.44	60.	14.6	B	20.4	12.6
3	3	4825.	0.	0.	2764.	0.	0.	2764.	6000.	0.	0.	0.	.46	60.	15.4	B	21.1	12.4
4	4	1045.	376.	0.	3140.	376.	0.	3140.	8000.	0.	0.	0.	.39	60.	13.1	B	20.4	12.6
5	3	1555.	0.	0.	3140.	0.	0.	3140.	6000.	0.	0.	0.	.52	60.	17.4	B	20.4	12.6
6	5	800.	2104.	0.	5244.	2104.	0.	5244.	10000.	0.	0.	0.	.52	55.	19.1	C	22.6	11.5
7	4	160.	0.	0.	5244.	0.	0.	5244.	8000.	0.	0.	0.	.66	55.	23.8	C	22.6	11.5
8	4	1730.	556.	0.	5800.	556.	0.	5800.	8000.	0.	0.	0.	.73	55.	26.4	D	22.3	11.5
9	5	2900.	1028.	0.	6828.	1028.	0.	6132.	9969.	31.	* 201.	696.	.62	54.	22.8	F	22.2	11.6
10	4	2150.	0.	0.	6828.	0.	0.	6132.	7969.	31.	** 2150.	696.	.77	21.	73.0	F	17.4	16.1
11	4	1380.	528.	280.	7356.	528.	280.	6660.	7861.	139.	** 1380.	696.	.85	17.	97.8	F	16.4	17.9
12	4	3550.	0.	648.	7076.	0.	648.	6380.	8000.	0.	** 3550.	696.	.80	14.	110.8	F	15.2	19.6
13	4	1916.	0.	0.	6428.	0.	0.	5732.	8000.	0.	** 1916.	696.	.72	11.	128.4	F	13.2	22.2
14	4	1304.	768.	0.	7196.	768.	0.	6500.	8000.	0.	** 1304.	696.	.81	15.	107.5	F	15.7	19.0
15	4	3000.	100.	7296.	7296.	100.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 26.		48.5		18.5	14.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	280. VEH-HRS	352. PASS-HRS	1125. VEH-HRS	1418. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	280. VEH-HRS	352. PASS-HRS	1125. VEH-HRS	1418. PASS-HRS
TOTAL TRAV DISTANCE =	7335. VEH-MI.	9242. PASS-MI.	35920. VEH-MI.	45259. PASS-MI.
AVERAGE SYSTEM SPEED =	26. MPH.		32. MPH.	
AVERAGE DENSITY =	48. VPMPL		39. VPMPL	
TOTAL FUEL =	396. GALLONS		1842. GALLONS	
TOTAL EMISSIONS =	109. KILOGRAMS		495. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3456.	0.	3456.	3456.	0.	3456.	8000.	0.	0.	0.	.43	60.	14.4	B	20.4	12.6
2	4	1887.	0.	932.	3456.	0.	932.	3456.	8000.	0.	0.	0.	.43	60.	14.4	B	20.4	12.6
3	3	4825.	0.	0.	2524.	0.	0.	2524.	6000.	0.	0.	0.	.42	60.	14.0	B	21.1	12.4
4	4	1045.	288.	0.	2812.	288.	0.	2812.	8000.	0.	0.	0.	.35	60.	11.7	B	20.4	12.6
5	3	1555.	0.	0.	2812.	0.	0.	2812.	6000.	0.	0.	0.	.47	60.	15.6	B	20.4	12.6
6	5	800.	1960.	0.	4772.	1960.	0.	4772.	10000.	0.	0.	0.	.48	55.	17.4	B	22.6	11.5
7	4	160.	0.	0.	4772.	0.	0.	4772.	8000.	0.	0.	0.	.60	55.	21.7	C	22.6	11.5
8	4	1730.	424.	0.	5196.	424.	0.	5196.	8000.	0.	0.	0.	.65	55.	23.6	C	22.3	11.5
9	5	2900.	1024.	0.	6220.	1024.	0.	6020.	9969.	31.	* 608.	200.	.60	30.	39.6	F	19.2	13.4
10	4	2150.	0.	0.	6220.	0.	0.	6020.	7969.	31.	** 2150.	200.	.76	13.	119.5	F	14.0	21.0
11	4	1380.	460.	256.	6680.	460.	256.	6480.	7932.	68.	** 1380.	200.	.82	15.	105.7	F	15.8	18.9
12	4	3550.	0.	580.	6424.	0.	580.	6224.	8000.	0.	** 3550.	200.	.78	14.	115.0	F	14.6	20.3
13	4	1916.	0.	0.	5844.	0.	0.	5644.	8000.	0.	** 1916.	200.	.71	11.	130.8	F	13.0	22.5
14	4	1304.	756.	0.	6600.	756.	0.	6400.	8000.	0.	** 1304.	200.	.80	15.	110.2	F	15.3	19.5
15	4	3000.	200.	6800.	6800.	200.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 1.00		LOWEST LOS = F		AVG = 22.		53.9		17.6	15.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	311. VEH-HRS	392. PASS-HRS	1436. VEH-HRS	1809. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	311. VEH-HRS	392. PASS-HRS	1436. VEH-HRS	1809. PASS-HRS
TOTAL TRAV DISTANCE =	6979. VEH-MI.	8793. PASS-MI.	42899. VEH-MI.	54052. PASS-MI.
AVERAGE SYSTEM SPEED =	22. MPH.		30. MPH.	
AVERAGE DENSITY =	54. VPMPL		41. VPMPL	
TOTAL FUEL =	398. GALLONS		2240. GALLONS	
TOTAL EMISSIONS =	110. KILOGRAMS		605. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3508.	0.	3508.	3508.	0.	3508.	8000.	0.	0.	0.	.44	60.	14.6	B	20.4	12.6
2	4	1887.	0.	992.	3508.	0.	992.	3508.	8000.	0.	0.	0.	.44	60.	14.6	B	20.4	12.6
3	3	4825.	0.	0.	2516.	0.	0.	2516.	6000.	0.	0.	0.	.42	60.	14.0	B	21.1	12.4
4	4	1045.	376.	0.	2892.	376.	0.	2892.	8000.	0.	0.	0.	.36	60.	12.1	B	20.4	12.6
5	3	1555.	0.	0.	2892.	0.	0.	2892.	6000.	0.	0.	0.	.48	60.	16.1	B	20.4	12.6
6	5	800.	2276.	0.	5168.	2276.	0.	5168.	10000.	0.	0.	0.	.52	55.	18.8	C	22.6	11.5
7	4	160.	0.	0.	5168.	0.	0.	5168.	8000.	0.	0.	0.	.65	55.	23.5	C	22.6	11.5
8	4	1730.	512.	0.	5680.	512.	0.	5680.	8000.	0.	0.	0.	.71	55.	25.8	C	22.3	11.5
9	5	2900.	1024.	0.	6704.	1024.	0.	5884.	9972.	28.	* 2258.	820.	.59	14.	83.3	F	14.2	18.2
10	4	2150.	0.	0.	6704.	0.	0.	5884.	7972.	28.	** 2150.	820.	.74	12.	123.3	F	13.7	21.6
11	4	1380.	536.	244.	7240.	536.	244.	6420.	7903.	97.	** 1380.	820.	.81	15.	106.2	F	15.7	19.0
12	4	3550.	0.	548.	6996.	0.	548.	6176.	8000.	0.	** 3550.	820.	.77	13.	116.3	F	14.5	20.5
13	4	1916.	0.	0.	6448.	0.	0.	5628.	8000.	0.	** 1916.	820.	.70	11.	131.3	F	13.0	22.6
14	4	1304.	820.	0.	7268.	820.	0.	6448.	8000.	0.	** 1304.	820.	.81	15.	108.9	F	15.5	19.3
15	4	3000.	152.	7420.	7420.	152.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 20.		58.8		16.9	16.4

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	348. VEH-HRS	438. PASS-HRS	1784. VEH-HRS	2248. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	348. VEH-HRS	438. PASS-HRS	1784. VEH-HRS	2248. PASS-HRS
TOTAL TRAV DISTANCE =	7044. VEH-MI.	8876. PASS-MI.	49943. VEH-MI.	62928. PASS-MI.
AVERAGE SYSTEM SPEED =	20. MPH.		28. MPH.	
AVERAGE DENSITY =	59. VPMPL		44. VPMPL	
TOTAL FUEL =	418. GALLONS		2657. GALLONS	
TOTAL EMISSIONS =	116. KILOGRAMS		721. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3720.	0.	3720.	3720.	0.	3720.	8000.	0.	0.	0.	.47	60.	15.5	B	20.4	12.6
2	4	1887.	0.	1528.	3720.	0.	1528.	3720.	8000.	0.	0.	0.	.47	60.	15.5	B	20.4	12.6
3	3	4825.	0.	0.	2192.	0.	0.	2192.	6000.	0.	0.	0.	.37	60.	12.2	B	21.1	12.4
4	4	1045.	316.	0.	2508.	316.	0.	2508.	8000.	0.	0.	0.	.31	60.	10.5	A	20.4	12.6
5	3	1555.	0.	0.	2508.	0.	0.	2508.	6000.	0.	0.	0.	.42	60.	13.9	B	20.4	12.6
6	5	800.	1992.	0.	4500.	1992.	0.	4500.	10000.	0.	0.	0.	.45	55.	16.4	B	22.6	11.5
7	4	160.	0.	0.	4500.	0.	0.	4500.	8000.	0.	0.	0.	.56	55.	20.5	C	22.6	11.5
8	4	1730.	556.	0.	5056.	556.	0.	5056.	8000.	0.	0.	0.	.63	55.	23.0	C	22.3	11.5
9	5	2900.	1024.	0.	6080.	1024.	0.	5908.	9969.	31.	* 2600.	172.	.59	9.	132.7	F	11.1	23.6
10	4	2150.	0.	0.	6080.	0.	0.	5908.	7969.	31.	** 2150.	172.	.74	12.	122.5	F	13.7	21.5
11	4	1380.	540.	248.	6620.	540.	248.	6448.	7890.	110.	** 1380.	172.	.82	15.	105.0	F	15.8	18.9
12	4	3550.	0.	504.	6372.	0.	504.	6200.	8000.	0.	** 3550.	172.	.77	13.	115.7	F	14.5	20.4
13	4	1916.	0.	0.	5868.	0.	0.	5696.	8000.	0.	** 1916.	172.	.71	11.	129.4	F	13.2	22.3
14	4	1304.	704.	0.	6572.	704.	0.	6400.	8000.	0.	** 1304.	172.	.80	15.	110.2	F	15.3	19.5
15	4	3000.	200.	6772.	6772.	200.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 18.		62.7		16.2	17.1

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	374. VEH-HRS	471. PASS-HRS	2158. VEH-HRS	2719. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	374. VEH-HRS	471. PASS-HRS	2158. VEH-HRS	2719. PASS-HRS
TOTAL TRAV DISTANCE =	6842. VEH-MI.	8621. PASS-MI.	56785. VEH-MI.	71549. PASS-MI.
AVERAGE SYSTEM SPEED =	18. MPH.		26. MPH.	
AVERAGE DENSITY =	63. VPMPL		46. VPMPL	
TOTAL FUEL =	423. GALLONS		3080. GALLONS	
TOTAL EMISSIONS =	117. KILOGRAMS		838. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3564.	0.	3564.	3564.	0.	3564.	8000.	0.	0.	0.	.45	60.	14.9	B	20.4	12.6
2	4	1887.	0.	1588.	3564.	0.	1588.	3564.	8000.	0.	0.	0.	.45	60.	14.9	B	20.4	12.6
3	3	4825.	0.	0.	1976.	0.	0.	1976.	6000.	0.	0.	0.	.33	60.	11.0	A	21.1	12.4
4	4	1045.	352.	0.	2328.	352.	0.	2328.	8000.	0.	0.	0.	.29	60.	9.7	A	20.4	12.6
5	3	1555.	0.	0.	2328.	0.	0.	2328.	6000.	0.	0.	0.	.39	60.	12.9	B	20.4	12.6
6	5	800.	2104.	0.	4432.	2104.	0.	4432.	10000.	0.	0.	0.	.44	55.	16.1	B	22.6	11.5
7	4	160.	0.	0.	4432.	0.	0.	4432.	8000.	0.	0.	0.	.55	55.	20.1	C	22.6	11.5
8	4	1730.	660.	0.	5092.	660.	0.	4172.	8000.	0.	* 1685.	920.	.52	14.	72.6	F	14.5	17.3
9	5	2900.	1124.	0.	6216.	1124.	0.	5296.	9969.	31.	** 2900.	920.	.53	6.	166.6	F	9.1	27.5
10	4	2150.	0.	0.	6216.	0.	0.	5296.	7969.	31.	** 2150.	920.	.66	10.	139.2	F	12.0	23.8
11	4	1380.	640.	248.	6856.	640.	248.	5936.	7847.	153.	** 1380.	920.	.76	13.	117.4	F	14.1	21.0
12	4	3550.	0.	484.	6608.	0.	484.	5688.	8000.	0.	** 3550.	920.	.71	11.	129.6	F	13.1	22.4
13	4	1916.	0.	0.	6124.	0.	0.	5204.	8000.	0.	** 1916.	920.	.65	9.	142.8	F	11.5	24.2
14	4	1304.	796.	0.	6920.	796.	0.	6000.	8000.	0.	** 1304.	920.	.75	12.	121.1	F	13.9	21.2
15	4	3000.	600.	7520.	7520.	600.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 14.		73.1		14.5	18.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	442. VEH-HRS	557. PASS-HRS	2600. VEH-HRS	3276. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	442. VEH-HRS	557. PASS-HRS	2600. VEH-HRS	3276. PASS-HRS
TOTAL TRAV DISTANCE =	6374. VEH-MI.	8031. PASS-MI.	63159. VEH-MI.	79581. PASS-MI.
AVERAGE SYSTEM SPEED =	14. MPH.		24. MPH.	
AVERAGE DENSITY =	73. VPMPL		49. VPMPL	
TOTAL FUEL =	438. GALLONS		3519. GALLONS	
TOTAL EMISSIONS =	119. KILOGRAMS		957. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3520.	0.	3520.	3520.	0.	3520.	8000.	0.	0.	0.	.44	60.	14.7	B	20.4	12.6
2	4	1887.	0.	1696.	3520.	0.	1696.	3520.	8000.	0.	0.	0.	.44	60.	14.7	B	20.4	12.6
3	3	4825.	0.	0.	1824.	0.	0.	1824.	6000.	0.	0.	0.	.30	60.	10.1	A	21.1	12.4
4	4	1045.	284.	0.	2108.	284.	0.	2108.	8000.	0.	0.	0.	.26	60.	8.8	A	20.4	12.6
5	3	1555.	0.	0.	2108.	0.	0.	1332.	6000.	0.	* 205.	776.	.22	51.	8.7	F	20.2	12.7
6	5	800.	2332.	0.	4440.	2332.	0.	3664.	10000.	0.	** 800.	776.	.37	7.	100.4	F	12.6	19.5
7	4	160.	0.	0.	4440.	0.	0.	3664.	8000.	0.	** 160.	776.	.46	5.	169.3	F	8.8	27.4
8	4	1730.	504.	0.	4944.	504.	0.	4168.	8000.	0.	** 1730.	776.	.52	6.	171.0	F	8.9	27.9
9	5	2900.	1008.	0.	5952.	1008.	0.	5176.	9969.	31.	** 2900.	776.	.52	6.	170.9	F	8.8	28.0
10	4	2150.	0.	0.	5952.	0.	0.	5176.	7969.	31.	** 2150.	776.	.65	9.	142.5	F	11.5	24.3
11	4	1380.	580.	264.	6532.	580.	264.	5756.	7861.	139.	** 1380.	776.	.73	12.	122.8	F	13.5	21.8
12	4	3550.	0.	504.	6268.	0.	504.	5492.	8000.	0.	** 3550.	776.	.69	10.	135.0	F	12.7	23.0
13	4	1916.	0.	0.	5764.	0.	0.	4988.	8000.	0.	** 1916.	776.	.62	8.	148.7	F	10.8	25.1
14	4	1304.	812.	0.	6576.	812.	0.	5800.	8000.	0.	** 1304.	776.	.73	11.	126.6	F	13.4	22.0
15	4	3000.	800.	7376.	7376.	800.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 12.		83.5		13.5	19.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	505. VEH-HRS	637. PASS-HRS	3105. VEH-HRS	3912. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	505. VEH-HRS	637. PASS-HRS	3105. VEH-HRS	3912. PASS-HRS
TOTAL TRAV DISTANCE =	6132. VEH-MI.	7726. PASS-MI.	69291. VEH-MI.	87306. PASS-MI.
AVERAGE SYSTEM SPEED =	12. MPH.		22. MPH.	
AVERAGE DENSITY =	84. VPMPL		53. VPMPL	
TOTAL FUEL =	455. GALLONS		3974. GALLONS	
TOTAL EMISSIONS =	122. KILOGRAMS		1079. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3584.	0.	3584.	3584.	0.	3584.	8000.	0.	0.	0.	.45	60.	14.9	B	20.4	12.6
2	4	1887.	0.	1824.	3584.	0.	1824.	3584.	8000.	0.	0.	0.	.45	60.	14.9	B	20.4	12.6
3	3	4825.	0.	0.	1760.	0.	0.	1760.	6000.	0.	0.	0.	.29	60.	9.8	A	21.1	12.4
4	4	1045.	268.	0.	2028.	268.	0.	2028.	8000.	0.	0.	0.	.25	60.	8.4	A	20.4	12.6
5	3	1555.	0.	0.	2028.	0.	0.	1400.	6000.	0.	* 1448.	628.	.23	4.	107.0	F	12.2	20.1
6	5	800.	2232.	0.	4260.	2232.	0.	3632.	10000.	0.	** 800.	628.	.36	4.	205.4	F	8.3	29.1
7	4	160.	0.	0.	4260.	0.	0.	3632.	8000.	0.	** 160.	628.	.45	5.	185.6	F	8.3	29.1
8	4	1730.	432.	0.	4692.	432.	0.	4064.	8000.	0.	** 1730.	628.	.51	6.	173.9	F	8.7	28.2
9	5	2900.	996.	0.	5688.	996.	0.	5060.	9973.	27.	** 2900.	628.	.51	6.	173.5	F	8.7	28.2
10	4	2150.	0.	0.	5688.	0.	0.	5060.	7973.	27.	** 2150.	628.	.63	9.	145.8	F	11.1	24.8
11	4	1380.	532.	236.	6220.	532.	236.	5592.	7907.	93.	** 1380.	628.	.71	11.	129.0	F	13.1	22.5
12	4	3550.	0.	552.	5984.	0.	552.	5356.	8000.	0.	** 3550.	628.	.67	10.	138.7	F	12.2	23.6
13	4	1916.	0.	0.	5432.	0.	0.	4804.	8000.	0.	** 1916.	628.	.60	8.	153.7	F	10.2	25.8
14	4	1304.	796.	0.	6228.	796.	0.	5600.	8000.	0.	** 1304.	628.	.70	11.	132.0	F	13.0	22.7
15	4	3000.	1000.	7228.	7228.	1000.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 11.	93.3		12.9	20.6

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	560. VEH-HRS	706. PASS-HRS	3665. VEH-HRS	4618. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	560. VEH-HRS	706. PASS-HRS	3665. VEH-HRS	4618. PASS-HRS
TOTAL TRAV DISTANCE =	5979. VEH-MI.	7534. PASS-MI.	75270. VEH-MI.	94840. PASS-MI.
AVERAGE SYSTEM SPEED =	11. MPH.		21. MPH.	
AVERAGE DENSITY =	93. VPMPL		56. VPMPL	
TOTAL FUEL =	465. GALLONS		4439. GALLONS	
TOTAL EMISSIONS =	123. KILOGRAMS		1202. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3392.	0.	3392.	3392.	0.	3392.	8000.	0.	0.	0.	.42	60.	14.1	B	20.4	12.6
2	4	1887.	0.	1544.	3392.	0.	1544.	3392.	8000.	0.	0.	0.	.42	60.	14.1	B	20.4	12.6
3	3	4825.	0.	0.	1848.	0.	0.	1848.	6000.	0.	0.	0.	.31	60.	10.3	A	21.1	12.4
4	4	1045.	244.	0.	2092.	244.	0.	2092.	8000.	0.	0.	0.	.26	60.	8.7	A	20.4	12.6
5	3	1555.	0.	0.	2092.	0.	0.	2628.	6000.	0.	* 119.	-536.	.44	8.	112.4	F	10.9	22.1
6	5	800.	1740.	0.	3832.	1740.	0.	4368.	10000.	0.	** 800.	-536.	.44	5.	189.4	F	8.3	29.1
7	4	160.	0.	0.	3832.	0.	0.	4368.	8000.	0.	** 160.	-536.	.55	7.	165.6	F	9.3	27.1
8	4	1730.	336.	0.	4168.	336.	0.	4704.	8000.	0.	** 1730.	-536.	.59	8.	156.4	F	10.0	26.2
9	5	2900.	960.	0.	5128.	960.	0.	5664.	9972.	28.	** 2900.	-536.	.57	7.	160.3	F	9.6	26.7
10	4	2150.	0.	0.	5128.	0.	0.	5664.	7972.	28.	** 2150.	-536.	.71	11.	129.3	F	13.1	22.4
11	4	1380.	508.	232.	5636.	508.	232.	6172.	7930.	70.	** 1380.	-536.	.78	14.	114.0	F	14.6	20.3
12	4	3550.	0.	592.	5404.	0.	592.	5940.	8000.	0.	** 3550.	-536.	.74	12.	122.8	F	13.8	21.5
13	4	1916.	0.	0.	4812.	0.	0.	5348.	8000.	0.	** 1916.	-536.	.67	10.	138.9	F	12.2	23.6
14	4	1304.	852.	0.	5664.	852.	0.	6200.	8000.	0.	** 1304.	-536.	.77	13.	115.7	F	14.5	20.4
15	4	3000.	400.	6064.	6064.	400.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 13.	85.4		13.8	19.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	505. VEH-HRS	636. PASS-HRS	4170. VEH-HRS	5254. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	505. VEH-HRS	636. PASS-HRS	4170. VEH-HRS	5254. PASS-HRS
TOTAL TRAV DISTANCE =	6469. VEH-MI.	8151. PASS-MI.	81739. VEH-MI.	102992. PASS-MI.
AVERAGE SYSTEM SPEED =	13. MPH.		20. MPH.	
AVERAGE DENSITY =	85. VPMPL		59. VPMPL	
TOTAL FUEL =	467. GALLONS		4906. GALLONS	
TOTAL EMISSIONS =	127. KILOGRAMS		1329. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3384.	0.	3384.	3384.	0.	3384.	8000.	0.	0.	0.	.42	60.	14.1	B	20.4	12.6
2	4	1887.	0.	992.	3384.	0.	992.	3384.	8000.	0.	0.	0.	.42	60.	14.1	B	20.4	12.6
3	3	4825.	0.	0.	2392.	0.	0.	2392.	6000.	0.	0.	0.	.40	60.	13.3	B	21.1	12.4
4	4	1045.	252.	0.	2644.	252.	0.	2644.	8000.	0.	0.	0.	.33	60.	11.0	B	20.4	12.6
5	3	1555.	0.	0.	2644.	0.	0.	2392.	6000.	0.	* 725.	252.	.40	13.	59.7	F	14.7	16.9
6	5	800.	1744.	0.	4388.	1744.	0.	4136.	10000.	0.	** 800.	252.	.41	4.	194.4	F	8.3	29.1
7	4	160.	0.	0.	4388.	0.	0.	4136.	8000.	0.	** 160.	252.	.52	6.	171.9	F	8.9	27.8
8	4	1730.	396.	0.	4784.	396.	0.	4532.	8000.	0.	** 1730.	252.	.57	7.	161.1	F	9.6	26.8
9	5	2900.	960.	0.	5744.	960.	0.	5492.	9973.	27.	** 2900.	252.	.55	7.	164.1	F	9.3	27.2
10	4	2150.	0.	0.	5744.	0.	0.	5492.	7973.	27.	** 2150.	252.	.69	10.	134.0	F	12.8	23.0
11	4	1380.	548.	232.	6292.	548.	232.	6040.	7909.	91.	** 1380.	252.	.76	13.	116.8	F	14.2	20.8
12	4	3550.	0.	516.	6060.	0.	516.	5808.	8000.	0.	** 3550.	252.	.73	11.	126.4	F	13.4	22.0
13	4	1916.	0.	0.	5544.	0.	0.	5292.	8000.	0.	** 1916.	252.	.66	9.	140.4	F	11.9	23.9
14	4	1304.	808.	0.	6352.	808.	0.	6100.	8000.	0.	** 1304.	252.	.76	13.	118.4	F	14.2	20.8
15	4	3000.	500.	6852.	6852.	500.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 13.	85.2		13.8	19.6

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	511. VEH-HRS	643. PASS-HRS	4681. VEH-HRS	5898. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	511. VEH-HRS	643. PASS-HRS	4681. VEH-HRS	5898. PASS-HRS
TOTAL TRAV DISTANCE =	6527. VEH-MI.	8224. PASS-MI.	88267. VEH-MI.	111216. PASS-MI.
AVERAGE SYSTEM SPEED =	13. MPH.		19. MPH.	
AVERAGE DENSITY =	85. VPMPL		61. VPMPL	
TOTAL FUEL =	471. GALLONS		5377. GALLONS	
TOTAL EMISSIONS =	128. KILOGRAMS		1457. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3596.	0.	3596.	3596.	0.	3596.	8000.	0.	0.	0.	.45	60.	15.0	B	20.4	12.6
2	4	1887.	0.	960.	3596.	0.	960.	3596.	8000.	0.	0.	0.	.45	60.	15.0	B	20.4	12.6
3	3	4825.	0.	0.	2636.	0.	0.	2636.	6000.	0.	0.	0.	.44	60.	14.6	B	21.1	12.4
4	4	1045.	244.	0.	2880.	244.	0.	2880.	8000.	0.	0.	0.	.36	60.	12.0	B	20.4	12.6
5	3	1555.	0.	0.	2880.	0.	0.	3112.	6000.	0.	* 68.	-232.	.52	18.	58.9	F	14.9	16.8
6	5	800.	1896.	0.	4776.	1896.	0.	5008.	10000.	0.	** 800.	-232.	.50	6.	175.4	F	8.7	28.2
7	4	160.	0.	0.	4776.	0.	0.	5008.	8000.	0.	** 160.	-232.	.63	8.	148.1	F	10.9	24.9
8	4	1730.	296.	0.	5072.	296.	0.	5304.	8000.	0.	** 1730.	-232.	.66	9.	140.1	F	12.0	23.8
9	5	2900.	928.	0.	6000.	928.	0.	6232.	9975.	25.	** 2900.	-232.	.62	8.	148.0	F	10.8	25.1
10	4	2150.	0.	0.	6000.	0.	0.	6232.	7975.	25.	** 2150.	-232.	.78	14.	113.9	F	14.7	20.2
11	4	1380.	480.	228.	6480.	480.	228.	6712.	7941.	59.	** 1380.	-232.	.85	17.	99.6	F	16.4	18.0
12	4	3550.	0.	556.	6252.	0.	556.	6484.	8000.	0.	** 3550.	-232.	.81	15.	108.0	F	15.6	19.1
13	4	1916.	0.	0.	5696.	0.	0.	5928.	8000.	0.	** 1916.	-232.	.74	12.	123.1	F	13.7	21.5
14	4	1304.	672.	0.	6368.	672.	0.	6600.	8000.	0.	** 1304.	-232.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	6368.	6368.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 16.	76.1		15.3	18.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	454. VEH-HRS	572. PASS-HRS	5134. VEH-HRS	6469. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	454. VEH-HRS	572. PASS-HRS	5134. VEH-HRS	6469. PASS-HRS
TOTAL TRAV DISTANCE =	7186. VEH-MI.	9055. PASS-MI.	95453. VEH-MI.	120271. PASS-MI.
AVERAGE SYSTEM SPEED =	16. MPH.		19. MPH.	
AVERAGE DENSITY =	76. VPMPL		62. VPMPL	
TOTAL FUEL =	470. GALLONS		5847. GALLONS	
TOTAL EMISSIONS =	131. KILOGRAMS		1588. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3312.	0.	3312.	3312.	0.	3312.	8000.	0.	0.	0.	.41	60.	13.8	B	20.4	12.6
2	4	1887.	0.	836.	3312.	0.	836.	3312.	8000.	0.	0.	0.	.41	60.	13.8	B	20.4	12.6
3	3	4825.	0.	0.	2476.	0.	0.	2476.	6000.	0.	0.	0.	.41	60.	13.8	B	21.1	12.4
4	4	1045.	236.	0.	2712.	236.	0.	2712.	8000.	0.	0.	0.	.34	60.	11.3	B	20.4	12.6
5	3	1555.	0.	0.	2712.	0.	0.	2712.	6000.	0.	0.	0.	.45	60.	15.1	B	20.4	12.6
6	5	800.	1596.	0.	4308.	1596.	0.	4308.	10000.	0.	0.	0.	.43	14.	61.2	F	14.6	17.3
7	4	160.	0.	0.	4308.	0.	0.	4308.	8000.	0.	0.	0.	.54	12.	88.5	F	13.6	20.2
8	4	1730.	332.	0.	4640.	332.	0.	5468.	8000.	0.	* 953.	-828.	.68	11.	128.7	F	13.0	22.4
9	5	2900.	816.	0.	5456.	816.	0.	6284.	9976.	24.	** 2900.	-828.	.63	9.	146.9	F	10.9	24.9
10	4	2150.	0.	0.	5456.	0.	0.	6284.	7976.	24.	** 2150.	-828.	.79	14.	112.5	F	14.9	19.9
11	4	1380.	500.	224.	5956.	500.	224.	6784.	7944.	56.	** 1380.	-828.	.85	17.	97.8	F	16.6	17.8
12	4	3550.	0.	656.	5732.	0.	656.	6560.	8000.	0.	** 3550.	-828.	.82	15.	105.9	F	15.8	18.8
13	4	1916.	0.	0.	5076.	0.	0.	5904.	8000.	0.	** 1916.	-828.	.74	12.	123.7	F	13.7	21.6
14	4	1304.	696.	0.	5772.	696.	0.	6600.	8000.	0.	** 1304.	-828.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	5772.	5772.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 17.		69.0		15.9	17.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	413. VEH-HRS	521. PASS-HRS	5548. VEH-HRS	6990. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	413. VEH-HRS	521. PASS-HRS	5548. VEH-HRS	6990. PASS-HRS
TOTAL TRAV DISTANCE =	7091. VEH-MI.	8934. PASS-MI.	102544. VEH-MI.	129205. PASS-MI.
AVERAGE SYSTEM SPEED =	17. MPH.		18. MPH.	
AVERAGE DENSITY =	69. VPMPL		62. VPMPL	
TOTAL FUEL =	447. GALLONS		6294. GALLONS	
TOTAL EMISSIONS =	125. KILOGRAMS		1713. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3164.	0.	3164.	3164.	0.	3164.	8000.	0.	0.	0.	.40	60.	13.2	B	20.4	12.6
2	4	1887.	0.	700.	3164.	0.	700.	3164.	8000.	0.	0.	0.	.40	60.	13.2	B	20.4	12.6
3	3	4825.	0.	0.	2464.	0.	0.	2464.	6000.	0.	0.	0.	.41	60.	13.7	B	21.1	12.4
4	4	1045.	248.	0.	2712.	248.	0.	2712.	8000.	0.	0.	0.	.34	60.	11.3	B	20.4	12.6
5	3	1555.	0.	0.	2712.	0.	0.	2712.	6000.	0.	0.	0.	.45	60.	15.1	B	20.4	12.6
6	5	800.	1688.	0.	4400.	1688.	0.	4400.	10000.	0.	0.	0.	.44	55.	16.0	B	22.6	11.5
7	4	160.	0.	0.	4400.	0.	0.	4400.	8000.	0.	0.	0.	.55	55.	20.0	C	22.6	11.5
8	4	1730.	340.	0.	4740.	340.	0.	4740.	8000.	0.	0.	0.	.59	43.	27.5	D	21.3	12.3
9	5	2900.	748.	0.	5488.	748.	0.	6724.	9976.	24.	* 771.	-1236.	.67	12.	110.0	F	13.9	20.5
10	4	2150.	0.	0.	5488.	0.	0.	6724.	7976.	24.	** 2150.	-1236.	.84	17.	100.6	F	16.3	18.1
11	4	1380.	336.	260.	5824.	336.	260.	7060.	7995.	5.	** 1380.	-1236.	.88	19.	92.1	F	17.4	16.7
12	4	3550.	0.	772.	5564.	0.	772.	6800.	8000.	0.	** 3550.	-1236.	.85	17.	99.3	F	16.5	17.9
13	4	1916.	0.	0.	4792.	0.	0.	6028.	8000.	0.	** 1916.	-1236.	.75	13.	120.4	F	14.0	21.1
14	4	1304.	572.	0.	5364.	572.	0.	6600.	8000.	0.	** 1304.	-1236.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	5364.	5364.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 22.		55.9		17.5	16.0

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	328. VEH-HRS	413. PASS-HRS	5875. VEH-HRS	7403. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	328. VEH-HRS	413. PASS-HRS	5875. VEH-HRS	7403. PASS-HRS
TOTAL TRAV DISTANCE =	7130. VEH-MI.	8984. PASS-MI.	109674. VEH-MI.	138189. PASS-MI.
AVERAGE SYSTEM SPEED =	22. MPH.		19. MPH.	
AVERAGE DENSITY =	56. VPMPL		62. VPMPL	
TOTAL FUEL =	407. GALLONS		6700. GALLONS	
TOTAL EMISSIONS =	114. KILOGRAMS		1827. KILOGRAMS	

FREEWAY SUMMARY TABLE
SIMULATION BEFORE CONTROL

TIME SLICE	FREEWAY TRAVEL TIME		RAMP DELAY		TOTAL FREEWAY TRAVEL TIME		TOTAL TRAVEL DISTANCE		AVERAGE SPEED	GASOLINE CONSUMED	HYDROCARB EMISSIONS	CARBON MONOXIDE	NITROUS OXIDES	BEGIN TIME
	VEH-HR	PAS-HR	VEH-HR	PAS-HR	VEH-HR	PAS-HR	VEH-MI	PAS-MI	MPH	GALLONS	KILOGRAMS	KILOGRAMS	KILOGRAMS	
1	173.	218.	0.	0.	173.	218.	7463.	9403.	43.2	358.	8.	79.	6.	14:30
2	197.	248.	0.	0.	197.	248.	6881.	8671.	34.9	345.	8.	78.	6.	14:45
3	225.	284.	0.	0.	225.	284.	7098.	8943.	31.5	365.	9.	83.	6.	15:00
4	250.	316.	0.	0.	250.	316.	7143.	9000.	28.5	377.	10.	87.	6.	15:15
5	280.	352.	0.	0.	280.	352.	7335.	9242.	26.2	396.	11.	92.	6.	15:30
6	311.	392.	0.	0.	311.	392.	6979.	8793.	22.4	398.	12.	93.	6.	15:45
7	348.	438.	0.	0.	348.	438.	7044.	8876.	20.2	418.	12.	97.	6.	16:00
8	374.	471.	0.	0.	374.	471.	6842.	8621.	18.3	423.	13.	98.	6.	16:15
9	442.	557.	0.	0.	442.	557.	6374.	8031.	14.4	438.	14.	99.	6.	16:30
10	505.	637.	0.	0.	505.	637.	6132.	7726.	12.1	455.	15.	101.	6.	16:45
11	560.	706.	0.	0.	560.	706.	5979.	7534.	10.7	465.	16.	101.	6.	17:00
12	505.	636.	0.	0.	505.	636.	6469.	8151.	12.8	467.	16.	105.	6.	17:15
13	511.	643.	0.	0.	511.	643.	6527.	8224.	12.8	471.	16.	106.	6.	17:30
14	454.	572.	0.	0.	454.	572.	7186.	9055.	15.8	470.	15.	109.	7.	17:45
15	413.	521.	0.	0.	413.	521.	7091.	8934.	17.2	447.	14.	105.	6.	18:00
16	328.	413.	0.	0.	328.	413.	7130.	8984.	21.8	407.	12.	96.	6.	18:15
TOTAL	5875.	7403.	0.	0.	5875.	7403.	109674.	138189.	18.7	6700.	201.	1530.	97.	

CONTOUR DIAGRAM OF
SPEED
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ...........................................................................................................   TIME
      .                                                                                                           .
    1 .6666666666666666666666666666666666666555555555555555555555555555555555555555555555555111111111115555555555. - 14:30
    2 .6666666666666666666666666666666666666555555555555555555555555555555555555333333333333000000011115555555555. - 14:45
    3 .6666666666666666666666666666666666666555555555555555555555555555555555555555555555511111111111100000011115555555555. - 15:00
    4 .6666666666666666666666666666666666666555555555555555555555555555555555333331111111111111111111111115555555555. - 15:15
    5 .6666666666666666666666666666666666666555555555555555555555222222211111111111111111111111111111115555555555. - 15:30
    6 .6666666666666666666666666666666666666555555555553333333333111111111111111111111111111111111111115555555555. - 15:45
    7 .6666666666666666666666666666666666666555555555551111111111111111111111111111111111111111111111115555555555. - 16:00
    8 .6666666666666666666666666666666666666555555555500000000001111111111111111111111111111111111111115555555555. - 16:15
    9 .6666666666666666666666666666666666666555511111100000000000000000111111111111111111000000011115555555555. - 16:30
   10 .6666666666666666666666666666666666555500000000000000000000000000001111111111111111110000000111115555555555. - 16:45
   11 .6666666666666666666666666666666666000000000000000000000000000000011111000000000000000000011115555555555. - 17:00
   12 .6666666666666666666666666666666666000000000000000000000000000111111111111111111111111000000011115555555555. - 17:15
   13 .6666666666666666666666666666666611110000000000000000000000111111111111111111111111000000011115555555555. - 17:30
   14 .6666666666666666666666666666666611110000000000000000000000111111111111111111111111111111111115555555555. - 17:45
   15 .6666666666666666666666666666666555551111111110000000000001111111111111111111111111111111111115555555555. - 18:00
   16 .6666666666666666666666666666666666555544444411111111111111111111111111111111111111111111111115555555555. - 18:15
      .                                                                                                           .
      ...........................................................................................................
       :     :    :             : :    : ::    :        :     :    :          :    :  :
       01    02   03            04 05   06 08   09       10    11   12         13   14 15
```

THE DIGIT LEVELS DENOTE THE FIRST DIGIT OF THE OPERATING SPEED (EX. 4 MEANS 40-49 MPH).

CONTOUR DIAGRAM OF
QUEUE LENGTH
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ..........................................................................................................   TIME
      .                                                                                                          .
    1 .                                                                                  ************          . - 14:30
    2 .                                                                                **************          . - 14:45
    3 .                                                                          *********************          . - 15:00
    4 .                                                                      **************************          . - 15:15
    5 .                                                                  ***********************************          . - 15:30
    6 .                                                              ************************************          . - 15:45
    7 .                                                          *******************************************          . - 16:00
    8 .                                                        *********************************************          . - 16:15
    9 .                                                  ***************************************************          . - 16:30
   10 .                                            *********************************************************          . - 16:45
   11 .                                        ***********************************************************          . - 17:00
   12 .                                            *********************************************************          . - 17:15
   13 .                                          ***********************************************************          . - 17:30
   14 .                                            *********************************************************          . - 17:45
   15 .                                                  ***************************************************          . - 18:00
   16 .                                                              ************************************          . - 18:15
      .                                                                                                          .
      ..........................................................................................................
       :     :    :            :  :    :  ::    :        :     :    :          :    :  :
       01    02   03           04 05   06  08   09       10    11   12         13   14 15
```

BLANK DENOTES MOVING TRAFFIC. ASTERISK DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION.
M DENOTES QUEUED VEHICLES DUE TO MERGING. B DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION AND MERGING. (WHEN BOTH QUEUES EXIST, LENGTH OF DISPLAY REPRESENTS MAINLINE CONGESTION.)

CONTOUR DIAGRAM OF
VOLUME/CAPACITY RATIO
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ..................................................................................................................  TIME
      .                                                                                                                .
    1 .4444444444444444444444444444333555555556777777666666666688888889999977777777777766666677 77**********. - 14:30
    2 .3333333333333444444444444444333444444445666666666666666667777777888887777777777776666667777**********. - 14:45
    3 .4444444444444444444444444444333444445556777777666666666688888888888887777777777776666667777**********. - 15:00
    4 .4444444444444444444444444444333444445556666666666666666688888888888887777777777776666667777**********. - 15:15
    5 .4444444444444444444444444444333555555556777777666666666677777778888877777777777777777778888**********. - 15:30
    6 .4444444444444444444444444444333444444445666666666666666677777778888877777777777777777778888**********. - 15:45
    7 .4444444444444444444444444444333444445556777777555555555577777778888877777777777777777778888**********. - 16:00
    8 .4444444444444333333333333333333444444445666666555555555577777778888877777777777777777778888**********. - 16:15
    9 .4444444444444333333333333333222333334445555555555555555566666667777777777777777766666677 77**********. - 16:30
   10 .4444444444444333333333333333222222223334555555555555555566666667777766666666666666666667777**********. - 16:45
   11 .4444444444444222222222222222222222223334555555555555555566666667777766666666666666666666666**********. - 17:00
   12 .4444444444444333333333333333222444444445555555555555555577777777777777777777777766666667777**********. - 17:15
   13 .4444444444444333333333333333333333334445555555555555555566666667777777777777777766666677 77**********. - 17:30
   14 .4444444444444444444444444444333555555556666666666666666677777778888888888888888887777778888**********. - 17:45
   15 .4444444444444444444444444444333444444445666666666666666677777778888888888888888887777778888**********. - 18:00
   16 .3333333333333444444444444444333444444445555555666666666688888888888888888888887777778888**********. - 18:15
      .                                                                                                                .
      ..................................................................................................................
       :      :     :             :  :    :  ::     :         :      :    :           :     :   :
       01     02    03            04 05   06  08    09        10     11   12          13    14  15
```

THE DIGIT LEVELS DENOTE V/C IN VALUES FROM 0 TO 10 (CORRESPONDING TO 0.0 TO 1.0). THE ASTERISK DENOTES SATURATION.

Build 2025 Conditions
AM Peak Period

```
FFFFFFFFFF RRRRRRRRR  EEEEEEEEEE     QQQQQQQ         1111      222222     PPPPPPPPP     EEEEEEEEEE
FFFFFFFFFF RRRRRRRRRR EEEEEEEEEE   Q*A.D.MAY*Q     111111     222  222    PPPPPPPPPP    EEEEEEEEEE
FFF        RRR    RRR EEE         QQQQQ    QQQQQ     1111    222    222   PPP    PPP    EEE
FFF        RRR    RRR EEE        QQQQ        QQQQ    1111           222   PPP    PPP    EEE
FFFFFFF    RRRRRRRRRR EEEEEEE    QQQQ        QQQQ    1111          222    PPPPPPPPPP    EEEEEEE
FFFFFFF    RRRRRRRRR  EEEEEEE    QQQQ        QQQQ    1111        2222     PPPPPPPPP     EEEEEEE
FFF        RRR RRR    EEE        QQQQ    QQQ QQQQ    1111      2222       PPP           EEE
FFF        RRR  RRR   EEE         Q*UC*    QQQQQ     1111     222         PPP           EEE
FFF        RRR   RRR  EEEEEEEEEE   Q*REGENTS*QQ      1111    222          PPP           EEEEEEEEEE
FFF        RRR    RRR EEEEEEEEEE     Q*1999*Q QQQ  11111111  2222222222   PPP           EEEEEEEEEE
```

FREQ12PE 2025 NB AM Build v10

1. THIS IS A SIMULATION ONLY EXECUTION.

2. THERE ARE 4.0 TIME SLICES PER HOUR.

3. WEAVING ANALYSIS IS ENGAGED WITH FACTOR = 0.5

4. NO ALTERNATE ROUTE IS PROVIDED.

5. SPEED FLOW DATA IS SUPPLIED BY THE PROGRAM. DEFAULT FREE-FLOW SPEED = 55
   LOWER LIMB (AT V/C=1) = 30

6. FUEL DATA ARE SUPPLIED BY THE PROGRAM.

7. EMISSION RATES SELECTED FROM PROGRAM TABLES: EMFAC2002 2005 - 75 DEGREES F.

FREEWAY AND ARTERIAL DESIGN FEATURES

SUB SEC	NO. LNS	SSEC CAP	SSEC LENGTH	DESIGN SPEED	ORG DES	TRK FAC	SSEC GRAD	PCT TRK TRUCKS	PCT DES RAMP	SPECIAL	FF.SPD. ALT.RTE	CAP. ALT.RTE	ART TYPE	GRADE ALT.RTE	SUBSECTION LOCATION
1	4	8000.	10000.	55	O	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Dummy Link
2	4	7800.	1500.	55	D	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Mainline to 23rd off
3	4	7800.	1118.	55		0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	23rd off to 23rd on diag
4	4	7800.	345.	55	O	0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	23rd on diag to 23rd loo
5	4	7800.	5130.	55	OD	0.99	0.0	13	0	NO	0.0	0.	GOOD	0.0	23rd on loop to 5th off
6	4	7800.	2055.	55		0.99	0.0	13	0	NO	0.0	0.	GOOD	0.0	5th off to add 5th lane
7	5	9750.	1600.	55	D	0.99	0.0	13	0	NO	0.0	0.	GOOD	0.0	5th lane add to Oak off
8	4	7800.	1280.	55		0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Oak off to Broadway off
9	4	7800.	1570.	55		0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Broadway off to Jacks on
10	5	9000.	1515.	55	OD	0.99	0.0	13	0	YES	0.0	0.	GOOD	0.0	Jacks on to 980 off
11	4	7800.	1190.	55	D	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	980 off to Market off
12	4	7800.	230.	55		0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Market Off to Merge
13	3	5850.	4755.	55		0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Merge to Union on
14	4	8000.	1275.	55	O	0.99	0.0	15	0	YES	0.0	0.	GOOD	0.0	R10 - Union On to ML End
15	4	8000.	2640.	55	D	1.00	0.0	0	0	NO	0.0	0.	GOOD	0.0	Dummy end

ON-RAMP CAPACITY LIMITS

1	2	3	4	5
8000.	1500.	1500.	2000.	1500.

OFF-RAMP CAPACITY LIMITS

1	2	3	4	5	6
1500.	1500.	3000.	3600.	1500.	8000.

ON-RAMP 1 IS THE MAINLINE ORIGIN
OFF-RAMP 6 IS THE MAINLINE DESTINATION

TIME SLICE 1 OF 16

ON-RAMP LOCATIONS
1 4 5 10 14

OFF-RAMP LOCATIONS
2 5 7 10 11 15

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1213. 123. 98. 229. 72.

ORIGINAL OUTPUT COUNTS--
124. 35. 171. 320. 102. 997.

TOTAL ORIGINAL INPUT = 1735. TOTAL ORIGINAL OUTPUT= 1749.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.99
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 2 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1443. 131. 121. 247. 80.

ORIGINAL OUTPUT COUNTS--
131. 49. 218. 392. 124. 1118.

TOTAL ORIGINAL INPUT = 2022. TOTAL ORIGINAL OUTPUT= 2032.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 3 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1604. 186. 161. 306. 104.

ORIGINAL OUTPUT COUNTS--
131. 57. 257. 500. 131. 1235.

TOTAL ORIGINAL INPUT = 2361. TOTAL ORIGINAL OUTPUT= 2311.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 4 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1697. 201. 144. 360. 115.

ORIGINAL OUTPUT COUNTS--
182. 75. 280. 531. 145. 1278.

TOTAL ORIGINAL INPUT = 2517. TOTAL ORIGINAL OUTPUT= 2491.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 5 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1689. 194. 167. 441. 136.

ORIGINAL OUTPUT COUNTS--
175. 69. 295. 526. 190. 1354.

TOTAL ORIGINAL INPUT = 2627. TOTAL ORIGINAL OUTPUT= 2609.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 6 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1756. 245. 197. 523. 148.

ORIGINAL OUTPUT COUNTS--
169. 67. 377. 670. 218. 1395.

TOTAL ORIGINAL INPUT = 2869. TOTAL ORIGINAL OUTPUT= 2896.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.99
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 7 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1760. 307. 220. 546. 155.

ORIGINAL OUTPUT COUNTS--
191. 86. 457. 728. 159. 1367.

TOTAL ORIGINAL INPUT = 2988. TOTAL ORIGINAL OUTPUT= 2988.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 8 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1657. 377. 254. 503. 127.

ORIGINAL OUTPUT COUNTS--
134. 90. 485. 817. 171. 1222.

TOTAL ORIGINAL INPUT = 2918. TOTAL ORIGINAL OUTPUT= 2919.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 9 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1604. 336. 259. 538. 125.

ORIGINAL OUTPUT COUNTS--
151. 82. 495. 796. 172. 1050.

TOTAL ORIGINAL INPUT = 2862. TOTAL ORIGINAL OUTPUT= 2746.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.04
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 10 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1506. 346. 243. 491. 132.

ORIGINAL OUTPUT COUNTS--
131. 85. 461. 776. 167. 1023.

TOTAL ORIGINAL INPUT = 2718. TOTAL ORIGINAL OUTPUT= 2643.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.03
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 11 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1362. 331. 228. 500. 110.

ORIGINAL OUTPUT COUNTS--
134. 88. 482. 792. 170. 1023.

TOTAL ORIGINAL INPUT = 2531. TOTAL ORIGINAL OUTPUT= 2689.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.94
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 12 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1441. 305. 239. 523. 100.

ORIGINAL OUTPUT COUNTS--
148. 74. 436. 773. 172. 1030.

TOTAL ORIGINAL INPUT = 2608. TOTAL ORIGINAL OUTPUT= 2633.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.99
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 13 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1407. 280. 178. 434. 92.

ORIGINAL OUTPUT COUNTS--
146. 77. 400. 713. 125. 975.

TOTAL ORIGINAL INPUT = 2391. TOTAL ORIGINAL OUTPUT= 2436.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.98
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 14 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1428. 249. 161. 407. 105.

ORIGINAL OUTPUT COUNTS--
153. 74. 350. 682. 114. 938.

TOTAL ORIGINAL INPUT = 2350. TOTAL ORIGINAL OUTPUT= 2311.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 15 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1401. 229. 151. 383. 89.

ORIGINAL OUTPUT COUNTS--
134. 79. 329. 628. 112. 923.

TOTAL ORIGINAL INPUT = 2253. TOTAL ORIGINAL OUTPUT= 2205.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 16 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1437. 219. 144. 378. 83.

ORIGINAL OUTPUT COUNTS--
175. 98. 348. 658. 118. 905.

TOTAL ORIGINAL INPUT = 2261. TOTAL ORIGINAL OUTPUT= 2302.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.98
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

***** INPUT HAS BEEN COMPLETED *****

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	4856.	0.	4856.	4856.	0.	4856.	8000.	0.	0.	0.	.61	55.	22.1	C	20.3	11.8
2	4	1500.	0.	492.	4856.	0.	492.	4856.	7800.	0.	0.	0.	.62	55.	22.1	C	20.3	11.8
3	4	1118.	0.	0.	4364.	0.	0.	4364.	7800.	0.	0.	0.	.56	55.	19.8	C	20.3	11.8
4	4	345.	492.	0.	4856.	492.	0.	4856.	7800.	0.	0.	0.	.62	55.	22.1	C	20.5	11.8
5	4	5130.	396.	140.	5252.	396.	140.	5252.	7800.	0.	0.	0.	.67	55.	23.9	C	20.8	11.7
6	4	2055.	0.	0.	5112.	0.	0.	5112.	7800.	0.	0.	0.	.66	55.	23.2	C	20.8	11.7
7	5	1600.	0.	680.	5112.	0.	680.	5112.	9750.	0.	0.	0.	.52	55.	18.6	C	20.8	11.7
8	4	1280.	0.	0.	4432.	0.	0.	4432.	7800.	0.	0.	0.	.57	55.	20.1	C	20.5	11.8
9	4	1570.	0.	0.	4432.	0.	0.	4432.	7800.	0.	0.	0.	.57	55.	20.1	C	20.3	11.8
10	5	1515.	912.	1272.	5344.	912.	1272.	5344.	8266.	734.	0.	0.	.65	55.	19.4	C	20.8	11.7
11	4	1190.	0.	404.	4072.	0.	404.	4072.	7770.	30.	0.	0.	.52	55.	18.5	C	20.3	11.8
12	4	230.	0.	0.	3668.	0.	0.	3668.	7800.	0.	0.	0.	.47	55.	16.7	B	20.5	11.8
13	3	4755.	0.	0.	3668.	0.	0.	3668.	5850.	0.	0.	0.	.63	55.	22.2	C	20.5	11.8
14	4	1275.	288.	0.	3956.	288.	0.	3956.	8000.	0.	0.	0.	.49	55.	18.0	B	20.3	11.8
15	4	2640.	0.	3956.	3956.	0.	3956.	3956.	8000.	0.	0.	0.	.49	55.	18.0	B	24.4	11.2
TOTAL		36203. =	6.9 MILES						MAX(V/C) = 0.67		LOWEST LOS = C		AVG = 55.		21.3		20.7	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	144. VEH-HRS	182. PASS-HRS	144. VEH-HRS	182. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	144. VEH-HRS	182. PASS-HRS	144. VEH-HRS	182. PASS-HRS
TOTAL TRAV DISTANCE =	7925. VEH-MI.	9985. PASS-MI.	7925. VEH-MI.	9985. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	21. VPMPL		21. VPMPL	
TOTAL FUEL =	383. GALLONS		383. GALLONS	
TOTAL EMISSIONS =	93. KILOGRAMS		93. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5772.	0.	5772.	5772.	0.	5772.	8000.	0.	0.	0.	.72	55.	26.2	D	20.3	11.8
2	4	1500.	0.	520.	5772.	0.	520.	5772.	7800.	0.	0.	0.	.74	55.	26.2	D	20.3	11.8
3	4	1118.	0.	0.	5252.	0.	0.	5252.	7800.	0.	0.	0.	.67	55.	23.9	C	20.3	11.8
4	4	345.	524.	0.	5776.	524.	0.	5776.	7800.	0.	0.	0.	.74	55.	26.3	D	20.5	11.8
5	4	5130.	484.	196.	6260.	484.	196.	6260.	7800.	0.	0.	0.	.80	55.	28.5	D	20.8	11.7
6	4	2055.	0.	0.	6064.	0.	0.	6064.	7800.	0.	0.	0.	.78	55.	27.6	D	20.8	11.7
7	5	1600.	0.	868.	6064.	0.	868.	6064.	9750.	0.	0.	0.	.62	55.	22.1	C	20.8	11.7
8	4	1280.	0.	0.	5196.	0.	0.	5196.	7800.	0.	0.	0.	.67	55.	23.6	C	20.5	11.8
9	4	1570.	0.	0.	5196.	0.	0.	5196.	7800.	0.	0.	0.	.67	55.	23.6	C	20.3	11.8
10	5	1515.	988.	1556.	6184.	988.	1556.	6184.	8215.	785.	0.	0.	.75	55.	22.5	C	20.8	11.7
11	4	1190.	0.	496.	4628.	0.	496.	4628.	7765.	35.	0.	0.	.60	55.	21.0	C	20.3	11.8
12	4	230.	0.	0.	4132.	0.	0.	4132.	7800.	0.	0.	0.	.53	55.	18.8	C	20.5	11.8
13	3	4755.	0.	0.	4132.	0.	0.	4132.	5850.	0.	0.	0.	.71	55.	25.0	C	20.5	11.8
14	4	1275.	320.	0.	4452.	320.	0.	4452.	8000.	0.	0.	0.	.56	55.	20.2	C	20.3	11.8
15	4	2640.	0.	4452.	4452.	0.	4452.	4452.	8000.	0.	0.	0.	.56	55.	20.2	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.80		LOWEST LOS = D	AVG = 55.	25.0		20.7	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	169. VEH-HRS	213. PASS-HRS	313. VEH-HRS	394. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	169. VEH-HRS	213. PASS-HRS	313. VEH-HRS	394. PASS-HRS
TOTAL TRAV DISTANCE =	9291. VEH-MI.	11707. PASS-MI.	17216. VEH-MI.	21692. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	25. VPMPL		23. VPMPL	
TOTAL FUEL =	449. GALLONS		832. GALLONS	
TOTAL EMISSIONS =	109. KILOGRAMS		202. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6416.	0.	6416.	6416.	0.	6416.	8000.	0.	0.	0.	.80	55.	29.2	D	20.3	11.8
2	4	1500.	0.	536.	6416.	0.	536.	6416.	7800.	0.	0.	0.	.82	55.	29.2	D	20.3	11.8
3	4	1118.	0.	0.	5880.	0.	0.	5880.	7800.	0.	0.	0.	.75	55.	26.7	D	20.3	11.8
4	4	345.	740.	0.	6620.	740.	0.	6620.	7800.	0.	0.	0.	.85	55.	30.1	D	20.5	11.8
5	4	5130.	644.	232.	7264.	644.	232.	7264.	7800.	0.	0.	0.	.93	53.	34.2	D	21.1	11.6
6	4	2055.	0.	0.	7032.	0.	0.	7032.	7800.	0.	0.	0.	.90	54.	32.6	D	21.0	11.6
7	5	1600.	0.	1048.	7032.	0.	1048.	7032.	9750.	0.	0.	0.	.72	55.	25.6	C	20.8	11.7
8	4	1280.	0.	0.	5984.	0.	0.	5984.	7800.	0.	0.	0.	.77	55.	27.2	D	20.5	11.8
9	4	1570.	0.	0.	5984.	0.	0.	5984.	7800.	0.	0.	0.	.77	55.	27.2	D	20.3	11.8
10	5	1515.	1228.	2044.	7212.	1228.	2044.	7212.	8068.	932.	0.	0.	.89	55.	26.2	D	20.8	11.7
11	4	1190.	0.	536.	5168.	0.	536.	5168.	7760.	40.	0.	0.	.67	55.	23.5	C	20.3	11.8
12	4	230.	0.	0.	4632.	0.	0.	4632.	7800.	0.	0.	0.	.59	55.	21.1	C	20.5	11.8
13	3	4755.	0.	0.	4632.	0.	0.	4632.	5850.	0.	0.	0.	.79	55.	28.1	D	20.5	11.8
14	4	1275.	416.	0.	5048.	416.	0.	5048.	8000.	0.	0.	0.	.63	55.	22.9	C	20.3	11.8
15	4	2640.	0.	5048.	5048.	0.	5048.	5048.	8000.	0.	0.	0.	.63	55.	22.9	C	24.4	11.2
TOTAL		36203. =	6.9 MILES							MAX(V/C) = 0.93	LOWEST LOS = D			AVG = 55.	28.5		20.8	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	193. VEH-HRS	243. PASS-HRS	506. VEH-HRS	638. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	193. VEH-HRS	243. PASS-HRS	506. VEH-HRS	638. PASS-HRS
TOTAL TRAV DISTANCE =	10539. VEH-MI.	13280. PASS-MI.	27755. VEH-MI.	34972. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	29. VPMPL		25. VPMPL	
TOTAL FUEL =	507. GALLONS		1339. GALLONS	
TOTAL EMISSIONS =	124. KILOGRAMS		326. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6784.	0.	6784.	6784.	0.	6784.	8000.	0.	0.	0.	.85	55.	30.8	D	20.3	11.8
2	4	1500.	0.	736.	6784.	0.	736.	6784.	7800.	0.	0.	0.	.87	55.	30.8	D	20.3	11.8
3	4	1118.	0.	0.	6048.	0.	0.	6048.	7800.	0.	0.	0.	.78	55.	27.5	D	20.3	11.8
4	4	345.	808.	0.	6856.	808.	0.	6856.	7800.	0.	0.	0.	.88	55.	31.2	D	20.5	11.8
5	4	5130.	580.	304.	7436.	580.	304.	7436.	7800.	0.	0.	0.	.95	52.	35.6	E	21.3	11.5
6	4	2055.	0.	0.	7132.	0.	0.	7132.	7800.	0.	0.	0.	.91	54.	33.3	D	21.0	11.6
7	5	1600.	0.	1132.	7132.	0.	1132.	7132.	9750.	0.	0.	0.	.73	55.	25.9	C	20.8	11.7
8	4	1280.	0.	0.	6000.	0.	0.	6000.	7800.	0.	0.	0.	.77	55.	27.3	D	20.5	11.8
9	4	1570.	0.	0.	6000.	0.	0.	6000.	7800.	0.	0.	0.	.77	55.	27.3	D	20.3	11.8
10	5	1515.	1440.	2148.	7440.	1440.	2148.	7440.	7913.	1087.	0.	0.	.94	55.	27.1	D	20.8	11.7
11	4	1190.	0.	584.	5292.	0.	584.	5292.	7751.	49.	0.	0.	.68	55.	24.1	C	20.3	11.8
12	4	230.	0.	0.	4708.	0.	0.	4708.	7800.	0.	0.	0.	.60	55.	21.4	C	20.5	11.8
13	3	4755.	0.	0.	4708.	0.	0.	4708.	5850.	0.	0.	0.	.80	55.	28.5	D	20.5	11.8
14	4	1275.	460.	0.	5168.	460.	0.	5168.	8000.	0.	0.	0.	.65	55.	23.5	C	20.3	11.8
15	4	2640.	0.	5168.	5168.	0.	5168.	5168.	8000.	0.	0.	0.	.65	55.	23.5	C	24.4	11.2
TOTAL		36203. =	6.9 MILES						MAX(V/C) = 0.95		LOWEST LOS = E		AVG = 54.		29.5		20.8	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	200. VEH-HRS	252. PASS-HRS	706. VEH-HRS	889. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	200. VEH-HRS	252. PASS-HRS	706. VEH-HRS	889. PASS-HRS
TOTAL TRAV DISTANCE =	10877. VEH-MI.	13705. PASS-MI.	38633. VEH-MI.	48677. PASS-MI.
AVERAGE SYSTEM SPEED =	54. MPH.		55. MPH.	
AVERAGE DENSITY =	30. VPMPL		26. VPMPL	
TOTAL FUEL =	523. GALLONS		1862. GALLONS	
TOTAL EMISSIONS =	127. KILOGRAMS		453. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6756.	0.	6756.	6756.	0.	6756.	8000.	0.	0.	0.	.84	55.	30.7	D	20.3	11.8
2	4	1500.	0.	704.	6756.	0.	704.	6756.	7800.	0.	0.	0.	.87	55.	30.7	D	20.3	11.8
3	4	1118.	0.	0.	6052.	0.	0.	6052.	7800.	0.	0.	0.	.78	55.	27.5	D	20.3	11.8
4	4	345.	772.	0.	6824.	772.	0.	6824.	7800.	0.	0.	0.	.87	55.	31.0	D	20.5	11.8
5	4	5130.	668.	276.	7492.	668.	276.	7492.	7800.	0.	0.	0.	.96	52.	36.0	E	21.4	11.5
6	4	2055.	0.	0.	7216.	0.	0.	7216.	7800.	0.	0.	0.	.93	53.	33.9	D	21.1	11.6
7	5	1600.	0.	1188.	7216.	0.	1188.	7216.	9750.	0.	0.	0.	.74	55.	26.2	D	20.8	11.7
8	4	1280.	0.	0.	6028.	0.	0.	6028.	7800.	0.	0.	0.	.77	55.	27.4	D	20.5	11.8
9	4	1570.	0.	0.	6028.	0.	0.	5856.	7800.	0. *	628.	172.	.75	33.	44.5	F	18.2	13.8
10	5	1515.	1764.	2120.	7792.	1764.	2073.	7620.	7620.	1380.	0.	0.	1.00	55.	27.7	E	20.8	11.7
11	4	1190.	0.	760.	5672.	0.	743.	5547.	7724.	76.	0.	0.	.72	55.	25.2	C	20.3	11.8
12	4	230.	0.	0.	4912.	0.	0.	4803.	7800.	0.	0.	0.	.62	55.	21.8	C	20.5	11.8
13	3	4755.	0.	0.	4912.	0.	0.	4803.	5850.	0.	0.	0.	.82	55.	29.1	D	20.5	11.8
14	4	1275.	544.	0.	5456.	544.	0.	5347.	8000.	0.	0.	0.	.67	55.	24.3	C	20.3	11.8
15	4	2640.	0.	5456.	5456.	0.	5347.	5347.	8000.	0.	0.	0.	.67	55.	24.3	C	24.4	11.2
TOTAL		36203. =	6.9 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 53.		30.6		20.7	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	207. VEH-HRS	261. PASS-HRS	913. VEH-HRS	1151. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	207. VEH-HRS	261. PASS-HRS	913. VEH-HRS	1151. PASS-HRS
TOTAL TRAV DISTANCE =	10974. VEH-MI.	13827. PASS-MI.	49607. VEH-MI.	62505. PASS-MI.
AVERAGE SYSTEM SPEED =	53. MPH.		54. MPH.	
AVERAGE DENSITY =	31. VPMPL		27. VPMPL	
TOTAL FUEL =	530. GALLONS		2392. GALLONS	
TOTAL EMISSIONS =	129. KILOGRAMS		583. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7024.	0.	7024.	7024.	0.	7024.	8000.	0.	0.	0.	.88	54.	32.3	D	20.4	11.8
2	4	1500.	0.	668.	7024.	0.	668.	7024.	7800.	0.	0.	0.	.90	54.	32.6	D	20.5	11.7
3	4	1118.	0.	0.	6356.	0.	0.	6036.	7800.	0.	* 1043.	320.	.77	25.	59.6	F	16.9	15.4
4	4	345.	980.	0.	7336.	980.	0.	7016.	7800.	0.	** 345.	320.	.90	21.	81.7	F	16.7	16.1
5	4	5130.	784.	264.	8120.	784.	254.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	7856.	0.	0.	7546.	7800.	0.	0.	0.	.97	52.	36.5	E	21.4	11.4
7	5	1600.	0.	1492.	7856.	0.	1433.	7546.	9750.	0.	0.	0.	.77	55.	27.4	D	20.8	11.7
8	4	1280.	0.	0.	6364.	0.	0.	5515.	7800.	0.	* 1045.	599.	.71	30.	45.3	F	18.0	14.1
9	4	1570.	0.	0.	6364.	0.	0.	5515.	7800.	0.	** 1570.	599.	.71	12.	111.4	F	12.7	21.6
10	5	1515.	2088.	2652.	8452.	2000.	2358.	7515.	7515.	1485.	0.	0.	1.00	55.	27.3	E	20.8	11.7
11	4	1190.	0.	864.	5800.	0.	768.	5157.	7711.	89.	0.	0.	.67	55.	23.4	C	20.3	11.8
12	4	230.	0.	0.	4936.	0.	0.	4389.	7800.	0.	0.	0.	.56	55.	19.9	C	20.5	11.8
13	3	4755.	0.	0.	4936.	0.	0.	4389.	5850.	0.	0.	0.	.75	55.	26.6	D	20.5	11.8
14	4	1275.	592.	0.	5528.	592.	0.	4981.	8000.	0.	0.	0.	.62	55.	22.6	C	20.3	11.8
15	4	2640.	0.	5528.	5528.	0.	4981.	4981.	8000.	0.	0.	0.	.62	55.	22.6	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 45.	36.1		20.2	12.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	248. VEH-HRS	312. PASS-HRS	1161. VEH-HRS	1462. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	3. VEH-HRS	3. PASS-HRS	3. VEH-HRS	3. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	250. VEH-HRS	315. PASS-HRS	1163. VEH-HRS	1466. PASS-HRS
TOTAL TRAV DISTANCE =	11038. VEH-MI.	13908. PASS-MI.	60645. VEH-MI.	76412. PASS-MI.
AVERAGE SYSTEM SPEED =	44. MPH.		52. MPH.	
AVERAGE DENSITY =	36. VPMPL		29. VPMPL	
TOTAL FUEL =	547. GALLONS		2939. GALLONS	
TOTAL EMISSIONS =	135. KILOGRAMS		718. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	4	RAMP	22.	2.75	1.07	0.06	0.34	0.02	0.42
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	22.	2.75	1.07	0.06	0.34	0.02	0.42

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7036.	0.	7036.	7036.	0.	6497.	8000.	0.	* 919.	539.	.81	52.	31.2	F	20.3	11.9
2	4	1500.	0.	764.	7036.	0.	764.	6497.	7800.	0.	** 1500.	539.	.83	21.	76.4	F	16.2	16.5
3	4	1118.	0.	0.	6272.	0.	0.	5733.	7800.	0.	** 1118.	539.	.74	12.	121.2	F	12.3	22.5
4	4	345.	1228.	0.	7500.	1228.	0.	6961.	7800.	0.	B* 345.	539.	.89	20.	87.8	F	16.2	16.8
5	4	5130.	880.	344.	8380.	880.	320.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	8036.	0.	0.	7480.	7800.	0.	0.	0.	.96	52.	35.9	E	21.4	11.5
7	5	1600.	0.	1828.	8036.	0.	1701.	7307.	9750.	0.	* 297.	173.	.75	46.	31.5	F	20.1	12.3
8	4	1280.	0.	0.	6208.	0.	0.	5606.	7800.	0.	** 1280.	173.	.72	12.	120.9	F	12.4	22.5
9	4	1570.	0.	0.	6208.	0.	0.	5606.	7800.	0.	** 1570.	173.	.72	11.	124.8	F	12.0	23.1
10	5	1515.	2180.	2912.	8388.	2000.	2638.	7606.	7606.	1394.	0.	0.	1.00	55.	27.7	E	20.8	11.7
11	4	1190.	0.	632.	5476.	0.	575.	4968.	7733.	67.	0.	0.	.64	55.	22.6	C	20.3	11.8
12	4	230.	0.	0.	4844.	0.	0.	4393.	7800.	0.	0.	0.	.56	55.	20.0	C	20.5	11.8
13	3	4755.	0.	0.	4844.	0.	0.	4393.	5850.	0.	0.	0.	.75	55.	26.6	D	20.5	11.8
14	4	1275.	620.	0.	5464.	620.	0.	5013.	8000.	0.	0.	0.	.63	55.	22.8	C	20.3	11.8
15	4	2640.	0.	5464.	5464.	0.	5013.	5013.	8000.	0.	0.	0.	.63	55.	22.8	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 37.	43.0		19.3	13.0

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	299. VEH-HRS	376. PASS-HRS	1459. VEH-HRS	1839. PASS-HRS
FREEWAY MERGE DELAY =	1. VEH-HRS	2. PASS-HRS	1. VEH-HRS	2. PASS-HRS
ON-RAMP MRG/CAP DELAY =	11. VEH-HRS	14. PASS-HRS	14. VEH-HRS	17. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	311. VEH-HRS	392. PASS-HRS	1475. VEH-HRS	1858. PASS-HRS
TOTAL TRAV DISTANCE =	10955. VEH-MI.	13803. PASS-MI.	71599. VEH-MI.	90215. PASS-MI.
AVERAGE SYSTEM SPEED =	35. MPH.		49. MPH.	
AVERAGE DENSITY =	43. VPMPL		31. VPMPL	
TOTAL FUEL =	572. GALLONS		3511. GALLONS	
TOTAL EMISSIONS =	145. KILOGRAMS		863. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	10.	1.28	0.50	0.03	0.16	0.01	0.20
		TOTAL	10.	1.28	0.50	0.03	0.16	0.01	0.20
ON-RAMP	4	RAMP	67.	11.13	4.32	0.26	1.37	0.07	1.70
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	67.	11.13	4.32	0.26	1.37	0.07	1.70

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6632.	0.	6632.	6632.	0.	6186.	8000.	0.	* 2631.	446.	.77	36.	42.9	F	18.6	13.4
2	4	1500.	0.	536.	6632.	0.	536.	6186.	7800.	0.	B* 1500.	446.	.79	14.	108.9	F	13.6	20.5
3	4	1118.	0.	0.	6096.	0.	0.	5650.	7800.	0.	BB 1118.	446.	.72	11.	123.5	F	12.1	22.9
4	4	345.	1508.	0.	7604.	1500.	0.	7150.	7800.	0.	BB 345.	446.	.92	22.	82.7	F	16.7	16.0
5	4	5130.	1016.	364.	8620.	1016.	329.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	8256.	0.	0.	7471.	7800.	0.	0.	0.	.96	52.	35.8	E	21.3	11.5
7	5	1600.	0.	1940.	8256.	0.	1755.	7438.	9750.	0.	* 393.	32.	.76	32.	46.0	F	18.5	13.8
8	4	1280.	0.	0.	6316.	0.	0.	5683.	7800.	0.	** 1280.	32.	.73	12.	122.7	F	12.4	22.6
9	4	1570.	0.	0.	6316.	0.	0.	5683.	7800.	0.	** 1570.	32.	.73	12.	122.7	F	12.2	22.8
10	5	1515.	2008.	3264.	8324.	2000.	3002.	7683.	7683.	1317.	0.	0.	1.00	55.	27.9	E	20.8	11.7
11	4	1190.	0.	684.	5060.	0.	630.	4681.	7729.	71.	0.	0.	.61	55.	21.3	C	20.3	11.8
12	4	230.	0.	0.	4376.	0.	0.	4052.	7800.	0.	0.	0.	.52	55.	18.4	C	20.5	11.8
13	3	4755.	0.	0.	4376.	0.	0.	4052.	5850.	0.	0.	0.	.69	55.	24.6	C	20.5	11.8
14	4	1275.	508.	0.	4884.	508.	0.	4560.	8000.	0.	0.	0.	.57	55.	20.7	C	20.3	11.8
15	4	2640.	0.	4884.	4884.	0.	4560.	4560.	8000.	0.	0.	0.	.57	55.	20.7	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 32.	47.7		18.5	13.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	332. VEH-HRS	418. PASS-HRS	1791. VEH-HRS	2257. PASS-HRS
FREEWAY MERGE DELAY =	13. VEH-HRS	16. PASS-HRS	14. VEH-HRS	18. PASS-HRS
ON-RAMP MRG/CAP DELAY =	17. VEH-HRS	22. PASS-HRS	31. VEH-HRS	39. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	362. VEH-HRS	456. PASS-HRS	1836. VEH-HRS	2314. PASS-HRS
TOTAL TRAV DISTANCE =	10528. VEH-MI.	13265. PASS-MI.	82127. VEH-MI.	103481. PASS-MI.
AVERAGE SYSTEM SPEED =	29. MPH.		46. MPH.	
AVERAGE DENSITY =	48. VPMPL		33. VPMPL	
TOTAL FUEL =	579. GALLONS		4091. GALLONS	
TOTAL EMISSIONS =	149. KILOGRAMS		1012. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	2	RAMP	2.	0.25	0.10	0.01	0.03	0.00	0.04
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	2.	0.25	0.10	0.01	0.03	0.00	0.04
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	102.	12.73	4.95	0.30	1.56	0.08	1.94
		TOTAL	102.	12.73	4.95	0.30	1.56	0.08	1.94
ON-RAMP	4	RAMP	69.	17.00	6.61	0.40	2.09	0.11	2.59
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	69.	17.00	6.61	0.40	2.09	0.11	2.59

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6416.	0.	6416.	6416.	0.	6284.	8000.	0.	B 3148.	132.	.79	30.	52.7	F	17.7	14.4
2	4	1500.	0.	628.	6416.	0.	628.	6284.	7800.	0.	BB 1500.	132.	.81	15.	106.3	F	14.0	20.0
3	4	1118.	0.	0.	5788.	0.	0.	5656.	7800.	0.	BB 1118.	132.	.73	11.	123.4	F	12.2	22.9
4	4	345.	1340.	0.	7128.	1348.	0.	7004.	7800.	0.	BB 345.	132.	.90	20.	86.7	F	16.3	16.6
5	4	5130.	1040.	344.	8168.	1040.	329.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	7824.	0.	0.	7471.	7800.	0.	0.	0.	.96	52.	35.8	E	21.3	11.5
7	5	1600.	0.	2064.	7824.	0.	1971.	7471.	9750.	0.	0.	0.	.77	46.	32.5	D	20.1	12.3
8	4	1280.	0.	0.	5760.	0.	0.	5731.	7800.	0.	* 913.	-230.	.73	12.	115.2	F	12.8	21.8
9	4	1570.	0.	0.	5760.	0.	0.	5731.	7800.	0.	** 1570.	-230.	.73	12.	121.4	F	12.3	22.6
10	5	1515.	2156.	3320.	7916.	2000.	3235.	7731.	7731.	1269.	0.	0.	1.00	55.	28.1	E	20.8	11.7
11	4	1190.	0.	716.	4596.	0.	697.	4496.	7721.	79.	0.	0.	.58	55.	20.4	C	20.3	11.8
12	4	230.	0.	0.	3880.	0.	0.	3799.	7800.	0.	0.	0.	.49	55.	17.3	B	20.5	11.8
13	3	4755.	0.	0.	3880.	0.	0.	3799.	5850.	0.	0.	0.	.65	55.	23.0	C	20.5	11.8
14	4	1275.	500.	0.	4380.	500.	0.	4299.	8000.	0.	0.	0.	.54	55.	19.5	C	20.3	11.8
15	4	2640.	0.	4380.	4380.	0.	4299.	4299.	8000.	0.	0.	0.	.54	55.	19.5	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 31.	49.0		18.4	13.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	337. VEH-HRS	425. PASS-HRS	2128. VEH-HRS	2681. PASS-HRS
FREEWAY MERGE DELAY =	20. VEH-HRS	26. PASS-HRS	34. VEH-HRS	43. PASS-HRS
ON-RAMP MRG/CAP DELAY =	22. VEH-HRS	28. PASS-HRS	53. VEH-HRS	67. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	380. VEH-HRS	478. PASS-HRS	2216. VEH-HRS	2792. PASS-HRS
TOTAL TRAV DISTANCE =	10342. VEH-MI.	13032. PASS-MI.	92470. VEH-MI.	116512. PASS-MI.
AVERAGE SYSTEM SPEED =	27. MPH.		43. MPH.	
AVERAGE DENSITY =	49. VPMPL		35. VPMPL	
TOTAL FUEL =	579. GALLONS		4670. GALLONS	
TOTAL EMISSIONS =	151. KILOGRAMS		1163. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	163.	20.35	7.91	0.48	2.50	0.13	3.11
		TOTAL	163.	20.35	7.91	0.48	2.50	0.13	3.11
ON-RAMP	4	RAMP	108.	22.13	8.60	0.52	2.71	0.14	3.38
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	108.	22.13	8.60	0.52	2.71	0.14	3.38

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6024.	0.	6024.	6024.	0.	6103.	8000.	0.	B 2862.	-79.	.76	28.	55.2	F	17.3	14.8
2	4	1500.	0.	540.	6024.	0.	540.	6103.	7800.	0.	BB 1500.	-79.	.78	14.	111.2	F	13.3	20.9
3	4	1118.	0.	0.	5484.	0.	0.	5563.	7800.	0.	BB 1118.	-79.	.71	11.	125.9	F	12.0	23.2
4	4	345.	1380.	0.	6864.	1380.	0.	6943.	7800.	0.	BB 345.	-79.	.89	20.	88.3	F	16.1	16.9
5	4	5130.	972.	348.	7836.	972.	346.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	7488.	0.	0.	7454.	7800.	0.	0.	0.	.96	52.	35.7	E	21.3	11.5
7	5	1600.	0.	1900.	7488.	0.	1891.	7454.	9750.	0.	0.	0.	.76	55.	27.1	D	20.8	11.7
8	4	1280.	0.	0.	5588.	0.	0.	5739.	7800.	0.	* 306.	-176.	.74	20.	72.1	F	15.7	16.9
9	4	1570.	0.	0.	5588.	0.	0.	5739.	7800.	0.	** 1570.	-176.	.74	12.	121.1	F	12.3	22.5
10	5	1515.	1964.	3188.	7552.	2000.	3265.	7739.	7739.	1261.	0.	0.	1.00	55.	28.1	E	20.8	11.7
11	4	1190.	0.	688.	4364.	0.	704.	4474.	7720.	80.	0.	0.	.58	55.	20.3	C	20.3	11.8
12	4	230.	0.	0.	3676.	0.	0.	3770.	7800.	0.	0.	0.	.48	55.	17.1	B	20.5	11.8
13	3	4755.	0.	0.	3676.	0.	0.	3770.	5850.	0.	0.	0.	.64	55.	22.8	C	20.5	11.8
14	4	1275.	528.	0.	4204.	528.	0.	4298.	8000.	0.	0.	0.	.54	55.	19.5	C	20.3	11.8
15	4	2640.	0.	4204.	4204.	0.	4298.	4298.	8000.	0.	0.	0.	.54	55.	19.5	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 31.	48.2		18.4	13.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	328. VEH-HRS	414. PASS-HRS	2456. VEH-HRS	3095. PASS-HRS
FREEWAY MERGE DELAY =	24. VEH-HRS	30. PASS-HRS	58. VEH-HRS	73. PASS-HRS
ON-RAMP MRG/CAP DELAY =	26. VEH-HRS	33. PASS-HRS	79. VEH-HRS	100. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	378. VEH-HRS	476. PASS-HRS	2594. VEH-HRS	3268. PASS-HRS
TOTAL TRAV DISTANCE =	10152. VEH-MI.	12791. PASS-MI.	102622. VEH-MI.	129303. PASS-MI.
AVERAGE SYSTEM SPEED =	27. MPH.		42. MPH.	
AVERAGE DENSITY =	48. VPMPL		36. VPMPL	
TOTAL FUEL =	571. GALLONS		5241. GALLONS	
TOTAL EMISSIONS =	149. KILOGRAMS		1311. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	192.	23.95	9.31	0.56	2.94	0.15	3.65
		TOTAL	192.	23.95	9.31	0.56	2.94	0.15	3.65
ON-RAMP	4	RAMP	99.	25.88	10.06	0.61	3.18	0.17	3.95
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	99.	25.88	10.06	0.61	3.18	0.17	3.95

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5444.	0.	5444.	5444.	0.	6031.	8000.	0.	B 832.	-587.	.75	33.	46.0	F	18.1	13.9
2	4	1500.	0.	504.	5444.	0.	504.	6031.	7800.	0.	BB 1500.	-587.	.77	13.	113.2	F	13.1	21.2
3	4	1118.	0.	0.	4940.	0.	0.	5527.	7800.	0.	BB 1118.	-587.	.71	11.	126.9	F	11.9	23.4
4	4	345.	1324.	0.	6264.	1324.	0.	6851.	7800.	0.	BB 345.	-587.	.88	19.	90.8	F	15.8	17.4
5	4	5130.	920.	332.	7184.	920.	360.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	6852.	0.	0.	7440.	7800.	0.	0.	0.	.95	52.	35.6	E	21.3	11.5
7	5	1600.	0.	1816.	6852.	0.	1972.	7440.	9750.	0.	0.	0.	.76	55.	27.1	D	20.8	11.7
8	4	1280.	0.	0.	5036.	0.	0.	5468.	7800.	0.	0.	0.	.70	48.	28.5	D	20.0	12.2
9	4	1570.	0.	0.	5036.	0.	0.	5743.	7800.	0.	* 933.	-275.	.74	13.	108.6	F	13.0	21.1
10	5	1515.	2004.	2980.	7040.	2000.	3277.	7743.	7743.	1257.	0.	0.	1.00	55.	28.2	E	20.8	11.7
11	4	1190.	0.	644.	4060.	0.	708.	4466.	7719.	81.	0.	0.	.58	55.	20.3	C	20.3	11.8
12	4	230.	0.	0.	3416.	0.	0.	3758.	7800.	0.	0.	0.	.48	55.	17.1	B	20.5	11.8
13	3	4755.	0.	0.	3416.	0.	0.	3758.	5850.	0.	0.	0.	.64	55.	22.8	C	20.5	11.8
14	4	1275.	440.	0.	3856.	440.	0.	4198.	8000.	0.	0.	0.	.52	55.	19.1	C	20.3	11.8
15	4	2640.	0.	3856.	3856.	0.	4198.	4198.	8000.	0.	0.	0.	.52	55.	19.1	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 34.	43.7		18.9	13.4

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	291. VEH-HRS	367. PASS-HRS	2747. VEH-HRS	3462. PASS-HRS
FREEWAY MERGE DELAY =	23. VEH-HRS	29. PASS-HRS	81. VEH-HRS	103. PASS-HRS
ON-RAMP MRG/CAP DELAY =	25. VEH-HRS	31. PASS-HRS	104. VEH-HRS	131. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	339. VEH-HRS	427. PASS-HRS	2933. VEH-HRS	3696. PASS-HRS
TOTAL TRAV DISTANCE =	9872. VEH-MI.	12439. PASS-MI.	112494. VEH-MI.	141743. PASS-MI.
AVERAGE SYSTEM SPEED =	29. MPH.		41. MPH.	
AVERAGE DENSITY =	44. VPMPL		37. VPMPL	
TOTAL FUEL =	542. GALLONS		5782. GALLONS	
TOTAL EMISSIONS =	140. KILOGRAMS		1451. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	184.	23.06	8.96	0.54	2.83	0.15	3.52
		TOTAL	184.	23.06	8.96	0.54	2.83	0.15	3.52
ON-RAMP	4	RAMP	100.	24.88	9.67	0.58	3.05	0.16	3.80
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	100.	24.88	9.67	0.58	3.05	0.16	3.80

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5764.	0.	5764.	5764.	0.	5764.	8000.	0.	M 1939.	0.	.72	51.	28.3	D	20.0	12.1
2	4	1500.	0.	588.	5764.	0.	588.	6162.	7800.	0.	BM 830.	-398.	.79	15.	102.3	F	14.0	19.8
3	4	1118.	0.	0.	5176.	0.	0.	5574.	7800.	0.	BB 1118.	-398.	.71	11.	125.6	F	12.0	23.2
4	4	345.	1220.	0.	6396.	1220.	0.	6794.	7800.	0.	BB 345.	-398.	.87	18.	92.4	F	15.6	17.7
5	4	5130.	956.	296.	7352.	956.	314.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	7056.	0.	0.	7486.	7800.	0.	0.	0.	.96	52.	36.0	E	21.4	11.5
7	5	1600.	0.	1728.	7056.	0.	1833.	7486.	9750.	0.	0.	0.	.77	55.	27.2	D	20.8	11.7
8	4	1280.	0.	0.	5328.	0.	0.	5653.	7800.	0.	0.	0.	.72	55.	25.7	C	20.5	11.8
9	4	1570.	0.	0.	5328.	0.	0.	5726.	7800.	0.	* 680.	-74.	.73	19.	75.4	F	15.2	17.4
10	5	1515.	2092.	3060.	7420.	2000.	3189.	7726.	7726.	1274.	0.	0.	1.00	55.	28.1	E	20.8	11.7
11	4	1190.	0.	680.	4360.	0.	708.	4537.	7719.	81.	0.	0.	.59	55.	20.6	C	20.3	11.8
12	4	230.	0.	0.	3680.	0.	0.	3829.	7800.	0.	0.	0.	.49	55.	17.4	B	20.5	11.8
13	3	4755.	0.	0.	3680.	0.	0.	3829.	5850.	0.	0.	0.	.65	55.	23.2	C	20.5	11.8
14	4	1275.	400.	0.	4080.	400.	0.	4229.	8000.	0.	0.	0.	.53	55.	19.2	C	20.3	11.8
15	4	2640.	0.	4080.	4080.	0.	4229.	4229.	8000.	0.	0.	0.	.53	55.	19.2	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 40.	36.9		19.7	12.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	251. VEH-HRS	317. PASS-HRS	2999. VEH-HRS	3778. PASS-HRS
FREEWAY MERGE DELAY =	21. VEH-HRS	27. PASS-HRS	103. VEH-HRS	130. PASS-HRS
ON-RAMP MRG/CAP DELAY =	28. VEH-HRS	35. PASS-HRS	132. VEH-HRS	166. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	301. VEH-HRS	379. PASS-HRS	3234. VEH-HRS	4075. PASS-HRS
TOTAL TRAV DISTANCE =	10028. VEH-MI.	12635. PASS-MI.	122522. VEH-MI.	154378. PASS-MI.
AVERAGE SYSTEM SPEED =	33. MPH.		41. MPH.	
AVERAGE DENSITY =	37. VPMPL		37. VPMPL	
TOTAL FUEL =	529. GALLONS		6311. GALLONS	
TOTAL EMISSIONS =	135. KILOGRAMS		1586. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	172.	21.49	8.35	0.50	2.64	0.14	3.28
		TOTAL	172.	21.49	8.35	0.50	2.64	0.14	3.28
ON-RAMP	4	RAMP	123.	27.88	10.84	0.65	3.42	0.18	4.25
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	123.	27.88	10.84	0.65	3.42	0.18	4.25

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5628.	0.	5628.	5628.	0.	5628.	8000.	0.	0.	0.	.70	55.	25.6	C	20.3	11.8
2	4	1500.	0.	572.	5628.	0.	572.	5628.	7800.	0. M	571.	0.	.72	41.	34.5	D	19.2	12.9
3	4	1118.	0.	0.	5056.	0.	0.	5587.	7800.	0. BM	88.	-531.	.72	14.	99.6	F	13.4	20.2
4	4	345.	1120.	0.	6176.	1120.	0.	6707.	7800.	0. BB	345.	-531.	.86	18.	94.8	F	15.3	18.1
5	4	5130.	712.	300.	6888.	712.	340.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	6588.	0.	0.	7460.	7800.	0.	0.	0.	.96	52.	35.8	E	21.3	11.5
7	5	1600.	0.	1572.	6588.	0.	1780.	7460.	9750.	0.	0.	0.	.77	55.	27.1	D	20.8	11.7
8	4	1280.	0.	0.	5016.	0.	0.	5681.	7800.	0.	0.	0.	.73	55.	25.8	C	20.5	11.8
9	4	1570.	0.	0.	5016.	0.	0.	5742.	7800.	0. *	465.	-62.	.74	24.	61.0	F	16.4	15.8
10	5	1515.	1736.	2804.	6752.	2000.	3215.	7742.	7742.	1258.	0.	0.	1.00	55.	28.2	E	20.8	11.7
11	4	1190.	0.	492.	3948.	0.	572.	4527.	7732.	68.	0.	0.	.59	55.	20.6	C	20.3	11.8
12	4	230.	0.	0.	3456.	0.	0.	3955.	7800.	0.	0.	0.	.51	55.	18.0	B	20.5	11.8
13	3	4755.	0.	0.	3456.	0.	0.	3955.	5850.	0.	0.	0.	.68	55.	24.0	C	20.5	11.8
14	4	1275.	368.	0.	3824.	368.	0.	4323.	8000.	0.	0.	0.	.54	55.	19.7	C	20.3	11.8
15	4	2640.	0.	3824.	3824.	0.	4323.	4323.	8000.	0.	0.	0.	.54	55.	19.7	C	24.4	11.2
TOTAL		36203. =	6.9 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 46.		32.0		20.3	12.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	218. VEH-HRS	274. PASS-HRS	3216. VEH-HRS	4053. PASS-HRS
FREEWAY MERGE DELAY =	10. VEH-HRS	12. PASS-HRS	112. VEH-HRS	142. PASS-HRS
ON-RAMP MRG/CAP DELAY =	23. VEH-HRS	28. PASS-HRS	155. VEH-HRS	195. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	250. VEH-HRS	315. PASS-HRS	3484. VEH-HRS	4389. PASS-HRS
TOTAL TRAV DISTANCE =	9965. VEH-MI.	12556. PASS-MI.	132488. VEH-MI.	166934. PASS-MI.
AVERAGE SYSTEM SPEED =	40. MPH.		41. MPH.	
AVERAGE DENSITY =	32. VPMPL		36. VPMPL	
TOTAL FUEL =	504. GALLONS		6815. GALLONS	
TOTAL EMISSIONS =	126. KILOGRAMS		1712. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	77.	9.57	3.72	0.22	1.17	0.06	1.46
		TOTAL	77.	9.57	3.72	0.22	1.17	0.06	1.46
ON-RAMP	4	RAMP	57.	22.50	8.75	0.53	2.76	0.15	3.43
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	57.	22.50	8.75	0.53	2.76	0.15	3.43

```
QUEUE CLEAR SECTION   9 FT=     0
QUEUE CLEAR SECTION   4 FT=    40
```

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5712.	0.	5712.	5712.	0.	5712.	8000.	0.	0.	0.	.71	55.	26.0	C	20.3	11.8
2	4	1500.	0.	624.	5712.	0.	624.	5712.	7800.	0.	0.	0.	.73	55.	26.0	C	20.3	11.8
3	4	1118.	0.	0.	5088.	0.	0.	5088.	7800.	0.	0.	0.	.65	52.	24.4	C	20.1	12.0
4	4	345.	996.	0.	6084.	996.	0.	6189.	7800.	0.	0.	-105.	.79	18.	83.8	F	15.4	17.7
5	4	5130.	640.	300.	6724.	640.	318.	7135.	7800.	0.	0.	0.	.91	54.	33.3	D	21.0	11.6
6	4	2055.	0.	0.	6424.	0.	0.	6817.	7800.	0.	0.	0.	.87	55.	31.0	D	20.8	11.7
7	5	1600.	0.	1424.	6424.	0.	1511.	6817.	9750.	0.	0.	0.	.70	55.	24.8	C	20.8	11.7
8	4	1280.	0.	0.	5000.	0.	0.	5306.	7800.	0.	0.	0.	.68	55.	24.1	C	20.5	11.8
9	4	1570.	0.	0.	5000.	0.	0.	5452.	7800.	0.	0.	-146.	.70	33.	40.8	E	18.3	13.6
10	5	1515.	1624.	2772.	6624.	1852.	3055.	7304.	7850.	1150.	0.	0.	.93	55.	26.6	D	20.8	11.7
11	4	1190.	0.	460.	3852.	0.	509.	4248.	7743.	57.	0.	0.	.55	55.	19.3	C	20.3	11.8
12	4	230.	0.	0.	3392.	0.	0.	3739.	7800.	0.	0.	0.	.48	55.	17.0	B	20.5	11.8
13	3	4755.	0.	0.	3392.	0.	0.	3739.	5850.	0.	0.	0.	.64	55.	22.7	C	20.5	11.8
14	4	1275.	420.	0.	3812.	420.	0.	4159.	8000.	0.	0.	0.	.52	55.	18.9	C	20.3	11.8
15	4	2640.	0.	3812.	3812.	0.	4159.	4159.	8000.	0.	0.	0.	.52	55.	18.9	C	24.4	11.2
TOTAL		36203. =	6.9 MILES									MAX(V/C) = 0.93	LOWEST LOS = F	AVG = 52.	26.9		20.6	11.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	183. VEH-HRS	230. PASS-HRS	3399. VEH-HRS	4283. PASS-HRS
FREEWAY MERGE DELAY =	5. VEH-HRS	7. PASS-HRS	118. VEH-HRS	148. PASS-HRS
ON-RAMP MRG/CAP DELAY =	7. VEH-HRS	9. PASS-HRS	162. VEH-HRS	204. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	195. VEH-HRS	246. PASS-HRS	3679. VEH-HRS	4635. PASS-HRS
TOTAL TRAV DISTANCE =	9527. VEH-MI.	12005. PASS-MI.	142015. VEH-MI.	178939. PASS-MI.
AVERAGE SYSTEM SPEED =	49. MPH.		42. MPH.	
AVERAGE DENSITY =	27. VPMPL		36. VPMPL	
TOTAL FUEL =	468. GALLONS		7284. GALLONS	
TOTAL EMISSIONS =	115. KILOGRAMS		1827. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	0.	5.38	2.09	0.13	0.66	0.03	0.82
		TOTAL	0.	5.38	2.09	0.13	0.66	0.03	0.82
ON-RAMP	4	RAMP	0.	7.13	2.77	0.17	0.87	0.05	1.09
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	0.	7.13	2.77	0.17	0.87	0.05	1.09

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5600.	0.	5600.	5600.	0.	5600.	8000.	0.	0.	0.	.70	55.	25.5	C	20.3	11.8
2	4	1500.	0.	548.	5600.	0.	548.	5600.	7800.	0.	0.	0.	.72	55.	25.5	C	20.3	11.8
3	4	1118.	0.	0.	5052.	0.	0.	5052.	7800.	0.	0.	0.	.65	55.	23.0	C	20.3	11.8
4	4	345.	916.	0.	5968.	916.	0.	5968.	7800.	0.	0.	0.	.77	55.	27.1	D	20.5	11.8
5	4	5130.	604.	320.	6572.	604.	320.	6572.	7800.	0.	0.	0.	.84	55.	29.9	D	20.8	11.7
6	4	2055.	0.	0.	6252.	0.	0.	6252.	7800.	0.	0.	0.	.80	55.	28.4	D	20.8	11.7
7	5	1600.	0.	1344.	6252.	0.	1344.	6252.	9750.	0.	0.	0.	.64	55.	22.7	C	20.8	11.7
8	4	1280.	0.	0.	4908.	0.	0.	4908.	7800.	0.	0.	0.	.63	55.	22.3	C	20.5	11.8
9	4	1570.	0.	0.	4908.	0.	0.	4908.	7800.	0.	0.	0.	.63	55.	22.3	C	20.3	11.8
10	5	1515.	1532.	2568.	6440.	1532.	2568.	6440.	8020.	980.	0.	0.	.80	55.	23.4	C	20.8	11.7
11	4	1190.	0.	456.	3872.	0.	456.	3872.	7752.	48.	0.	0.	.50	55.	17.6	B	20.3	11.8
12	4	230.	0.	0.	3416.	0.	0.	3416.	7800.	0.	0.	0.	.44	55.	15.5	B	20.5	11.8
13	3	4755.	0.	0.	3416.	0.	0.	3416.	5850.	0.	0.	0.	.58	55.	20.7	C	20.5	11.8
14	4	1275.	356.	0.	3772.	356.	0.	3772.	8000.	0.	0.	0.	.47	55.	17.1	B	20.3	11.8
15	4	2640.	0.	3772.	3772.	0.	3772.	3772.	8000.	0.	0.	0.	.47	55.	17.1	B	24.4	11.2
TOTAL		36203. =	6.9 MILES						MAX(V/C) = 0.84		LOWEST LOS = D		AVG = 55.		23.9		20.7	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	163. VEH-HRS	205. PASS-HRS	3562. VEH-HRS	4488. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	118. VEH-HRS	148. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	162. VEH-HRS	204. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	163. VEH-HRS	205. PASS-HRS	3841. VEH-HRS	4840. PASS-HRS
TOTAL TRAV DISTANCE =	8940. VEH-MI.	11265. PASS-MI.	150955. VEH-MI.	190204. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		42. MPH.	
AVERAGE DENSITY =	24. VPMPL		35. VPMPL	
TOTAL FUEL =	432. GALLONS		7716. GALLONS	
TOTAL EMISSIONS =	105. KILOGRAMS		1933. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5748.	0.	5748.	5748.	0.	5748.	8000.	0.	0.	0.	.72	55.	26.1	D	20.3	11.8
2	4	1500.	0.	688.	5748.	0.	688.	5748.	7800.	0.	0.	0.	.74	55.	26.1	D	20.3	11.8
3	4	1118.	0.	0.	5060.	0.	0.	5060.	7800.	0.	0.	0.	.65	55.	23.0	C	20.3	11.8
4	4	345.	876.	0.	5936.	876.	0.	5936.	7800.	0.	0.	0.	.76	55.	27.0	D	20.5	11.8
5	4	5130.	576.	388.	6512.	576.	388.	6512.	7800.	0.	0.	0.	.83	55.	29.6	D	20.8	11.7
6	4	2055.	0.	0.	6124.	0.	0.	6124.	7800.	0.	0.	0.	.79	55.	27.8	D	20.8	11.7
7	5	1600.	0.	1368.	6124.	0.	1368.	6124.	9750.	0.	0.	0.	.63	55.	22.3	C	20.8	11.7
8	4	1280.	0.	0.	4756.	0.	0.	4756.	7800.	0.	0.	0.	.61	55.	21.6	C	20.5	11.8
9	4	1570.	0.	0.	4756.	0.	0.	4756.	7800.	0.	0.	0.	.61	55.	21.6	C	20.3	11.8
10	5	1515.	1512.	2584.	6268.	1512.	2584.	6268.	8049.	951.	0.	0.	.78	55.	22.8	C	20.8	11.7
11	4	1190.	0.	464.	3684.	0.	464.	3684.	7751.	49.	0.	0.	.48	55.	16.7	B	20.3	11.8
12	4	230.	0.	0.	3220.	0.	0.	3220.	7800.	0.	0.	0.	.41	55.	14.6	B	20.5	11.8
13	3	4755.	0.	0.	3220.	0.	0.	3220.	5850.	0.	0.	0.	.55	55.	19.5	C	20.5	11.8
14	4	1275.	332.	0.	3552.	332.	0.	3552.	8000.	0.	0.	0.	.44	55.	16.1	B	20.3	11.8
15	4	2640.	0.	3552.	3552.	0.	3552.	3552.	8000.	0.	0.	0.	.44	55.	16.1	B	24.4	11.2
TOTAL		36203. =	6.9 MILES							MAX(V/C) = 0.83	LOWEST LOS = D		AVG = 55.		23.6		20.7	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	161. VEH-HRS	203. PASS-HRS	3723. VEH-HRS	4690. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	118. VEH-HRS	148. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	162. VEH-HRS	204. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	161. VEH-HRS	203. PASS-HRS	4002. VEH-HRS	5043. PASS-HRS
TOTAL TRAV DISTANCE =	8854. VEH-MI.	11156. PASS-MI.	159809. VEH-MI.	201359. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		43. MPH.	
AVERAGE DENSITY =	24. VPMPL		34. VPMPL	
TOTAL FUEL =	428. GALLONS		8144. GALLONS	
TOTAL EMISSIONS =	104. KILOGRAMS		2037. KILOGRAMS	

FREEWAY SUMMARY TABLE
SIMULATION BEFORE CONTROL

TIME SLICE	FREEWAY TRAVEL TIME		RAMP DELAY		TOTAL FREEWAY TRAVEL TIME		TOTAL TRAVEL DISTANCE		AVERAGE SPEED	GASOLINE CONSUMED	HYDROCARB EMISSIONS	CARBON MONOXIDE	NITROUS OXIDES	BEGIN TIME
	VEH-HR	PAS-HR	VEH-HR	PAS-HR	VEH-HR	PAS-HR	VEH-MI	PAS-MI	MPH	GALLONS	KILOGRAMS	KILOGRAMS	KILOGRAMS	
1	144.	182.	0.	0.	144.	182.	7925.	9985.	55.0	383.	7.	80.	6.	6:00
2	169.	213.	0.	0.	169.	213.	9291.	11707.	55.0	449.	8.	94.	7.	6:15
3	193.	243.	0.	0.	193.	243.	10539.	13280.	54.6	507.	9.	106.	8.	6:30
4	200.	252.	0.	0.	200.	252.	10877.	13705.	54.4	523.	10.	109.	9.	6:45
5	207.	261.	0.	0.	207.	261.	10974.	13827.	52.9	530.	10.	111.	9.	7:00
6	248.	312.	3.	3.	250.	315.	11038.	13908.	44.1	547.	11.	115.	9.	7:15
7	299.	376.	12.	16.	311.	392.	10955.	13803.	35.2	572.	13.	123.	9.	7:30
8	332.	418.	30.	38.	362.	456.	10528.	13265.	29.1	579.	14.	126.	9.	7:45
9	337.	425.	43.	54.	380.	478.	10342.	13032.	27.2	579.	15.	127.	9.	8:00
10	328.	414.	50.	63.	378.	476.	10152.	12791.	26.9	571.	14.	125.	9.	8:15
11	291.	367.	48.	60.	339.	427.	9872.	12439.	29.1	542.	13.	118.	9.	8:30
12	251.	317.	49.	62.	301.	379.	10028.	12635.	33.3	529.	12.	114.	9.	8:45
13	218.	274.	32.	40.	250.	315.	9965.	12556.	39.9	504.	11.	107.	8.	9:00
14	183.	230.	13.	16.	195.	246.	9527.	12005.	48.8	468.	9.	98.	8.	9:15
15	163.	205.	0.	0.	163.	205.	8940.	11265.	55.0	432.	8.	90.	7.	9:30
16	161.	203.	0.	0.	161.	203.	8854.	11156.	55.0	428.	8.	89.	7.	9:45
TOTAL	3723.	4690.	280.	352.	4002.	5043.	159809.	201359.	42.9	8144.	172.	1733.	132.	

CONTOUR DIAGRAM OF
SPEED
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ...........................................................................................................   TIME
      .                                                                                                           .
    1 .555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555. -  6:00
    2 .555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555. -  6:15
    3 .555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555. -  6:30
    4 .555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555. -  6:45
    5 .555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555. -  7:00
    6 .555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555. -  7:15
    7 .555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555. -  7:30
    8 .333333333333333333333333333333333333333333333333333333333333333333333333333333333333333333333333333333333. -  7:45
    9 .222222222222222222222222222222222222222222222222222222222222222222222222222222222222222222222222222222222. -  8:00
   10 .222222222222222222222222222222222222222222222222222222222222222222222222222222222222222222222222222222222. -  8:15
   11 .333333333333333333333333333333333333333333333333333333333333333333333333333333333333333333333333333333333. -  8:30
   12 .555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555. -  8:45
   13 .555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555. -  9:00
   14 .555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555. -  9:15
   15 .555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555. -  9:30
   16 .555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555. -  9:45
      .                                                                                                           .
      ...........................................................................................................
       :                          :   :  ::            :     :   :   :   :   :  ::            :   :
       01                         02  03  05           06    07  08  09  10  11  13           14  15
```

THE DIGIT LEVELS DENOTE THE FIRST DIGIT OF THE OPERATING SPEED (EX. 4 MEANS 40-49 MPH).

CONTOUR DIAGRAM OF
QUEUE LENGTH
BEFORE ENTRY CONTROL

```
TIME                                                                                                  BEGIN
SLICE ..............................................................................................   TIME
      .                                                                                            .
    1 .                                                                                            . -  6:00
    2 .                                                                                            . -  6:15
    3 .                                                                                            . -  6:30
    4 .                                                                                            . -  6:45
    5 .                                                                  **                        . -  7:00
    6 .                                 ****                         *******                       . -  7:15
    7 .                          **********B                       *********                       . -  7:30
    8 .                     ********BBBBBBBB                      **********                       . -  7:45
    9 .                    BBBBBBBBBBBBBBBBB                         *******                       . -  8:00
   10 .                     BBBBBBBBBBBBBBBB                           *****                       . -  8:15
   11 .                          BBBBBBBBBBB                             ***                       . -  8:30
   12 .                       MMMMMM BBBBBBB                              **                       . -  8:45
   13 .                               MM  BB                              **                       . -  9:00
   14 .                                                                                            . -  9:15
   15 .                                                                                            . -  9:30
   16 .                                                                                            . -  9:45
      .                                                                                            .
      ..............................................................................................
       :                          :   :  ::            :     :   :   :   :   :  ::            :   :
       01                         02  03  05           06    07  08  09  10  11  13           14  15
```

BLANK DENOTES MOVING TRAFFIC. ASTERISK DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION.
M DENOTES QUEUED VEHICLES DUE TO MERGING. B DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION AND MERGING. (WHEN BOTH QUEUES EXIST, LENGTH OF DISPLAY REPRESENTS MAINLINE CONGESTION.)

```
FFFFFFFFFF RRRRRRRRR  EEEEEEEEEE     QQQQQQQ         1111      222222     PPPPPPPPP     EEEEEEEEEE
FFFFFFFFFF RRRRRRRRRR EEEEEEEEEE   Q*A.D.MAY*Q     111111     222  222    PPPPPPPPPP    EEEEEEEEEE
FFF        RRR    RRR EEE         QQQQQ    QQQQQ     1111    222    222   PPP    PPP    EEE
FFF        RRR    RRR EEE        QQQQ        QQQQ    1111           222   PPP    PPP    EEE
FFFFFFF    RRRRRRRRRR EEEEEEE    QQQQ        QQQQ    1111          222    PPPPPPPPPP    EEEEEEE
FFFFFFF    RRRRRRRRR  EEEEEEE    QQQQ        QQQQ    1111        2222     PPPPPPPPP     EEEEEEE
FFF        RRR RRR    EEE        QQQQ    QQQ QQQQ    1111      2222       PPP           EEE
FFF        RRR  RRR   EEE         Q*UC*    QQQQQ     1111     222         PPP           EEE
FFF        RRR   RRR  EEEEEEEEEE   Q*REGENTS*QQ      1111    222          PPP           EEEEEEEEEE
FFF        RRR    RRR EEEEEEEEEE     Q*1999*Q QQQ  11111111  2222222222   PPP           EEEEEEEEEE
```

FREQ12PE I-880 2025 SB AM Build

1. THIS IS A SIMULATION ONLY EXECUTION.

2. THERE ARE 4.0 TIME SLICES PER HOUR.

3. WEAVING ANALYSIS IS ENGAGED WITH FACTOR = 0.5

4. NO ALTERNATE ROUTE IS PROVIDED.

5. SPEED FLOW DATA IS SUPPLIED BY THE PROGRAM. DEFAULT FREE-FLOW SPEED = 60
   LOWER LIMB (AT V/C=1) = 30

6. FUEL DATA ARE SUPPLIED BY THE PROGRAM.

7. EMISSION RATES SELECTED FROM PROGRAM TABLES: EMFAC2002 2005 - 75 DEGREES F.

FREEWAY AND ARTERIAL DESIGN FEATURES

SUB SEC	NO. LNS	SSEC CAP	SSEC LENGTH	DESIGN SPEED	ORG DES	TRK FAC	SSEC GRAD	PCT TRK	PCT DES TRUCKS	SPECIAL RAMP	FF.SPD. ALT.RTE	CAP. ALT.RTE	ART TYPE	GRADE ALT.RTE	SUBSECTION LOCATION
1	4	8000.	2000.	60	O	0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Dummy Link
2	4	8000.	1887.	60	D	0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Main to Union off
3	3	6000.	4825.	60		0.94	0.0	6	0	NO	0.0	0.	GOOD	0.0	Union off to Union on
4	4	8000.	1045.	60	O	0.99	0.0	9	0	YES	0.0	0.	GOOD	0.0	Union on to Merge
5	3	6000.	1555.	60		0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Merge to 980 on
6	5	10000.	800.	55	O	0.94	0.0	6	0	YES	0.0	0.	GOOD	0.0	980 on to Merge
7	4	8000.	160.	55		0.94	0.0	6	0	NO	0.0	0.	GOOD	0.0	Merge to Broadway on
8	4	8000.	1730.	55	O	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Broadway on to Oak on
9	5	10000.	2900.	55	O	0.93	0.0	7	0	YES	0.0	0.	GOOD	0.0	Oak on to merge
10	4	8000.	2150.	55		0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Merge to Embarc on
11	4	8000.	1380.	55	OD	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Embarc on to Embarc off
12	4	8000.	3550.	55	D	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Embarc off to 23rd off
13	4	8000.	1916.	55		0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	23rd off to 23rd on
14	4	8000.	1304.	55	O	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	23rd on to Mainline
15	4	6600.	3000.	55	OD	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Dummy Lnk With Dummy Rmp

ON-RAMP CAPACITY LIMITS

1	2	3	4	5	6	7	8
8000.	1500.	3600.	1500.	1500.	1500.	1500.	1500.

OFF-RAMP CAPACITY LIMITS

1	2	3	4
3000.	1500.	1500.	6600.

ON-RAMP 1 IS THE MAINLINE ORIGIN
OFF-RAMP 4 IS THE MAINLINE DESTINATION

DISTRIBUTION OF VEHICLE OCCUPANCY

ON RAMP NUMBER	PASSENGERS PER VEHICLE 1	2	3 OR MORE	BUSES	AVERAGE CARPOOL (3+) OCCUPANCY	AVERAGE BUS OCCUPANCY
1	0.800	0.150	0.050	0.000	3.20	40.
2	0.800	0.150	0.050	0.000	3.20	40.
3	0.800	0.150	0.050	0.000	3.20	40.
4	0.800	0.150	0.050	0.000	3.20	40.
5	0.800	0.150	0.050	0.000	3.20	40.
6	0.800	0.150	0.050	0.000	3.20	40.
7	0.800	0.150	0.050	0.000	3.20	40.
8	0.800	0.150	0.050	0.000	3.20	40.

TIME SLICE 1 OF 16

ON-RAMP LOCATIONS
1 4 6 8 9 11 14 15

OFF-RAMP LOCATIONS
2 11 12 15

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
796. 31. 553. 23. 44. 43. 100. 0.

ORIGINAL OUTPUT COUNTS--
113. 49. 99. 1330.

TOTAL ORIGINAL INPUT = 1590. TOTAL ORIGINAL OUTPUT= 1591.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 2 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
852. 34. 584. 44. 66. 54. 105. 0.

ORIGINAL OUTPUT COUNTS--
131. 42. 111. 1455.

TOTAL ORIGINAL INPUT = 1739. TOTAL ORIGINAL OUTPUT= 1739.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 3 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
837. 41. 625. 62. 69. 45. 131. 0.

ORIGINAL OUTPUT COUNTS--
164. 36. 99. 1514.

TOTAL ORIGINAL INPUT = 1810. TOTAL ORIGINAL OUTPUT= 1813.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 4 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
894. 49. 625. 62. 81. 62. 130. 0.

ORIGINAL OUTPUT COUNTS--
183. 57. 111. 1549.

TOTAL ORIGINAL INPUT = 1903. TOTAL ORIGINAL OUTPUT= 1900.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 5 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
817. 45. 637. 56. 165. 68. 136. 0.

ORIGINAL OUTPUT COUNTS--
196. 51. 122. 1555.

TOTAL ORIGINAL INPUT = 1924. TOTAL ORIGINAL OUTPUT= 1924.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 6 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
845. 54. 756. 48. 165. 64. 136. 0.

ORIGINAL OUTPUT COUNTS--
198. 46. 145. 1685.

TOTAL ORIGINAL INPUT = 2068. TOTAL ORIGINAL OUTPUT= 2074.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 7 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
910. 71. 800. 58. 165. 78. 168. 0.

ORIGINAL OUTPUT COUNTS--
217. 49. 167. 1817.

TOTAL ORIGINAL INPUT = 2250. TOTAL ORIGINAL OUTPUT= 2250.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 8 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
931. 53. 827. 61. 165. 101. 164. 0.

ORIGINAL OUTPUT COUNTS--
217. 73. 167. 1843.

TOTAL ORIGINAL INPUT = 2302. TOTAL ORIGINAL OUTPUT= 2300.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 9 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
959. 52. 723. 54. 172. 98. 159. 0.

ORIGINAL OUTPUT COUNTS--
231. 70. 152. 1765.

TOTAL ORIGINAL INPUT = 2217. TOTAL ORIGINAL OUTPUT= 2218.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 10 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
911. 57. 721. 52. 216. 96. 164. 0.

ORIGINAL OUTPUT COUNTS--
231. 79. 166. 1744.

TOTAL ORIGINAL INPUT = 2217. TOTAL ORIGINAL OUTPUT= 2220.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 11 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
959. 76. 741. 76. 182. 89. 159. 0.

ORIGINAL OUTPUT COUNTS--
231. 77. 165. 1810.

TOTAL ORIGINAL INPUT = 2282. TOTAL ORIGINAL OUTPUT= 2283.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 12 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
964. 60. 714. 68. 156. 86. 154. 0.

ORIGINAL OUTPUT COUNTS--
231. 77. 159. 1734.

TOTAL ORIGINAL INPUT = 2202. TOTAL ORIGINAL OUTPUT= 2201.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 13 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
903. 65. 792. 52. 163. 78. 136. 0.

ORIGINAL OUTPUT COUNTS--
205. 73. 140. 1773.

TOTAL ORIGINAL INPUT = 2189. TOTAL ORIGINAL OUTPUT= 2191.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 14 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
921. 74. 699. 59. 200. 86. 143. 0.

ORIGINAL OUTPUT COUNTS--
196. 60. 136. 1792.

TOTAL ORIGINAL INPUT = 2182. TOTAL ORIGINAL OUTPUT= 2184.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 15 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
938. 65. 645. 78. 165. 73. 142. 0.

ORIGINAL OUTPUT COUNTS--
182. 66. 151. 1705.

TOTAL ORIGINAL INPUT = 2106. TOTAL ORIGINAL OUTPUT= 2104.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 16 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
987. 64. 629. 92. 162. 71. 148. 0.

ORIGINAL OUTPUT COUNTS--
192. 73. 152. 1733.

TOTAL ORIGINAL INPUT = 2153. TOTAL ORIGINAL OUTPUT= 2150.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

***** INPUT HAS BEEN COMPLETED *****

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3184.	0.	3184.	3184.	0.	3184.	8000.	0.	0.	0.	.40	60.	13.3	B	20.4	12.6
2	4	1887.	0.	452.	3184.	0.	452.	3184.	8000.	0.	0.	0.	.40	60.	13.3	B	20.4	12.6
3	3	4825.	0.	0.	2732.	0.	0.	2732.	6000.	0.	0.	0.	.46	60.	15.2	B	21.1	12.4
4	4	1045.	124.	0.	2856.	124.	0.	2856.	8000.	0.	0.	0.	.36	60.	11.9	B	20.4	12.6
5	3	1555.	0.	0.	2856.	0.	0.	2856.	6000.	0.	0.	0.	.48	60.	15.9	B	20.4	12.6
6	5	800.	2216.	0.	5072.	2216.	0.	5072.	10000.	0.	0.	0.	.51	55.	18.4	C	22.6	11.5
7	4	160.	0.	0.	5072.	0.	0.	5072.	8000.	0.	0.	0.	.63	55.	23.1	C	22.6	11.5
8	4	1730.	96.	0.	5168.	96.	0.	5168.	8000.	0.	0.	0.	.65	55.	23.5	C	22.3	11.5
9	5	2900.	176.	0.	5344.	176.	0.	5344.	9994.	6.	0.	0.	.53	55.	19.4	C	22.3	11.5
10	4	2150.	0.	0.	5344.	0.	0.	5344.	7994.	6.	0.	0.	.67	55.	24.3	C	22.3	11.5
11	4	1380.	172.	200.	5516.	172.	200.	5516.	7998.	2.	0.	0.	.69	55.	25.1	C	22.3	11.5
12	4	3550.	0.	396.	5316.	0.	396.	5316.	8000.	0.	0.	0.	.66	55.	24.2	C	22.3	11.5
13	4	1916.	0.	0.	4920.	0.	0.	4920.	8000.	0.	0.	0.	.62	55.	22.4	C	22.3	11.5
14	4	1304.	400.	0.	5320.	400.	0.	5320.	8000.	0.	0.	0.	.67	55.	24.2	C	22.3	11.5
15	4	3000.	0.	5320.	5320.	0.	5320.	5320.	6600.	0.	0.	0.	.81	55.	24.2	C	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.81		LOWEST LOS = C		AVG = 56.		19.8		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	112. VEH-HRS	141. PASS-HRS	112. VEH-HRS	141. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	112. VEH-HRS	141. PASS-HRS	112. VEH-HRS	141. PASS-HRS
TOTAL TRAV DISTANCE =	6278. VEH-MI.	7910. PASS-MI.	6278. VEH-MI.	7910. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	20. VPMPL		20. VPMPL	
TOTAL FUEL =	287. GALLONS		287. GALLONS	
TOTAL EMISSIONS =	74. KILOGRAMS		74. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3408.	0.	3408.	3408.	0.	3408.	8000.	0.	0.	0.	.43	60.	14.2	B	20.4	12.6
2	4	1887.	0.	524.	3408.	0.	524.	3408.	8000.	0.	0.	0.	.43	60.	14.2	B	20.4	12.6
3	3	4825.	0.	0.	2884.	0.	0.	2884.	6000.	0.	0.	0.	.48	60.	16.0	B	21.1	12.4
4	4	1045.	140.	0.	3024.	140.	0.	3024.	8000.	0.	0.	0.	.38	60.	12.6	B	20.4	12.6
5	3	1555.	0.	0.	3024.	0.	0.	3024.	6000.	0.	0.	0.	.50	60.	16.8	B	20.4	12.6
6	5	800.	2336.	0.	5360.	2336.	0.	5360.	10000.	0.	0.	0.	.54	55.	19.5	C	22.6	11.5
7	4	160.	0.	0.	5360.	0.	0.	5360.	8000.	0.	0.	0.	.67	55.	24.4	C	22.6	11.5
8	4	1730.	176.	0.	5536.	176.	0.	5536.	8000.	0.	0.	0.	.69	55.	25.2	C	22.3	11.5
9	5	2900.	264.	0.	5800.	264.	0.	5800.	9994.	6.	0.	0.	.58	55.	21.1	C	22.3	11.5
10	4	2150.	0.	0.	5800.	0.	0.	5800.	7994.	6.	0.	0.	.73	55.	26.4	D	22.3	11.5
11	4	1380.	220.	168.	6020.	220.	168.	6020.	7998.	2.	0.	0.	.75	55.	27.4	D	22.3	11.5
12	4	3550.	0.	444.	5852.	0.	444.	5852.	8000.	0.	0.	0.	.73	55.	26.6	D	22.3	11.5
13	4	1916.	0.	0.	5408.	0.	0.	5408.	8000.	0.	0.	0.	.68	55.	24.6	C	22.3	11.5
14	4	1304.	420.	0.	5828.	420.	0.	5828.	8000.	0.	0.	0.	.73	55.	26.5	D	22.3	11.5
15	4	3000.	0.	5828.	5828.	0.	5828.	5828.	6600.	0.	0.	0.	.88	55.	26.5	D	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.88		LOWEST LOS = D		AVG = 56.		21.4		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	121. VEH-HRS	153. PASS-HRS	233. VEH-HRS	293. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	121. VEH-HRS	153. PASS-HRS	233. VEH-HRS	293. PASS-HRS
TOTAL TRAV DISTANCE =	6798. VEH-MI.	8565. PASS-MI.	13075. VEH-MI.	16475. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	21. VPMPL		21. VPMPL	
TOTAL FUEL =	311. GALLONS		598. GALLONS	
TOTAL EMISSIONS =	80. KILOGRAMS		154. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3348.	0.	3348.	3348.	0.	3348.	8000.	0.	0.	0.	.42	60.	13.9	B	20.4	12.6
2	4	1887.	0.	656.	3348.	0.	656.	3348.	8000.	0.	0.	0.	.42	60.	14.0	B	20.4	12.6
3	3	4825.	0.	0.	2692.	0.	0.	2692.	6000.	0.	0.	0.	.45	60.	15.0	B	21.1	12.4
4	4	1045.	164.	0.	2856.	164.	0.	2856.	8000.	0.	0.	0.	.36	60.	11.9	B	20.4	12.6
5	3	1555.	0.	0.	2856.	0.	0.	2856.	6000.	0.	0.	0.	.48	60.	15.9	B	20.4	12.6
6	5	800.	2500.	0.	5356.	2500.	0.	5356.	10000.	0.	0.	0.	.54	55.	19.5	C	22.6	11.5
7	4	160.	0.	0.	5356.	0.	0.	5356.	8000.	0.	0.	0.	.67	55.	24.3	C	22.6	11.5
8	4	1730.	244.	0.	5600.	244.	0.	5600.	8000.	0.	0.	0.	.70	55.	25.5	C	22.3	11.5
9	5	2900.	280.	0.	5880.	280.	0.	5880.	9994.	6.	0.	0.	.59	55.	21.4	C	22.3	11.5
10	4	2150.	0.	0.	5880.	0.	0.	5880.	7994.	6.	0.	0.	.74	55.	26.7	D	22.3	11.5
11	4	1380.	180.	144.	6060.	180.	144.	6060.	7998.	2.	0.	0.	.76	55.	27.5	D	22.3	11.5
12	4	3550.	0.	400.	5916.	0.	400.	5916.	8000.	0.	0.	0.	.74	55.	26.9	D	22.3	11.5
13	4	1916.	0.	0.	5516.	0.	0.	5516.	8000.	0.	0.	0.	.69	55.	25.1	C	22.3	11.5
14	4	1304.	524.	0.	6040.	524.	0.	6040.	8000.	0.	0.	0.	.76	55.	27.5	D	22.3	11.5
15	4	3000.	0.	6040.	6040.	0.	6040.	6040.	6600.	0.	0.	0.	.92	55.	27.5	D	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.92		LOWEST LOS = D		AVG = 56.		21.4		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	121. VEH-HRS	153. PASS-HRS	354. VEH-HRS	446. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	121. VEH-HRS	153. PASS-HRS	354. VEH-HRS	446. PASS-HRS
TOTAL TRAV DISTANCE =	6813. VEH-MI.	8584. PASS-MI.	19888. VEH-MI.	25059. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	21. VPMPL		21. VPMPL	
TOTAL FUEL =	311. GALLONS		909. GALLONS	
TOTAL EMISSIONS =	80. KILOGRAMS		234. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3576.	0.	3576.	3576.	0.	3576.	8000.	0.	0.	0.	.45	60.	14.9	B	20.4	12.6
2	4	1887.	0.	732.	3576.	0.	732.	3576.	8000.	0.	0.	0.	.45	60.	14.9	B	20.4	12.6
3	3	4825.	0.	0.	2844.	0.	0.	2844.	6000.	0.	0.	0.	.47	60.	15.8	B	21.1	12.4
4	4	1045.	196.	0.	3040.	196.	0.	3040.	8000.	0.	0.	0.	.38	60.	12.7	B	20.4	12.6
5	3	1555.	0.	0.	3040.	0.	0.	3040.	6000.	0.	0.	0.	.51	60.	16.9	B	20.4	12.6
6	5	800.	2500.	0.	5540.	2500.	0.	5540.	10000.	0.	0.	0.	.55	55.	20.1	C	22.6	11.5
7	4	160.	0.	0.	5540.	0.	0.	5540.	8000.	0.	0.	0.	.69	55.	25.2	C	22.6	11.5
8	4	1730.	244.	0.	5784.	244.	0.	5784.	8000.	0.	0.	0.	.72	55.	26.3	D	22.3	11.5
9	5	2900.	324.	0.	6108.	324.	0.	6108.	9991.	9.	0.	0.	.61	55.	22.2	C	22.3	11.5
10	4	2150.	0.	0.	6108.	0.	0.	6108.	7991.	9.	0.	0.	.76	55.	27.8	D	22.3	11.5
11	4	1380.	244.	228.	6352.	244.	228.	6352.	7997.	3.	0.	0.	.79	55.	28.9	D	22.3	11.5
12	4	3550.	0.	444.	6124.	0.	444.	6124.	8000.	0.	0.	0.	.77	55.	27.8	D	22.3	11.5
13	4	1916.	0.	0.	5680.	0.	0.	5680.	8000.	0.	0.	0.	.71	55.	25.8	C	22.3	11.5
14	4	1304.	520.	0.	6200.	520.	0.	6200.	8000.	0.	0.	0.	.78	55.	28.2	D	22.3	11.5
15	4	3000.	0.	6200.	6200.	0.	6200.	6200.	6600.	0.	0.	0.	.94	55.	28.2	D	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.94		LOWEST LOS = D		AVG = 56.		22.3		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	126. VEH-HRS	159. PASS-HRS	481. VEH-HRS	606. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	126. VEH-HRS	159. PASS-HRS	481. VEH-HRS	606. PASS-HRS
TOTAL TRAV DISTANCE =	7091. VEH-MI.	8935. PASS-MI.	26979. VEH-MI.	33994. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	22. VPMPL		21. VPMPL	
TOTAL FUEL =	324. GALLONS		1232. GALLONS	
TOTAL EMISSIONS =	83. KILOGRAMS		317. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3272.	0.	3272.	3272.	0.	3272.	8000.	0.	0.	0.	.41	60.	13.6	B	20.4	12.6
2	4	1887.	0.	784.	3272.	0.	784.	3272.	8000.	0.	0.	0.	.41	60.	13.6	B	20.4	12.6
3	3	4825.	0.	0.	2488.	0.	0.	2488.	6000.	0.	0.	0.	.41	60.	13.8	B	21.1	12.4
4	4	1045.	176.	0.	2664.	176.	0.	2664.	8000.	0.	0.	0.	.33	60.	11.1	B	20.4	12.6
5	3	1555.	0.	0.	2664.	0.	0.	2664.	6000.	0.	0.	0.	.44	60.	14.8	B	20.4	12.6
6	5	800.	2548.	0.	5212.	2548.	0.	5212.	10000.	0.	0.	0.	.52	55.	19.0	C	22.6	11.5
7	4	160.	0.	0.	5212.	0.	0.	5212.	8000.	0.	0.	0.	.65	55.	23.7	C	22.6	11.5
8	4	1730.	224.	0.	5436.	224.	0.	5436.	8000.	0.	0.	0.	.68	55.	24.7	C	22.3	11.5
9	5	2900.	660.	0.	6096.	660.	0.	6096.	9984.	16.	0.	0.	.61	55.	22.2	C	22.3	11.5
10	4	2150.	0.	0.	6096.	0.	0.	6096.	7984.	16.	0.	0.	.76	55.	27.7	D	22.3	11.5
11	4	1380.	272.	200.	6368.	272.	200.	6368.	7996.	4.	0.	0.	.80	55.	28.9	D	22.3	11.5
12	4	3550.	0.	488.	6168.	0.	488.	6168.	8000.	0.	0.	0.	.77	55.	28.0	D	22.3	11.5
13	4	1916.	0.	0.	5680.	0.	0.	5680.	8000.	0.	0.	0.	.71	55.	25.8	C	22.3	11.5
14	4	1304.	544.	0.	6224.	544.	0.	6224.	8000.	0.	0.	0.	.78	55.	28.3	D	22.3	11.5
15	4	3000.	0.	6224.	6224.	0.	6224.	6224.	6600.	0.	0.	0.	.94	55.	28.3	D	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.94		LOWEST LOS = D		AVG = 56.		21.5		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	123. VEH-HRS	155. PASS-HRS	603. VEH-HRS	760. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	123. VEH-HRS	155. PASS-HRS	603. VEH-HRS	760. PASS-HRS
TOTAL TRAV DISTANCE =	6875. VEH-MI.	8662. PASS-MI.	33854. VEH-MI.	42656. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	22. VPMPL		21. VPMPL	
TOTAL FUEL =	314. GALLONS		1546. GALLONS	
TOTAL EMISSIONS =	81. KILOGRAMS		397. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3376.	0.	3376.	3376.	0.	3376.	8000.	0.	0.	0.	.42	60.	14.1	B	20.4	12.6
2	4	1887.	0.	788.	3376.	0.	788.	3376.	8000.	0.	0.	0.	.42	60.	14.1	B	20.4	12.6
3	3	4825.	0.	0.	2588.	0.	0.	2588.	6000.	0.	0.	0.	.43	60.	14.4	B	21.1	12.4
4	4	1045.	216.	0.	2804.	216.	0.	2804.	8000.	0.	0.	0.	.35	60.	11.7	B	20.4	12.6
5	3	1555.	0.	0.	2804.	0.	0.	2804.	6000.	0.	0.	0.	.47	60.	15.6	B	20.4	12.6
6	5	800.	3024.	0.	5828.	3024.	0.	5828.	10000.	0.	0.	0.	.58	55.	21.2	C	22.6	11.5
7	4	160.	0.	0.	5828.	0.	0.	5828.	8000.	0.	0.	0.	.73	55.	26.5	D	22.6	11.5
8	4	1730.	192.	0.	6020.	192.	0.	6020.	8000.	0.	0.	0.	.75	55.	27.4	D	22.3	11.5
9	5	2900.	660.	0.	6680.	660.	0.	6680.	9987.	13.	0.	0.	.67	55.	24.3	C	22.3	11.5
10	4	2150.	0.	0.	6680.	0.	0.	6680.	7987.	13.	0.	0.	.84	55.	30.4	D	22.3	11.5
11	4	1380.	256.	180.	6936.	256.	180.	6936.	7997.	3.	0.	0.	.87	55.	31.5	D	22.3	11.5
12	4	3550.	0.	580.	6756.	0.	580.	6756.	8000.	0.	0.	0.	.84	55.	30.7	D	22.3	11.5
13	4	1916.	0.	0.	6176.	0.	0.	6176.	8000.	0.	0.	0.	.77	55.	28.1	D	22.3	11.5
14	4	1304.	544.	0.	6720.	544.	0.	6600.	8000.	0. *	533.	120.	.82	37.	45.1	F	20.6	12.9
15	4	3000.	0.	6720.	6720.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 1.00		LOWEST LOS = F		AVG = 54.		23.8		21.8	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	136. VEH-HRS	172. PASS-HRS	740. VEH-HRS	932. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	136. VEH-HRS	172. PASS-HRS	740. VEH-HRS	932. PASS-HRS
TOTAL TRAV DISTANCE =	7413. VEH-MI.	9340. PASS-MI.	41267. VEH-MI.	51997. PASS-MI.
AVERAGE SYSTEM SPEED =	54. MPH.		56. MPH.	
AVERAGE DENSITY =	24. VPMPL		22. VPMPL	
TOTAL FUEL =	339. GALLONS		1885. GALLONS	
TOTAL EMISSIONS =	87. KILOGRAMS		485. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3640.	0.	3640.	3640.	0.	3640.	8000.	0.	0.	0.	.46	60.	15.2	B	20.4	12.6
2	4	1887.	0.	868.	3640.	0.	868.	3640.	8000.	0.	0.	0.	.46	60.	15.2	B	20.4	12.6
3	3	4825.	0.	0.	2772.	0.	0.	2772.	6000.	0.	0.	0.	.46	60.	15.4	B	21.1	12.4
4	4	1045.	284.	0.	3056.	284.	0.	3056.	8000.	0.	0.	0.	.38	60.	12.7	B	20.4	12.6
5	3	1555.	0.	0.	3056.	0.	0.	3056.	6000.	0.	0.	0.	.51	60.	17.0	B	20.4	12.6
6	5	800.	3200.	0.	6256.	3200.	0.	6256.	10000.	0.	0.	0.	.63	55.	22.7	C	22.6	11.5
7	4	160.	0.	0.	6256.	0.	0.	6256.	8000.	0.	0.	0.	.78	55.	28.4	D	22.6	11.5
8	4	1730.	232.	0.	6488.	232.	0.	6488.	8000.	0.	0.	0.	.81	55.	29.5	D	22.3	11.5
9	5	2900.	660.	0.	7148.	660.	0.	7148.	9987.	13.	0.	0.	.72	55.	26.0	C	22.3	11.5
10	4	2150.	0.	0.	7148.	0.	0.	7148.	7987.	13.	0.	0.	.89	54.	33.1	D	22.5	11.4
11	4	1380.	312.	196.	7460.	312.	196.	7460.	7997.	3.	0.	0.	.93	53.	35.2	E	22.7	11.3
12	4	3550.	0.	668.	7264.	0.	668.	7264.	8000.	0.	0.	0.	.91	54.	33.8	D	22.6	11.4
13	4	1916.	0.	0.	6596.	0.	0.	5928.	8000.	0. *	1780.	668.	.74	25.	58.2	F	18.5	14.8
14	4	1304.	672.	0.	7268.	672.	0.	6600.	8000.	0. **	1304.	668.	.82	17.	98.9	F	16.3	18.1
15	4	3000.	0.	7268.	7268.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 46.		29.5		21.3	12.3

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	170. VEH-HRS	215. PASS-HRS	910. VEH-HRS	1147. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	170. VEH-HRS	215. PASS-HRS	910. VEH-HRS	1147. PASS-HRS
TOTAL TRAV DISTANCE =	7838. VEH-MI.	9876. PASS-MI.	49105. VEH-MI.	61873. PASS-MI.
AVERAGE SYSTEM SPEED =	46. MPH.		54. MPH.	
AVERAGE DENSITY =	30. VPMPL		23. VPMPL	
TOTAL FUEL =	368. GALLONS		2253. GALLONS	
TOTAL EMISSIONS =	96. KILOGRAMS		581. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3724.	0.	3724.	3724.	0.	3724.	8000.	0.	0.	0.	.47	60.	15.5	B	20.4	12.6
2	4	1887.	0.	868.	3724.	0.	868.	3724.	8000.	0.	0.	0.	.47	60.	15.5	B	20.4	12.6
3	3	4825.	0.	0.	2856.	0.	0.	2856.	6000.	0.	0.	0.	.48	60.	15.9	B	21.1	12.4
4	4	1045.	212.	0.	3068.	212.	0.	3068.	8000.	0.	0.	0.	.38	60.	12.8	B	20.4	12.6
5	3	1555.	0.	0.	3068.	0.	0.	3068.	6000.	0.	0.	0.	.51	60.	17.0	B	20.4	12.6
6	5	800.	3308.	0.	6376.	3308.	0.	6376.	10000.	0.	0.	0.	.64	55.	23.2	C	22.6	11.5
7	4	160.	0.	0.	6376.	0.	0.	6376.	8000.	0.	0.	0.	.80	55.	29.0	D	22.6	11.5
8	4	1730.	240.	0.	6616.	240.	0.	6616.	8000.	0.	0.	0.	.83	55.	30.1	D	22.3	11.5
9	5	2900.	656.	0.	7272.	656.	0.	7272.	9981.	19.	0.	0.	.73	55.	26.4	D	22.3	11.5
10	4	2150.	0.	0.	7272.	0.	0.	7272.	7981.	19.	0.	0.	.91	54.	33.9	D	22.6	11.4
11	4	1380.	404.	288.	7676.	404.	288.	7676.	7940.	60.	0.	0.	.97	52.	37.1	E	23.0	11.2
12	4	3550.	0.	668.	7388.	0.	668.	6612.	8000.	0.	* 3488.	776.	.83	26.	63.3	F	19.1	14.5
13	4	1916.	0.	0.	6720.	0.	0.	5944.	8000.	0.	** 1916.	776.	.74	12.	122.5	F	13.8	21.4
14	4	1304.	656.	0.	7376.	656.	0.	6600.	8000.	0.	** 1304.	776.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	7376.	7376.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 36.	37.7		20.2	13.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	218. VEH-HRS	275. PASS-HRS	1128. VEH-HRS	1421. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	218. VEH-HRS	275. PASS-HRS	1128. VEH-HRS	1421. PASS-HRS
TOTAL TRAV DISTANCE =	7853. VEH-MI.	9895. PASS-MI.	56958. VEH-MI.	71767. PASS-MI.
AVERAGE SYSTEM SPEED =	36. MPH.		50. MPH.	
AVERAGE DENSITY =	38. VPMPL		25. VPMPL	
TOTAL FUEL =	388. GALLONS		2641. GALLONS	
TOTAL EMISSIONS =	104. KILOGRAMS		684. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3840.	0.	3840.	3840.	0.	3840.	8000.	0.	0.	0.	.48	60.	16.0	B	20.4	12.6
2	4	1887.	0.	924.	3840.	0.	924.	3840.	8000.	0.	0.	0.	.48	60.	16.0	B	20.4	12.6
3	3	4825.	0.	0.	2916.	0.	0.	2916.	6000.	0.	0.	0.	.49	60.	16.2	B	21.1	12.4
4	4	1045.	208.	0.	3124.	208.	0.	3124.	8000.	0.	0.	0.	.39	60.	13.0	B	20.4	12.6
5	3	1555.	0.	0.	3124.	0.	0.	3124.	6000.	0.	0.	0.	.52	60.	17.4	B	20.4	12.6
6	5	800.	2892.	0.	6016.	2892.	0.	6016.	10000.	0.	0.	0.	.60	55.	21.9	C	22.6	11.5
7	4	160.	0.	0.	6016.	0.	0.	6016.	8000.	0.	0.	0.	.75	55.	27.3	D	22.6	11.5
8	4	1730.	212.	0.	6228.	212.	0.	6228.	8000.	0.	0.	0.	.78	55.	28.3	D	22.3	11.5
9	5	2900.	688.	0.	6916.	688.	0.	6916.	9978.	22.	0.	0.	.69	55.	25.1	C	22.3	11.5
10	4	2150.	0.	0.	6916.	0.	0.	6460.	7978.	22.	* 788.	456.	.81	46.	34.8	F	21.7	12.0
11	4	1380.	392.	284.	7308.	392.	284.	6852.	7954.	46.	** 1380.	456.	.86	23.	75.1	F	18.3	15.5
12	4	3550.	0.	604.	7024.	0.	604.	6568.	8000.	0.	** 3550.	456.	.82	16.	105.6	F	15.8	18.8
13	4	1916.	0.	0.	6420.	0.	0.	5964.	8000.	0.	** 1916.	456.	.75	12.	122.1	F	13.8	21.4
14	4	1304.	636.	0.	7056.	636.	0.	6600.	8000.	0.	** 1304.	456.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	7056.	7056.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 30.	44.3		19.3	14.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	254. VEH-HRS	320. PASS-HRS	1382. VEH-HRS	1742. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	254. VEH-HRS	320. PASS-HRS	1382. VEH-HRS	1742. PASS-HRS
TOTAL TRAV DISTANCE =	7639. VEH-MI.	9625. PASS-MI.	64597. VEH-MI.	81392. PASS-MI.
AVERAGE SYSTEM SPEED =	30. MPH.		47. MPH.	
AVERAGE DENSITY =	44. VPMPL		27. VPMPL	
TOTAL FUEL =	396. GALLONS		3038. GALLONS	
TOTAL EMISSIONS =	108. KILOGRAMS		793. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3644.	0.	3644.	3644.	0.	3644.	8000.	0.	0.	0.	.46	60.	15.2	B	20.4	12.6
2	4	1887.	0.	924.	3644.	0.	924.	3644.	8000.	0.	0.	0.	.46	60.	15.2	B	20.4	12.6
3	3	4825.	0.	0.	2720.	0.	0.	2720.	6000.	0.	0.	0.	.45	60.	15.1	B	21.1	12.4
4	4	1045.	224.	0.	2944.	224.	0.	2944.	8000.	0.	0.	0.	.37	60.	12.3	B	20.4	12.6
5	3	1555.	0.	0.	2944.	0.	0.	2944.	6000.	0.	0.	0.	.49	60.	16.4	B	20.4	12.6
6	5	800.	2884.	0.	5828.	2884.	0.	5828.	10000.	0.	0.	0.	.58	55.	21.2	C	22.6	11.5
7	4	160.	0.	0.	5828.	0.	0.	5828.	8000.	0.	0.	0.	.73	55.	26.5	D	22.6	11.5
8	4	1730.	208.	0.	6036.	208.	0.	6036.	8000.	0.	0.	0.	.75	55.	27.4	D	22.3	11.5
9	5	2900.	864.	0.	6900.	864.	0.	6536.	9972.	28.	* 131.	364.	.66	54.	24.2	F	22.2	11.5
10	4	2150.	0.	0.	6900.	0.	0.	6536.	7972.	28.	** 2150.	364.	.82	19.	84.5	F	17.2	16.8
11	4	1380.	384.	308.	7284.	384.	308.	6920.	7934.	66.	** 1380.	364.	.87	18.	93.7	F	17.1	17.1
12	4	3550.	0.	668.	6976.	0.	668.	6612.	8000.	0.	** 3550.	364.	.83	16.	104.5	F	16.0	18.6
13	4	1916.	0.	0.	6308.	0.	0.	5944.	8000.	0.	** 1916.	364.	.74	12.	122.7	F	13.8	21.4
14	4	1304.	656.	0.	6964.	656.	0.	6600.	8000.	0.	** 1304.	364.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	6964.	6964.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 27.	48.1		18.8	14.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	276. VEH-HRS	348. PASS-HRS	1658. VEH-HRS	2089. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	276. VEH-HRS	348. PASS-HRS	1658. VEH-HRS	2089. PASS-HRS
TOTAL TRAV DISTANCE =	7484. VEH-MI.	9430. PASS-MI.	72081. VEH-MI.	90822. PASS-MI.
AVERAGE SYSTEM SPEED =	27. MPH.		43. MPH.	
AVERAGE DENSITY =	48. VPMPL		29. VPMPL	
TOTAL FUEL =	399. GALLONS		3437. GALLONS	
TOTAL EMISSIONS =	110. KILOGRAMS		903. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3836.	0.	3836.	3836.	0.	3836.	8000.	0.	0.	0.	.48	60.	16.0	B	20.4	12.6
2	4	1887.	0.	924.	3836.	0.	924.	3836.	8000.	0.	0.	0.	.48	60.	16.0	B	20.4	12.6
3	3	4825.	0.	0.	2912.	0.	0.	2912.	6000.	0.	0.	0.	.49	60.	16.2	B	21.1	12.4
4	4	1045.	304.	0.	3216.	304.	0.	3216.	8000.	0.	0.	0.	.40	60.	13.4	B	20.4	12.6
5	3	1555.	0.	0.	3216.	0.	0.	3216.	6000.	0.	0.	0.	.54	60.	17.9	B	20.4	12.6
6	5	800.	2964.	0.	6180.	2964.	0.	6180.	10000.	0.	0.	0.	.62	55.	22.5	C	22.6	11.5
7	4	160.	0.	0.	6180.	0.	0.	6180.	8000.	0.	0.	0.	.77	55.	28.1	D	22.6	11.5
8	4	1730.	304.	0.	6484.	304.	0.	6484.	8000.	0.	0.	0.	.81	55.	29.5	D	22.3	11.5
9	5	2900.	728.	0.	7212.	728.	0.	6576.	9978.	22.	* 1599.	636.	.66	23.	56.5	F	17.9	15.0
10	4	2150.	0.	0.	7212.	0.	0.	6576.	7978.	22.	** 2150.	636.	.82	16.	104.7	F	15.9	18.7
11	4	1380.	360.	308.	7572.	360.	308.	6936.	7950.	50.	** 1380.	636.	.87	18.	93.9	F	17.1	17.1
12	4	3550.	0.	664.	7264.	0.	664.	6628.	8000.	0.	** 3550.	636.	.83	16.	104.0	F	16.0	18.6
13	4	1916.	0.	0.	6600.	0.	0.	5964.	8000.	0.	** 1916.	636.	.75	12.	122.1	F	13.8	21.4
14	4	1304.	636.	0.	7236.	636.	0.	6600.	8000.	0.	** 1304.	636.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	7236.	7236.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 1.00		LOWEST LOS = F		AVG = 25.		53.1		18.2	15.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	310. VEH-HRS	391. PASS-HRS	1968. VEH-HRS	2480. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	310. VEH-HRS	391. PASS-HRS	1968. VEH-HRS	2480. PASS-HRS
TOTAL TRAV DISTANCE =	7666. VEH-MI.	9659. PASS-MI.	79747. VEH-MI.	100481. PASS-MI.
AVERAGE SYSTEM SPEED =	25. MPH.		41. MPH.	
AVERAGE DENSITY =	53. VPMPL		31. VPMPL	
TOTAL FUEL =	421. GALLONS		3857. GALLONS	
TOTAL EMISSIONS =	117. KILOGRAMS		1019. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3856.	0.	3856.	3856.	0.	3856.	8000.	0.	0.	0.	.48	60.	16.1	B	20.4	12.6
2	4	1887.	0.	924.	3856.	0.	924.	3856.	8000.	0.	0.	0.	.48	60.	16.1	B	20.4	12.6
3	3	4825.	0.	0.	2932.	0.	0.	2932.	6000.	0.	0.	0.	.49	60.	16.3	B	21.1	12.4
4	4	1045.	240.	0.	3172.	240.	0.	3172.	8000.	0.	0.	0.	.40	60.	13.2	B	20.4	12.6
5	3	1555.	0.	0.	3172.	0.	0.	3172.	6000.	0.	0.	0.	.53	60.	17.6	B	20.4	12.6
6	5	800.	2856.	0.	6028.	2856.	0.	6028.	10000.	0.	0.	0.	.60	55.	21.9	C	22.6	11.5
7	4	160.	0.	0.	6028.	0.	0.	6028.	8000.	0.	0.	0.	.75	55.	27.4	D	22.6	11.5
8	4	1730.	272.	0.	6300.	272.	0.	6300.	8000.	0.	0.	0.	.79	55.	28.6	D	22.3	11.5
9	5	2900.	628.	0.	6928.	628.	0.	6588.	9978.	22.	* 2378.	340.	.66	13.	102.5	F	14.0	19.9
10	4	2150.	0.	0.	6928.	0.	0.	6588.	7978.	22.	** 2150.	340.	.83	16.	104.3	F	15.9	18.6
11	4	1380.	348.	312.	7276.	348.	312.	6936.	7964.	36.	** 1380.	340.	.87	18.	94.4	F	17.0	17.2
12	4	3550.	0.	640.	6964.	0.	640.	6624.	8000.	0.	** 3550.	340.	.83	16.	104.1	F	16.0	18.6
13	4	1916.	0.	0.	6324.	0.	0.	5984.	8000.	0.	** 1916.	340.	.75	12.	121.6	F	13.9	21.3
14	4	1304.	616.	0.	6940.	616.	0.	6600.	8000.	0.	** 1304.	340.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	6940.	6940.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 22.	57.4		17.6	15.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	340. VEH-HRS	428. PASS-HRS	2308. VEH-HRS	2908. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	340. VEH-HRS	428. PASS-HRS	2308. VEH-HRS	2908. PASS-HRS
TOTAL TRAV DISTANCE =	7604. VEH-MI.	9582. PASS-MI.	87352. VEH-MI.	110063. PASS-MI.
AVERAGE SYSTEM SPEED =	22. MPH.		38. MPH.	
AVERAGE DENSITY =	57. VPMPL		33. VPMPL	
TOTAL FUEL =	432. GALLONS		4289. GALLONS	
TOTAL EMISSIONS =	120. KILOGRAMS		1140. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3616.	0.	3616.	3616.	0.	3616.	8000.	0.	0.	0.	.45	60.	15.1	B	20.4	12.6
2	4	1887.	0.	820.	3616.	0.	820.	3616.	8000.	0.	0.	0.	.45	60.	15.1	B	20.4	12.6
3	3	4825.	0.	0.	2796.	0.	0.	2796.	6000.	0.	0.	0.	.47	60.	15.5	B	21.1	12.4
4	4	1045.	264.	0.	3060.	264.	0.	3060.	8000.	0.	0.	0.	.38	60.	12.8	B	20.4	12.6
5	3	1555.	0.	0.	3060.	0.	0.	3060.	6000.	0.	0.	0.	.51	60.	17.0	B	20.4	12.6
6	5	800.	3168.	0.	6228.	3168.	0.	6228.	10000.	0.	0.	0.	.62	55.	22.6	C	22.6	11.5
7	4	160.	0.	0.	6228.	0.	0.	6228.	8000.	0.	0.	0.	.78	55.	28.3	D	22.6	11.5
8	4	1730.	208.	0.	6436.	208.	0.	5948.	8000.	0.	* 925.	488.	.74	37.	39.8	F	20.6	12.8
9	5	2900.	648.	0.	7084.	648.	0.	6596.	9981.	19.	** 2900.	488.	.66	10.	135.1	F	12.1	23.3
10	4	2150.	0.	0.	7084.	0.	0.	6596.	7981.	19.	** 2150.	488.	.83	16.	104.2	F	16.0	18.6
11	4	1380.	312.	292.	7396.	312.	292.	6908.	7995.	5.	** 1380.	488.	.86	18.	96.2	F	16.8	17.4
12	4	3550.	0.	560.	7104.	0.	560.	6616.	8000.	0.	** 3550.	488.	.83	16.	104.4	F	16.0	18.6
13	4	1916.	0.	0.	6544.	0.	0.	6056.	8000.	0.	** 1916.	488.	.76	13.	119.6	F	14.1	21.0
14	4	1304.	544.	0.	7088.	544.	0.	6600.	8000.	0.	** 1304.	488.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	7088.	7088.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 21.	60.9		17.1	16.4

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	364. VEH-HRS	459. PASS-HRS	2672. VEH-HRS	3367. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	364. VEH-HRS	459. PASS-HRS	2672. VEH-HRS	3367. PASS-HRS
TOTAL TRAV DISTANCE =	7523. VEH-MI.	9479. PASS-MI.	94875. VEH-MI.	119542. PASS-MI.
AVERAGE SYSTEM SPEED =	21. MPH.		36. MPH.	
AVERAGE DENSITY =	61. VPMPL		35. VPMPL	
TOTAL FUEL =	439. GALLONS		4729. GALLONS	
TOTAL EMISSIONS =	123. KILOGRAMS		1263. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3684.	0.	3684.	3684.	0.	3684.	8000.	0.	0.	0.	.46	60.	15.4	B	20.4	12.6
2	4	1887.	0.	784.	3684.	0.	784.	3684.	8000.	0.	0.	0.	.46	60.	15.4	B	20.4	12.6
3	3	4825.	0.	0.	2900.	0.	0.	2900.	6000.	0.	0.	0.	.48	60.	16.1	B	21.1	12.4
4	4	1045.	292.	0.	3192.	292.	0.	3192.	8000.	0.	0.	0.	.40	60.	13.3	B	20.4	12.6
5	3	1555.	0.	0.	3192.	0.	0.	3192.	6000.	0.	0.	0.	.53	60.	17.7	B	20.4	12.6
6	5	800.	2800.	0.	5992.	2800.	0.	5428.	10000.	0.	* 479.	564.	.54	28.	38.5	F	19.1	13.5
7	4	160.	0.	0.	5992.	0.	0.	5428.	8000.	0.	** 160.	564.	.68	17.	79.3	F	16.4	17.1
8	4	1730.	236.	0.	6228.	236.	0.	5664.	8000.	0.	** 1730.	564.	.71	12.	118.6	F	13.7	21.2
9	5	2900.	804.	0.	7032.	804.	0.	6468.	9978.	22.	** 2900.	564.	.65	9.	143.0	F	11.5	24.3
10	4	2150.	0.	0.	7032.	0.	0.	6468.	7978.	22.	** 2150.	564.	.81	15.	107.6	F	15.6	19.1
11	4	1380.	344.	244.	7376.	344.	244.	6812.	7994.	6.	** 1380.	564.	.85	17.	98.8	F	16.5	17.8
12	4	3550.	0.	540.	7132.	0.	540.	6568.	8000.	0.	** 3550.	564.	.82	16.	105.7	F	15.8	18.8
13	4	1916.	0.	0.	6592.	0.	0.	6028.	8000.	0.	** 1916.	564.	.75	13.	120.4	F	14.0	21.1
14	4	1304.	572.	0.	7164.	572.	0.	6600.	8000.	0.	** 1304.	564.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	7164.	7164.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 18.	67.6		16.4	17.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	404. VEH-HRS	509. PASS-HRS	3076. VEH-HRS	3876. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	404. VEH-HRS	509. PASS-HRS	3076. VEH-HRS	3876. PASS-HRS
TOTAL TRAV DISTANCE =	7457. VEH-MI.	9396. PASS-MI.	102332. VEH-MI.	128938. PASS-MI.
AVERAGE SYSTEM SPEED =	18. MPH.		33. MPH.	
AVERAGE DENSITY =	68. VPMPL		38. VPMPL	
TOTAL FUEL =	455. GALLONS		5184. GALLONS	
TOTAL EMISSIONS =	128. KILOGRAMS		1391. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3752.	0.	3752.	3752.	0.	3752.	8000.	0.	0.	0.	.47	60.	15.6	B	20.4	12.6
2	4	1887.	0.	728.	3752.	0.	728.	3752.	8000.	0.	0.	0.	.47	60.	15.6	B	20.4	12.6
3	3	4825.	0.	0.	3024.	0.	0.	3024.	6000.	0.	0.	0.	.50	60.	16.8	B	21.1	12.4
4	4	1045.	260.	0.	3284.	260.	0.	3284.	8000.	0.	0.	0.	.41	60.	13.7	B	20.4	12.6
5	3	1555.	0.	0.	3284.	0.	0.	3060.	6000.	0.	* 152.	224.	.51	55.	18.7	F	20.1	12.7
6	5	800.	2580.	0.	5864.	2580.	0.	5640.	10000.	0.	** 800.	224.	.56	8.	139.4	F	10.6	24.3
7	4	160.	0.	0.	5864.	0.	0.	5640.	8000.	0.	** 160.	224.	.70	11.	130.9	F	13.2	22.4
8	4	1730.	312.	0.	6176.	312.	0.	5952.	8000.	0.	** 1730.	224.	.74	12.	122.4	F	13.8	21.4
9	5	2900.	660.	0.	6836.	660.	0.	6612.	9981.	19.	** 2900.	224.	.66	9.	139.9	F	11.9	23.8
10	4	2150.	0.	0.	6836.	0.	0.	6612.	7981.	19.	** 2150.	224.	.83	16.	103.8	F	16.0	18.6
11	4	1380.	292.	264.	7128.	292.	264.	6904.	7995.	5.	** 1380.	224.	.86	18.	96.3	F	16.8	17.4
12	4	3550.	0.	608.	6864.	0.	608.	6640.	8000.	0.	** 3550.	224.	.83	16.	103.7	F	16.0	18.5
13	4	1916.	0.	0.	6256.	0.	0.	6032.	8000.	0.	** 1916.	224.	.75	13.	120.3	F	14.0	21.1
14	4	1304.	568.	0.	6824.	568.	0.	6600.	8000.	0.	** 1304.	224.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	6824.	6824.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 18.		70.1		16.2	17.4

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	421. VEH-HRS	530. PASS-HRS	3497. VEH-HRS	4406. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	421. VEH-HRS	530. PASS-HRS	3497. VEH-HRS	4406. PASS-HRS
TOTAL TRAV DISTANCE =	7571. VEH-MI.	9540. PASS-MI.	109903. VEH-MI.	138478. PASS-MI.
AVERAGE SYSTEM SPEED =	18. MPH.		31. MPH.	
AVERAGE DENSITY =	70. VPMPL		40. VPMPL	
TOTAL FUEL =	467. GALLONS		5651. GALLONS	
TOTAL EMISSIONS =	132. KILOGRAMS		1523. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3948.	0.	3948.	3948.	0.	3948.	8000.	0.	0.	0.	.49	60.	16.5	B	20.4	12.6
2	4	1887.	0.	768.	3948.	0.	768.	3948.	8000.	0.	0.	0.	.49	60.	16.5	B	20.4	12.6
3	3	4825.	0.	0.	3180.	0.	0.	3180.	6000.	0.	0.	0.	.53	60.	17.7	B	21.1	12.4
4	4	1045.	256.	0.	3436.	256.	0.	3436.	8000.	0.	0.	0.	.43	60.	14.3	B	20.4	12.6
5	3	1555.	0.	0.	3436.	0.	0.	3092.	6000.	0.	* 1140.	344.	.52	13.	77.7	F	13.3	18.7
6	5	800.	2516.	0.	5952.	2516.	0.	5608.	10000.	0.	** 800.	344.	.56	7.	162.4	F	9.6	26.8
7	4	160.	0.	0.	5952.	0.	0.	5608.	8000.	0.	** 160.	344.	.70	11.	131.8	F	13.1	22.5
8	4	1730.	372.	0.	6324.	372.	0.	5980.	8000.	0.	** 1730.	344.	.75	12.	121.7	F	13.9	21.3
9	5	2900.	652.	0.	6976.	652.	0.	6632.	9978.	22.	** 2900.	344.	.66	10.	139.4	F	12.0	23.8
10	4	2150.	0.	0.	6976.	0.	0.	6632.	7978.	22.	** 2150.	344.	.83	16.	103.1	F	16.1	18.5
11	4	1380.	284.	296.	7260.	284.	296.	6916.	7994.	6.	** 1380.	344.	.87	18.	96.0	F	16.9	17.4
12	4	3550.	0.	612.	6964.	0.	612.	6620.	8000.	0.	** 3550.	344.	.83	16.	104.2	F	16.0	18.6
13	4	1916.	0.	0.	6352.	0.	0.	6008.	8000.	0.	** 1916.	344.	.75	12.	120.9	F	13.9	21.2
14	4	1304.	592.	0.	6944.	592.	0.	6600.	8000.	0.	** 1304.	344.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	6944.	6944.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 17.	73.9		16.0	17.6

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	440. VEH-HRS	554. PASS-HRS	3936. VEH-HRS	4960. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	440. VEH-HRS	554. PASS-HRS	3936. VEH-HRS	4960. PASS-HRS
TOTAL TRAV DISTANCE =	7651. VEH-MI.	9640. PASS-MI.	117554. VEH-MI.	148118. PASS-MI.
AVERAGE SYSTEM SPEED =	17. MPH.		30. MPH.	
AVERAGE DENSITY =	74. VPMPL		42. VPMPL	
TOTAL FUEL =	478. GALLONS		6129. GALLONS	
TOTAL EMISSIONS =	135. KILOGRAMS		1657. KILOGRAMS	

FREEWAY SUMMARY TABLE
SIMULATION BEFORE CONTROL

TIME SLICE	FREEWAY TRAVEL TIME VEH-HR	FREEWAY TRAVEL TIME PAS-HR	RAMP DELAY VEH-HR	RAMP DELAY PAS-HR	TOTAL FREEWAY TRAVEL TIME VEH-HR	TOTAL FREEWAY TRAVEL TIME PAS-HR	TOTAL TRAVEL DISTANCE VEH-MI	TOTAL TRAVEL DISTANCE PAS-MI	AVERAGE SPEED MPH	GASOLINE CONSUMED GALLONS	HYDROCARB EMISSIONS KILOGRAMS	CARBON MONOXIDE KILOGRAMS	NITROUS OXIDES KILOGRAMS	BEGIN TIME
1	112.	141.	0.	0.	112.	141.	6278.	7910.	56.2	287.	6.	63.	5.	15:00
2	121.	153.	0.	0.	121.	153.	6798.	8565.	56.1	311.	6.	69.	5.	15:15
3	121.	153.	0.	0.	121.	153.	6813.	8584.	56.1	311.	6.	69.	5.	15:30
4	126.	159.	0.	0.	126.	159.	7091.	8935.	56.1	324.	6.	71.	5.	15:45
5	123.	155.	0.	0.	123.	155.	6875.	8662.	56.0	314.	6.	69.	5.	16:00
6	136.	172.	0.	0.	136.	172.	7413.	9340.	54.4	339.	7.	75.	6.	16:15
7	170.	215.	0.	0.	170.	215.	7838.	9876.	46.0	368.	8.	82.	6.	16:30
8	218.	275.	0.	0.	218.	275.	7853.	9895.	36.0	388.	9.	88.	6.	16:45
9	254.	320.	0.	0.	254.	320.	7639.	9625.	30.0	396.	10.	92.	6.	17:00
10	276.	348.	0.	0.	276.	348.	7484.	9430.	27.1	399.	11.	93.	6.	17:15
11	310.	391.	0.	0.	310.	391.	7666.	9659.	24.7	421.	12.	99.	6.	17:30
12	340.	428.	0.	0.	340.	428.	7604.	9582.	22.4	432.	13.	101.	6.	17:45
13	364.	459.	0.	0.	364.	459.	7523.	9479.	20.7	439.	13.	103.	7.	18:00
14	404.	509.	0.	0.	404.	509.	7457.	9396.	18.5	455.	14.	107.	7.	18:15
15	421.	530.	0.	0.	421.	530.	7571.	9540.	18.0	467.	15.	110.	7.	18:30
16	440.	554.	0.	0.	440.	554.	7651.	9640.	17.4	478.	15.	113.	7.	18:45
TOTAL	3936.	4960.	0.	0.	3936.	4960.	117554.	148118.	29.9	6129.	156.	1405.	96.	

CONTOUR DIAGRAM OF
SPEED
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ...........................................................................................................   TIME
      .                                                                                                           .
    1 .6666666666666666666666666666666666666555555555555555555555555555555555555555555555555555555555555555555555. - 15:00
    2 .6666666666666666666666666666666666666555555555555555555555555555555555555555555555555555555555555555555555. - 15:15
    3 .6666666666666666666666666666666666666555555555555555555555555555555555555555555555555555555555555555555555. - 15:30
    4 .6666666666666666666666666666666666666555555555555555555555555555555555555555555555555555555555555555555555. - 15:45
    5 .6666666666666666666666666666666666666555555555555555555555555555555555555555555555555555555555555555555555. - 16:00
    6 .6666666666666666666666666666666666666555555555555555555555555555555555555555555555555555555555555333355555555. - 16:15
    7 .6666666666666666666666666666666666666555555555555555555555555555555555555555555555555555222222111115555555. - 16:30
    8 .6666666666666666666666666666666666666555555555555555555555555555555555555555222222222222111111111115555555. - 16:45
    9 .6666666666666666666666666666666666666555555555555555555555444444422222111111111111111111111111115555555. - 17:00
   10 .6666666666666666666666666666666666666555555555555555555555111111111111111111111111111111111111111115555555. - 17:15
   11 .6666666666666666666666666666666666666555555555552222222222111111111111111111111111111111111111111115555555. - 17:30
   12 .6666666666666666666666666666666666666555555555511111111111111111111111111111111111111111111111111115555555. - 17:45
   13 .6666666666666666666666666666666666666555533333300000000001111111111111111111111111111111111111111115555555. - 18:00
   14 .6666666666666666666666666666666666622211111110000000000011111111111111111111111111111111111111111115555555. - 18:15
   15 .6666666666666666666666666666666655550001111110000000000011111111111111111111111111111111111111111115555555. - 18:30
   16 .6666666666666666666666666666666611110001111110000000000011111111111111111111111111111111111111111115555555. - 18:45
      .                                                                                                           .
      ...........................................................................................................
       :     :    :             : :    : ::    :         :     :    :          :    :   :
       01    02   03            04 05   06 08   09        10    11   12         13   14  15
```

THE DIGIT LEVELS DENOTE THE FIRST DIGIT OF THE OPERATING SPEED (EX. 4 MEANS 40-49 MPH).

CONTOUR DIAGRAM OF
QUEUE LENGTH
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ..........................................................................................................   TIME
      .                                                                                                          .
    1 .                                                                                                          . - 15:00
    2 .                                                                                                          . - 15:15
    3 .                                                                                                          . - 15:30
    4 .                                                                                                          . - 15:45
    5 .                                                                                                          . - 16:00
    6 .                                                                                                  **      . - 16:15
    7 .                                                                                          **********      . - 16:30
    8 .                                                                                  **********************      . - 16:45
    9 .                                                                          ******************************      . - 17:00
   10 .                                                                  ***********************************      . - 17:15
   11 .                                                            ****************************************      . - 17:30
   12 .                                                          ******************************************      . - 17:45
   13 .                                                  ************************************************      . - 18:00
   14 .                                              ******************************************************      . - 18:15
   15 .                                            ********************************************************      . - 18:30
   16 .                                        ************************************************************      . - 18:45
      .                                                                                                          .
      ..........................................................................................................
       :     :    :            :  :    :  ::    :        :     :    :          :    :  :
       01    02   03           04 05   06  08   09       10    11   12         13   14 15
```

BLANK DENOTES MOVING TRAFFIC. ASTERISK DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION.
M DENOTES QUEUED VEHICLES DUE TO MERGING. B DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION AND MERGING. (WHEN BOTH QUEUES EXIST, LENGTH OF DISPLAY REPRESENTS MAINLINE CONGESTION.)

CONTOUR DIAGRAM OF
VOLUME/CAPACITY RATIO
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ..............................................................................................................  TIME
      .                                                                                                             .
    1 .3333333333333444444444444444333444445556666666555555555566666666666666666666666666666666668888888888. - 15:00
    2 .4444444444444444444444444444333555555556666666655555555557777777777777777777777777766666677778888888888. - 15:15
    3 .4444444444444444444444444444333444445556777777555555555577777777777777777777777777666666777799999999999. - 15:30
    4 .4444444444444444444444444444333555555556777777666666666667777777777777777777777777777777777799999999999. - 15:45
    5 .4444444444444444444444444444333444445556666666666666666677777777777777777777777777777777777799999999999. - 16:00
    6 .4444444444444444444444444444333444445557777777666666666688888888888888888888888887777778888**********. - 16:15
    7 .4444444444444444444444444444333555556667888888777777777788888889999999999999999997777778888**********. - 16:30
    8 .4444444444444444444444444444333555556667888888777777777799999999999998888888888887777778888**********. - 16:45
    9 .4444444444444444444444444444333555556667777777666666666688888888888888888888888887777778888**********. - 17:00
   10 .4444444444444444444444444444333444445557777777666666666688888888888888888888888887777778888**********. - 17:15
   11 .4444444444444444444444444444444555556667888888666666666688888888888888888888888887777778888**********. - 17:30
   12 .4444444444444444444444444444333555556667777777666666666688888888888888888888888887777778888**********. - 17:45
   13 .4444444444444444444444444444333555556667777777666666666688888888888888888888888887777778888**********. - 18:00
   14 .4444444444444444444444444444333555555556777777666666666688888888888888888888888887777778888**********. - 18:15
   15 .4444444444444555555555555555444555555557777777666666666688888888888888888888888887777778888**********. - 18:30
   16 .4444444444444555555555555555444555555557777777666666666688888888888888888888888887777778888**********. - 18:45
      .                                                                                                             .
      ..............................................................................................................
       :      :     :             :  :    :  ::     :         :      :    :           :     :   :
       01     02    03            04 05   06  08    09        10     11   12          13    14  15
```

THE DIGIT LEVELS DENOTE V/C IN VALUES FROM 0 TO 10 (CORRESPONDING TO 0.0 TO 1.0). THE ASTERISK DENOTES SATURATION.

Build 2025 Conditions
PM Peak Period

```
FFFFFFFFFF RRRRRRRRR  EEEEEEEEEE     QQQQQQQ         1111      222222     PPPPPPPPP     EEEEEEEEEE
FFFFFFFFFF RRRRRRRRRR EEEEEEEEEE   Q*A.D.MAY*Q     111111     222  222    PPPPPPPPPP    EEEEEEEEEE
FFF        RRR    RRR EEE         QQQQQ    QQQQQ     1111    222    222   PPP    PPP    EEE
FFF        RRR    RRR EEE        QQQQ        QQQQ    1111           222   PPP    PPP    EEE
FFFFFFF    RRRRRRRRRR EEEEEEE    QQQQ        QQQQ    1111          222    PPPPPPPPPP    EEEEEEE
FFFFFFF    RRRRRRRRR  EEEEEEE    QQQQ        QQQQ    1111        2222     PPPPPPPPP     EEEEEEE
FFF        RRR RRR    EEE        QQQQ    QQQ QQQQ    1111      2222       PPP           EEE
FFF        RRR  RRR   EEE         Q*UC*    QQQQQ     1111     222         PPP           EEE
FFF        RRR   RRR  EEEEEEEEEE   Q*REGENTS*QQ      1111    222          PPP           EEEEEEEEEE
FFF        RRR    RRR EEEEEEEEEE     Q*1999*Q QQQ  11111111  2222222222   PPP           EEEEEEEEEE
```

FREQ12PE 2025 NB PM Build v7 - adj ML end to balance

1. THIS IS A SIMULATION ONLY EXECUTION.

2. THERE ARE 4.0 TIME SLICES PER HOUR.

3. WEAVING ANALYSIS IS ENGAGED WITH FACTOR = 0.5

4. NO ALTERNATE ROUTE IS PROVIDED.

5. SPEED FLOW DATA IS SUPPLIED BY THE PROGRAM. DEFAULT FREE-FLOW SPEED = 55
   LOWER LIMB (AT V/C=1) = 30

6. FUEL DATA ARE SUPPLIED BY THE PROGRAM.

7. EMISSION RATES SELECTED FROM PROGRAM TABLES: EMFAC2002 2005 - 75 DEGREES F.

FREEWAY AND ARTERIAL DESIGN FEATURES

SUB SEC	NO. LNS	SSEC CAP	SSEC LENGTH	DESIGN SPEED	ORG DES	TRK FAC	SSEC GRAD	PCT TRK TRUCKS	PCT DES RAMP	SPECIAL	FF.SPD. ALT.RTE	CAP. ALT.RTE	ART TYPE	GRADE ALT.RTE	SUBSECTION LOCATION
1	4	8000.	10000.	55	O	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Dummy Link
2	4	7800.	1500.	55	D	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Mainline to 23rd off
3	4	7800.	1118.	55		0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	23rd off to 23rd on diag
4	4	7800.	345.	55	O	0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	23rd on diag to 23rd loo
5	4	7800.	5130.	55	OD	0.99	0.0	13	0	NO	0.0	0.	GOOD	0.0	23rd on loop to 5th off
6	4	7800.	2055.	55		0.99	0.0	13	0	NO	0.0	0.	GOOD	0.0	5th off to lane add
7	5	9750.	1600.	55	D	0.99	0.0	13	0	NO	0.0	0.	GOOD	0.0	%th lane add to Oak off
8	4	7800.	1280.	55		0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Oak off to Broadway off
9	4	7800.	1570.	55		0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Broadway off to Jacks on
10	5	9000.	1515.	55	OD	0.99	0.0	13	0	YES	0.0	0.	GOOD	0.0	Jacks on to 980 off
11	4	7800.	1190.	55	D	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	980 off to Market off
12	4	7800.	230.	60		0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Market Off to Merge
13	3	5850.	4755.	60		0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Merge to Union on
14	4	8000.	1275.	60	O	0.99	0.0	15	0	YES	0.0	0.	GOOD	0.0	R10 - Union On to ML End
15	4	8000.	2640.	60	D	1.00	0.0	0	0	NO	0.0	0.	GOOD	0.0	Dummy end

ON-RAMP CAPACITY LIMITS

1	2	3	4	5
8000.	1500.	1500.	1900.	1500.

OFF-RAMP CAPACITY LIMITS

1	2	3	4	5	6
1500.	1500.	3000.	3800.	1500.	8000.

ON-RAMP 1 IS THE MAINLINE ORIGIN
OFF-RAMP 6 IS THE MAINLINE DESTINATION

TIME SLICE 1 OF 16

ON-RAMP LOCATIONS
1 4 5 10 14

OFF-RAMP LOCATIONS
2 5 7 10 11 15

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1792. 271. 140. 402. 64.

ORIGINAL OUTPUT COUNTS--
156. 84. 262. 982. 89. 1105.

TOTAL ORIGINAL INPUT = 2669. TOTAL ORIGINAL OUTPUT= 2678.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 2 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1764. 219. 138. 377. 65.

ORIGINAL OUTPUT COUNTS--
169. 84. 292. 923. 106. 963.

TOTAL ORIGINAL INPUT = 2563. TOTAL ORIGINAL OUTPUT= 2537.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 3 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1828. 230. 153. 357. 68.

ORIGINAL OUTPUT COUNTS--
145. 84. 342. 1011. 106. 959.

TOTAL ORIGINAL INPUT = 2636. TOTAL ORIGINAL OUTPUT= 2647.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 4 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1849. 187. 126. 330. 74.

ORIGINAL OUTPUT COUNTS--
173. 83. 347. 1024. 108. 840.

TOTAL ORIGINAL INPUT = 2566. TOTAL ORIGINAL OUTPUT= 2575.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 5 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1781. 206. 128. 415. 75.

ORIGINAL OUTPUT COUNTS--
164. 88. 337. 1009. 109. 895.

TOTAL ORIGINAL INPUT = 2605. TOTAL ORIGINAL OUTPUT= 2602.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 6 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1755. 201. 130. 430. 76.

ORIGINAL OUTPUT COUNTS--
140. 96. 331. 993. 101. 971.

TOTAL ORIGINAL INPUT = 2592. TOTAL ORIGINAL OUTPUT= 2632.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.98
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 7 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1798. 211. 123. 430. 80.

ORIGINAL OUTPUT COUNTS--
183. 77. 263. 883. 107. 1124.

TOTAL ORIGINAL INPUT = 2642. TOTAL ORIGINAL OUTPUT= 2637.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 8 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1850. 189. 138. 444. 56.

ORIGINAL OUTPUT COUNTS--
193. 91. 329. 958. 112. 961.

TOTAL ORIGINAL INPUT = 2677. TOTAL ORIGINAL OUTPUT= 2644.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 9 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1795. 232. 138. 467. 98.

ORIGINAL OUTPUT COUNTS--
225. 82. 303. 993. 127. 960.

TOTAL ORIGINAL INPUT = 2730. TOTAL ORIGINAL OUTPUT= 2690.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 10 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1905. 203. 134. 441. 90.

ORIGINAL OUTPUT COUNTS--
209. 104. 439. 1023. 152. 855.

TOTAL ORIGINAL INPUT = 2773. TOTAL ORIGINAL OUTPUT= 2782.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 11 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1691. 194. 142. 412. 75.

ORIGINAL OUTPUT COUNTS--
173. 107. 368. 899. 125. 869.

TOTAL ORIGINAL INPUT = 2514. TOTAL ORIGINAL OUTPUT= 2541.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.99
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 12 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1694. 198. 142. 412. 62.

ORIGINAL OUTPUT COUNTS--
177. 89. 316. 866. 119. 943.

TOTAL ORIGINAL INPUT = 2508. TOTAL ORIGINAL OUTPUT= 2510.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 13 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1649. 178. 115. 363. 65.

ORIGINAL OUTPUT COUNTS--
162. 99. 271. 861. 97. 859.

TOTAL ORIGINAL INPUT = 2370. TOTAL ORIGINAL OUTPUT= 2349.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 14 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1537. 181. 112. 405. 53.

ORIGINAL OUTPUT COUNTS--
178. 97. 289. 894. 99. 728.

TOTAL ORIGINAL INPUT = 2288. TOTAL ORIGINAL OUTPUT= 2285.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 15 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1524. 157. 92. 372. 53.

ORIGINAL OUTPUT COUNTS--
142. 82. 258. 825. 83. 830.

TOTAL ORIGINAL INPUT = 2198. TOTAL ORIGINAL OUTPUT= 2220.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.99
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 16 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1560. 153. 103. 337. 58.

ORIGINAL OUTPUT COUNTS--
134. 79. 205. 834. 76. 885.

TOTAL ORIGINAL INPUT = 2211. TOTAL ORIGINAL OUTPUT= 2213.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

***** INPUT HAS BEEN COMPLETED *****

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7168.	0.	7168.	7168.	0.	7168.	8000.	0.	0.	0.	.90	54.	33.2	D	20.5	11.7
2	4	1500.	0.	620.	7168.	0.	620.	6776.	7800.	0.	* 423.	392.	.87	51.	33.3	F	20.4	11.8
3	4	1118.	0.	0.	6548.	0.	0.	6156.	7800.	0.	** 1118.	392.	.79	22.	70.9	F	16.1	16.4
4	4	345.	1084.	0.	7632.	1084.	0.	7240.	7800.	0.	** 345.	392.	.93	23.	77.5	F	17.2	15.4
5	4	5130.	560.	336.	8192.	560.	320.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	7856.	0.	0.	7480.	7800.	0.	0.	0.	.96	52.	35.9	E	21.4	11.5
7	5	1600.	0.	1048.	7856.	0.	998.	7480.	9750.	0.	0.	0.	.77	55.	27.2	D	20.8	11.7
8	4	1280.	0.	0.	6808.	0.	0.	6482.	7800.	0.	0.	0.	.83	55.	29.5	D	20.5	11.8
9	4	1570.	0.	0.	6808.	0.	0.	6482.	7800.	0.	0.	0.	.83	55.	29.5	D	20.3	11.8
10	5	1515.	1608.	3916.	8416.	1608.	3764.	8090.	8102.	898.	0.	0.	.99	55.	29.4	D	20.8	11.7
11	4	1190.	0.	352.	4500.	0.	338.	4326.	7770.	30.	0.	0.	.56	55.	19.7	C	20.3	11.8
12	4	230.	0.	0.	4148.	0.	0.	3987.	7800.	0.	0.	0.	.51	60.	16.6	B	19.3	12.8
13	3	4755.	0.	0.	4148.	0.	0.	3987.	5850.	0.	0.	0.	.68	60.	22.2	C	19.3	12.8
14	4	1275.	256.	0.	4404.	256.	0.	4243.	8000.	0.	0.	0.	.53	60.	17.7	B	19.1	12.9
15	4	2640.	0.	4404.	4404.	0.	4243.	4243.	8000.	0.	0.	0.	.53	60.	17.7	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 51.	31.4		20.5	12.0

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	215. VEH-HRS	271. PASS-HRS	215. VEH-HRS	271. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	215. VEH-HRS	271. PASS-HRS	215. VEH-HRS	271. PASS-HRS
TOTAL TRAV DISTANCE =	10972. VEH-MI.	13825. PASS-MI.	10972. VEH-MI.	13825. PASS-MI.
AVERAGE SYSTEM SPEED =	51. MPH.		51. MPH.	
AVERAGE DENSITY =	31. VPMPL		31. VPMPL	
TOTAL FUEL =	535. GALLONS		535. GALLONS	
TOTAL EMISSIONS =	131. KILOGRAMS		131. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7056.	0.	7056.	7056.	0.	7056.	8000.	0.	0.	0.	.88	54.	32.5	D	20.4	11.8
2	4	1500.	0.	684.	7056.	0.	684.	7056.	7800.	0.	* 420.	0.	.90	37.	47.5	F	19.1	13.1
3	4	1118.	0.	0.	6372.	0.	0.	6372.	7800.	0.	** 1118.	0.	.82	15.	103.9	F	14.2	19.6
4	4	345.	876.	0.	7248.	876.	0.	7248.	7800.	0.	** 345.	0.	.93	23.	80.0	F	17.0	15.6
5	4	5130.	552.	340.	7800.	552.	340.	7799.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	7460.	0.	0.	7460.	7800.	0.	0.	0.	.96	52.	35.8	E	21.3	11.5
7	5	1600.	0.	1180.	7460.	0.	1180.	7460.	9750.	0.	0.	0.	.77	55.	27.1	D	20.8	11.7
8	4	1280.	0.	0.	6280.	0.	0.	6280.	7800.	0.	0.	0.	.81	55.	28.5	D	20.5	11.8
9	4	1570.	0.	0.	6280.	0.	0.	6280.	7800.	0.	0.	0.	.81	55.	28.5	D	20.3	11.8
10	5	1515.	1512.	3728.	7792.	1512.	3728.	7792.	8165.	835.	0.	0.	.95	55.	28.3	D	20.8	11.7
11	4	1190.	0.	432.	4064.	0.	432.	4064.	7763.	37.	0.	0.	.52	55.	18.5	C	20.3	11.8
12	4	230.	0.	0.	3632.	0.	0.	3632.	7800.	0.	0.	0.	.47	60.	15.1	B	19.3	12.8
13	3	4755.	0.	0.	3632.	0.	0.	3632.	5850.	0.	0.	0.	.62	60.	20.2	C	19.3	12.8
14	4	1275.	260.	0.	3892.	260.	0.	3892.	8000.	0.	0.	0.	.49	60.	16.2	B	19.1	12.9
15	4	2640.	0.	3892.	3892.	0.	3892.	3892.	8000.	0.	0.	0.	.49	60.	16.2	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 49.	32.2		20.3	12.1

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	220. VEH-HRS	278. PASS-HRS	436. VEH-HRS	549. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	220. VEH-HRS	278. PASS-HRS	436. VEH-HRS	549. PASS-HRS
TOTAL TRAV DISTANCE =	10698. VEH-MI.	13479. PASS-MI.	21670. VEH-MI.	27304. PASS-MI.
AVERAGE SYSTEM SPEED =	49. MPH.		50. MPH.	
AVERAGE DENSITY =	32. VPMPL		32. VPMPL	
TOTAL FUEL =	526. GALLONS		1061. GALLONS	
TOTAL EMISSIONS =	130. KILOGRAMS		261. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7312.	0.	7312.	7312.	0.	6848.	8000.	0.	* 1443.	464.	.86	49.	34.6	F	20.3	12.0
2	4	1500.	0.	576.	7312.	0.	576.	6848.	7800.	0.	** 1500.	464.	.88	21.	82.1	F	16.2	16.6
3	4	1118.	0.	0.	6736.	0.	0.	6272.	7800.	0.	** 1118.	464.	.80	15.	106.6	F	13.9	20.0
4	4	345.	920.	0.	7656.	920.	0.	7192.	7800.	0.	** 345.	464.	.92	22.	81.6	F	16.8	15.8
5	4	5130.	608.	332.	8264.	608.	313.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	7932.	0.	0.	7487.	7800.	0.	0.	0.	.96	52.	36.0	E	21.4	11.5
7	5	1600.	0.	1360.	7932.	0.	1284.	7487.	9750.	0.	0.	0.	.77	55.	27.2	D	20.8	11.7
8	4	1280.	0.	0.	6572.	0.	0.	6203.	7800.	0.	0.	0.	.80	55.	28.2	D	20.5	11.8
9	4	1570.	0.	0.	6572.	0.	0.	6203.	7800.	0.	0.	0.	.80	55.	28.2	D	20.3	11.8
10	5	1515.	1428.	4028.	8000.	1428.	3800.	7631.	8249.	751.	0.	0.	.93	55.	27.7	D	20.8	11.7
11	4	1190.	0.	424.	3972.	0.	404.	3789.	7767.	33.	0.	0.	.49	55.	17.2	B	20.3	11.8
12	4	230.	0.	0.	3548.	0.	0.	3384.	7800.	0.	0.	0.	.43	60.	14.1	B	19.3	12.8
13	3	4755.	0.	0.	3548.	0.	0.	3384.	5850.	0.	0.	0.	.58	60.	18.8	C	19.3	12.8
14	4	1275.	272.	0.	3820.	272.	0.	3656.	8000.	0.	0.	0.	.46	60.	15.2	B	19.1	12.9
15	4	2640.	0.	3820.	3820.	0.	3656.	3656.	8000.	0.	0.	0.	.46	60.	15.2	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 45.	34.0		20.1	12.4

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	237. VEH-HRS	299. PASS-HRS	673. VEH-HRS	848. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	1. VEH-HRS	2. PASS-HRS	1. VEH-HRS	2. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	238. VEH-HRS	300. PASS-HRS	674. VEH-HRS	849. PASS-HRS
TOTAL TRAV DISTANCE =	10658. VEH-MI.	13429. PASS-MI.	32327. VEH-MI.	40733. PASS-MI.
AVERAGE SYSTEM SPEED =	45. MPH.		48. MPH.	
AVERAGE DENSITY =	34. VPMPL		33. VPMPL	
TOTAL FUEL =	531. GALLONS		1593. GALLONS	
TOTAL EMISSIONS =	132. KILOGRAMS		393. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	4	OUTPUT POINT	11.	1.32	0.51	0.03	0.16	0.01	0.20

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7396.	0.	7396.	7396.	0.	7236.	8000.	0.	* 2443.	160.	.90	41.	44.2	F	19.6	12.6
2	4	1500.	0.	688.	7396.	0.	688.	7236.	7800.	0.	** 1500.	160.	.93	23.	80.4	F	16.8	15.7
3	4	1118.	0.	0.	6708.	0.	0.	6548.	7800.	0.	** 1118.	160.	.84	17.	99.1	F	14.7	18.8
4	4	345.	748.	0.	7456.	748.	0.	7296.	7800.	0.	** 345.	160.	.94	23.	78.7	F	17.2	15.4
5	4	5130.	504.	332.	7960.	504.	325.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	7628.	0.	0.	7475.	7800.	0.	0.	0.	.96	52.	35.9	E	21.4	11.5
7	5	1600.	0.	1384.	7628.	0.	1356.	7475.	9750.	0.	0.	0.	.77	55.	27.2	D	20.8	11.7
8	4	1280.	0.	0.	6244.	0.	0.	6119.	7800.	0.	0.	0.	.78	55.	27.8	D	20.5	11.8
9	4	1570.	0.	0.	6244.	0.	0.	6119.	7800.	0.	0.	0.	.78	55.	27.8	D	20.3	11.8
10	5	1515.	1320.	4080.	7564.	1320.	3800.	7439.	8349.	651.	0.	0.	.89	55.	27.0	D	20.8	11.7
11	4	1190.	0.	432.	3484.	0.	425.	3426.	7767.	33.	0.	0.	.44	55.	15.6	B	20.3	11.8
12	4	230.	0.	0.	3052.	0.	0.	3001.	7800.	0.	0.	0.	.38	60.	12.5	B	19.3	12.8
13	3	4755.	0.	0.	3052.	0.	0.	3001.	5850.	0.	0.	0.	.51	60.	16.7	B	19.3	12.8
14	4	1275.	296.	0.	3348.	296.	0.	3297.	8000.	0.	0.	0.	.41	60.	13.7	B	19.1	12.9
15	4	2640.	0.	3348.	3348.	0.	3297.	3297.	8000.	0.	0.	0.	.41	60.	13.7	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 43.	35.7		19.9	12.5

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	246. VEH-HRS	311. PASS-HRS	919. VEH-HRS	1158. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	9. VEH-HRS	12. PASS-HRS	11. VEH-HRS	13. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	256. VEH-HRS	322. PASS-HRS	930. VEH-HRS	1172. PASS-HRS
TOTAL TRAV DISTANCE =	10527. VEH-MI.	13264. PASS-MI.	42854. VEH-MI.	53997. PASS-MI.
AVERAGE SYSTEM SPEED =	41. MPH.		47. MPH.	
AVERAGE DENSITY =	36. VPMPL		33. VPMPL	
TOTAL FUEL =	532. GALLONS		2124. GALLONS	
TOTAL EMISSIONS =	133. KILOGRAMS		526. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	4	OUTPUT POINT	64.	9.28	3.61	0.22	1.14	0.06	1.42

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7124.	0.	7124.	7124.	0.	7120.	8000.	0.	* 2466.	4.	.89	38.	47.0	F	19.1	13.0
2	4	1500.	0.	656.	7124.	0.	656.	7120.	7800.	0.	** 1500.	4.	.91	21.	83.5	F	16.4	16.2
3	4	1118.	0.	0.	6468.	0.	0.	6464.	7800.	0.	** 1118.	4.	.83	16.	101.4	F	14.5	19.2
4	4	345.	824.	0.	7292.	824.	0.	7288.	7800.	0.	** 345.	4.	.93	23.	78.9	F	17.1	15.4
5	4	5130.	512.	352.	7804.	512.	352.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	7452.	0.	0.	7448.	7800.	0.	0.	0.	.95	52.	35.7	E	21.3	11.5
7	5	1600.	0.	1352.	7452.	0.	1351.	7448.	9750.	0.	0.	0.	.76	55.	27.1	D	20.8	11.7
8	4	1280.	0.	0.	6100.	0.	0.	6097.	7800.	0.	0.	0.	.78	55.	27.7	D	20.5	11.8
9	4	1570.	0.	0.	6100.	0.	0.	6097.	7800.	0.	0.	0.	.78	55.	27.7	D	20.3	11.8
10	5	1515.	1660.	4040.	7760.	1660.	3800.	7757.	8152.	848.	0.	0.	.95	55.	28.2	D	20.8	11.7
11	4	1190.	0.	436.	3720.	0.	436.	3719.	7760.	40.	0.	0.	.48	55.	16.9	B	20.3	11.8
12	4	230.	0.	0.	3284.	0.	0.	3283.	7800.	0.	0.	0.	.42	60.	13.7	B	19.3	12.8
13	3	4755.	0.	0.	3284.	0.	0.	3283.	5850.	0.	0.	0.	.56	60.	18.2	C	19.3	12.8
14	4	1275.	300.	0.	3584.	300.	0.	3583.	8000.	0.	0.	0.	.45	60.	14.9	B	19.1	12.9
15	4	2640.	0.	3584.	3584.	0.	3583.	3583.	8000.	0.	0.	0.	.45	60.	14.9	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 41.	37.1		19.7	12.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	254. VEH-HRS	321. PASS-HRS	1174. VEH-HRS	1479. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	23. VEH-HRS	29. PASS-HRS	34. VEH-HRS	43. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	278. VEH-HRS	350. PASS-HRS	1208. VEH-HRS	1521. PASS-HRS
TOTAL TRAV DISTANCE =	10551. VEH-MI.	13294. PASS-MI.	53405. VEH-MI.	67291. PASS-MI.
AVERAGE SYSTEM SPEED =	38. MPH.		46. MPH.	
AVERAGE DENSITY =	37. VPMPL		34. VPMPL	
TOTAL FUEL =	544. GALLONS		2668. GALLONS	
TOTAL EMISSIONS =	137. KILOGRAMS		664. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	4	OUTPUT POINT	123.	23.36	9.08	0.55	2.87	0.15	3.56

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7016.	0.	7016.	7016.	0.	7024.	8000.	0.	* 2423.	-8.	.88	37.	47.2	F	19.0	13.2
2	4	1500.	0.	552.	7016.	0.	552.	7024.	7800.	0.	** 1500.	-8.	.90	20.	86.1	F	16.2	16.6
3	4	1118.	0.	0.	6464.	0.	0.	6472.	7800.	0.	** 1118.	-8.	.83	16.	101.2	F	14.5	19.2
4	4	345.	808.	0.	7272.	808.	0.	7280.	7800.	0.	** 345.	-8.	.93	23.	79.2	F	17.1	15.4
5	4	5130.	520.	376.	7792.	520.	376.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	7416.	0.	0.	7424.	7800.	0.	0.	0.	.95	52.	35.4	E	21.3	11.5
7	5	1600.	0.	1308.	7416.	0.	1309.	7424.	9750.	0.	0.	0.	.76	55.	27.0	D	20.8	11.7
8	4	1280.	0.	0.	6108.	0.	0.	6114.	7800.	0.	0.	0.	.78	55.	27.8	D	20.5	11.8
9	4	1570.	0.	0.	6108.	0.	0.	6114.	7800.	0.	0.	0.	.78	55.	27.8	D	20.3	11.8
10	5	1515.	1720.	3912.	7828.	1720.	3800.	7834.	8091.	909.	0.	0.	.97	55.	28.5	D	20.8	11.7
11	4	1190.	0.	396.	3916.	0.	396.	3919.	7761.	39.	0.	0.	.50	55.	17.8	B	20.3	11.8
12	4	230.	0.	0.	3520.	0.	0.	3523.	7800.	0.	0.	0.	.45	60.	14.7	B	19.3	12.8
13	3	4755.	0.	0.	3520.	0.	0.	3523.	5850.	0.	0.	0.	.60	60.	19.6	C	19.3	12.8
14	4	1275.	304.	0.	3824.	304.	0.	3827.	8000.	0.	0.	0.	.48	60.	15.9	B	19.1	12.9
15	4	2640.	0.	3824.	3824.	0.	3827.	3827.	8000.	0.	0.	0.	.48	60.	15.9	B	22.7	12.1
TOTAL		36203. =	6.9 MILES										MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 41.	37.6	19.7	12.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	257. VEH-HRS	324. PASS-HRS	1431. VEH-HRS	1803. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	34. VEH-HRS	43. PASS-HRS	68. VEH-HRS	86. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	292. VEH-HRS	367. PASS-HRS	1499. VEH-HRS	1889. PASS-HRS
TOTAL TRAV DISTANCE =	10611. VEH-MI.	13370. PASS-MI.	64017. VEH-MI.	80661. PASS-MI.
AVERAGE SYSTEM SPEED =	36. MPH.		45. MPH.	
AVERAGE DENSITY =	38. VPMPL		35. VPMPL	
TOTAL FUEL =	553. GALLONS		3221. GALLONS	
TOTAL EMISSIONS =	140. KILOGRAMS		804. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	4	OUTPUT POINT	152.	34.41	13.38	0.80	4.22	0.22	5.25

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7188.	0.	7188.	7188.	0.	7196.	8000.	0.	* 2375.	-8.	.90	39.	46.6	F	19.3	12.9
2	4	1500.	0.	732.	7188.	0.	732.	7196.	7800.	0.	** 1500.	-8.	.92	22.	81.4	F	16.6	15.9
3	4	1118.	0.	0.	6456.	0.	0.	6464.	7800.	0.	** 1118.	-8.	.83	16.	101.4	F	14.5	19.2
4	4	345.	844.	0.	7300.	844.	0.	7308.	7800.	0.	** 345.	-8.	.94	23.	78.4	F	17.2	15.3
5	4	5130.	492.	308.	7792.	492.	308.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	7484.	0.	0.	7492.	7800.	0.	0.	0.	.96	52.	36.0	E	21.4	11.5
7	5	1600.	0.	1056.	7484.	0.	1057.	7492.	9750.	0.	0.	0.	.77	55.	27.2	D	20.8	11.7
8	4	1280.	0.	0.	6428.	0.	0.	6435.	7800.	0.	0.	0.	.82	55.	29.2	D	20.5	11.8
9	4	1570.	0.	0.	6428.	0.	0.	6248.	7800.	0.	* 787.	186.	.80	33.	47.7	F	18.2	13.9
10	5	1515.	1724.	3540.	8152.	1724.	3800.	7972.	7972.	1028.	0.	0.	1.00	55.	29.0	E	20.8	11.7
11	4	1190.	0.	428.	4612.	0.	419.	4510.	7760.	40.	0.	0.	.58	55.	20.5	C	20.3	11.8
12	4	230.	0.	0.	4184.	0.	0.	4092.	7800.	0.	0.	0.	.52	60.	17.0	B	19.3	12.8
13	3	4755.	0.	0.	4184.	0.	0.	4092.	5850.	0.	0.	0.	.70	60.	22.7	C	19.3	12.8
14	4	1275.	320.	0.	4504.	320.	0.	4412.	8000.	0.	0.	0.	.55	60.	18.4	C	19.1	12.9
15	4	2640.	0.	4504.	4504.	0.	4412.	4412.	8000.	0.	0.	0.	.55	60.	18.4	C	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 41.	39.0		19.7	12.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	266. VEH-HRS	336. PASS-HRS	1697. VEH-HRS	2139. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	27. VEH-HRS	35. PASS-HRS	96. VEH-HRS	121. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	294. VEH-HRS	370. PASS-HRS	1793. VEH-HRS	2259. PASS-HRS
TOTAL TRAV DISTANCE =	11043. VEH-MI.	13914. PASS-MI.	75059. VEH-MI.	94574. PASS-MI.
AVERAGE SYSTEM SPEED =	38. MPH.		44. MPH.	
AVERAGE DENSITY =	39. VPMPL		35. VPMPL	
TOTAL FUEL =	571. GALLONS		3791. GALLONS	
TOTAL EMISSIONS =	144. KILOGRAMS		949. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	4	OUTPUT POINT	68.	27.44	10.67	0.64	3.37	0.18	4.19

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7400.	0.	7400.	7400.	0.	7272.	8000.	0.	* 3191.	128.	.91	37.	48.5	F	19.2	12.9
2	4	1500.	0.	780.	7400.	0.	780.	7272.	7800.	0.	** 1500.	128.	.93	23.	79.4	F	16.9	15.5
3	4	1118.	0.	0.	6620.	0.	0.	6492.	7800.	0.	** 1118.	128.	.83	16.	100.6	F	14.5	19.1
4	4	345.	756.	0.	7376.	756.	0.	7248.	7800.	0.	** 345.	128.	.93	23.	80.0	F	17.0	15.6
5	4	5130.	552.	368.	7928.	552.	362.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	7560.	0.	0.	7438.	7800.	0.	0.	0.	.95	52.	35.6	E	21.3	11.5
7	5	1600.	0.	1332.	7560.	0.	1310.	7438.	9750.	0.	0.	0.	.76	55.	27.0	D	20.8	11.7
8	4	1280.	0.	0.	6228.	0.	0.	6127.	7800.	0.	0.	0.	.79	55.	27.9	D	20.5	11.8
9	4	1570.	0.	0.	6228.	0.	0.	6252.	7800.	0.	* 269.	-125.	.80	28.	55.3	F	17.5	14.7
10	5	1515.	1776.	3880.	8004.	1776.	3800.	8028.	8028.	972.	0.	0.	1.00	55.	29.2	E	20.8	11.7
11	4	1190.	0.	452.	4124.	0.	453.	4136.	7756.	44.	0.	0.	.53	55.	18.8	C	20.3	11.8
12	4	230.	0.	0.	3672.	0.	0.	3683.	7800.	0.	0.	0.	.47	60.	15.3	B	19.3	12.8
13	3	4755.	0.	0.	3672.	0.	0.	3683.	5850.	0.	0.	0.	.63	60.	20.5	C	19.3	12.8
14	4	1275.	224.	0.	3896.	224.	0.	3907.	8000.	0.	0.	0.	.49	60.	16.3	B	19.1	12.9
15	4	2640.	0.	3896.	3896.	0.	3907.	3907.	8000.	0.	0.	0.	.49	60.	16.3	B	22.7	12.1
TOTAL		36203. =	6.9 MILES										MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 41.	39.1	19.7	12.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	268. VEH-HRS	338. PASS-HRS	1966. VEH-HRS	2477. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	20. VEH-HRS	25. PASS-HRS	116. VEH-HRS	146. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	288. VEH-HRS	363. PASS-HRS	2081. VEH-HRS	2622. PASS-HRS
TOTAL TRAV DISTANCE =	10880. VEH-MI.	13708. PASS-MI.	85939. VEH-MI.	108283. PASS-MI.
AVERAGE SYSTEM SPEED =	38. MPH.		44. MPH.	
AVERAGE DENSITY =	39. VPMPL		36. VPMPL	
TOTAL FUEL =	560. GALLONS		4352. GALLONS	
TOTAL EMISSIONS =	142. KILOGRAMS		1090. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	4	OUTPUT POINT	90.	19.75	7.68	0.46	2.42	0.13	3.01

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7176.	0.	7176.	7176.	0.	7228.	8000.	0.	* 2876.	-52.	.90	36.	50.0	F	19.0	13.2
2	4	1500.	0.	912.	7176.	0.	912.	7228.	7800.	0.	** 1500.	-52.	.93	22.	80.6	F	16.7	15.7
3	4	1118.	0.	0.	6264.	0.	0.	6316.	7800.	0.	** 1118.	-52.	.81	15.	105.4	F	14.1	19.8
4	4	345.	932.	0.	7196.	932.	0.	7248.	7800.	0.	** 345.	-52.	.93	23.	80.0	F	17.0	15.6
5	4	5130.	552.	332.	7748.	552.	334.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	7416.	0.	0.	7466.	7800.	0.	0.	0.	.96	52.	35.8	E	21.3	11.5
7	5	1600.	0.	1232.	7416.	0.	1240.	7466.	9750.	0.	0.	0.	.77	55.	27.1	D	20.8	11.7
8	4	1280.	0.	0.	6184.	0.	0.	6226.	7800.	0.	0.	0.	.80	55.	28.3	D	20.5	11.8
9	4	1570.	0.	0.	6184.	0.	0.	6133.	7800.	0.	* 642.	93.	.79	30.	51.6	F	17.7	14.4
10	5	1515.	1868.	4032.	8052.	1868.	3800.	8001.	8001.	999.	0.	0.	1.00	55.	29.1	E	20.8	11.7
11	4	1190.	0.	516.	4020.	0.	513.	3994.	7747.	53.	0.	0.	.52	55.	18.2	C	20.3	11.8
12	4	230.	0.	0.	3504.	0.	0.	3482.	7800.	0.	0.	0.	.45	60.	14.5	B	19.3	12.8
13	3	4755.	0.	0.	3504.	0.	0.	3482.	5850.	0.	0.	0.	.60	60.	19.3	C	19.3	12.8
14	4	1275.	392.	0.	3896.	392.	0.	3874.	8000.	0.	0.	0.	.48	60.	16.1	B	19.1	12.9
15	4	2640.	0.	3896.	3896.	0.	3874.	3874.	8000.	0.	0.	0.	.48	60.	16.1	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 40.	39.4		19.6	12.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	269. VEH-HRS	339. PASS-HRS	2235. VEH-HRS	2816. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	29. VEH-HRS	37. PASS-HRS	145. VEH-HRS	182. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	298. VEH-HRS	376. PASS-HRS	2380. VEH-HRS	2998. PASS-HRS
TOTAL TRAV DISTANCE =	10735. VEH-MI.	13526. PASS-MI.	96674. VEH-MI.	121809. PASS-MI.
AVERAGE SYSTEM SPEED =	36. MPH.		43. MPH.	
AVERAGE DENSITY =	39. VPMPL		36. VPMPL	
TOTAL FUEL =	560. GALLONS		4911. GALLONS	
TOTAL EMISSIONS =	142. KILOGRAMS		1232. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	4	OUTPUT POINT	142.	29.06	11.30	0.68	3.57	0.19	4.43

QUEUE CLEAR SECTION 9 T2 =0.248

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7620.	0.	7620.	7620.	0.	7276.	8000.	0.	* 5147.	344.	.91	33.	54.9	F	18.8	13.4
2	4	1500.	0.	832.	7620.	0.	832.	7276.	7800.	0.	** 1500.	344.	.93	23.	79.3	F	16.9	15.5
3	4	1118.	0.	0.	6788.	0.	0.	6444.	7800.	0.	** 1118.	344.	.83	16.	101.9	F	14.4	19.3
4	4	345.	816.	0.	7604.	816.	0.	7260.	7800.	0.	** 345.	344.	.93	23.	79.7	F	17.0	15.5
5	4	5130.	540.	412.	8144.	540.	395.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	7732.	0.	0.	7405.	7800.	0.	0.	0.	.95	52.	35.3	E	21.3	11.5
7	5	1600.	0.	1752.	7732.	0.	1678.	7405.	9750.	0.	0.	0.	.76	55.	26.9	D	20.8	11.7
8	4	1280.	0.	0.	5980.	0.	0.	5727.	7800.	0.	0.	0.	.73	55.	26.0	D	20.5	11.8
9	4	1570.	0.	0.	5980.	0.	0.	5905.	7800.	0.	0.	-177.	.76	32.	45.5	F	18.1	13.9
10	5	1515.	1768.	4084.	7748.	1768.	3800.	7673.	8086.	914.	0.	0.	.95	55.	27.9	D	20.8	11.7
11	4	1190.	0.	612.	3664.	0.	606.	3629.	7741.	59.	0.	0.	.47	55.	16.5	B	20.3	11.8
12	4	230.	0.	0.	3052.	0.	0.	3022.	7800.	0.	0.	0.	.39	60.	12.6	B	19.3	12.8
13	3	4755.	0.	0.	3052.	0.	0.	3022.	5850.	0.	0.	0.	.52	60.	16.8	B	19.3	12.8
14	4	1275.	360.	0.	3412.	360.	0.	3382.	8000.	0.	0.	0.	.42	60.	14.1	B	19.1	12.9
15	4	2640.	0.	3412.	3412.	0.	3382.	3382.	8000.	0.	0.	0.	.42	60.	14.1	B	22.7	12.1
TOTAL		36203. =	6.9 MILES									MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 39.		39.5	19.5	12.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	274. VEH-HRS	345. PASS-HRS	2509. VEH-HRS	3161. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	43. VEH-HRS	54. PASS-HRS	188. VEH-HRS	237. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	317. VEH-HRS	399. PASS-HRS	2696. VEH-HRS	3397. PASS-HRS
TOTAL TRAV DISTANCE =	10566. VEH-MI.	13313. PASS-MI.	107240. VEH-MI.	135122. PASS-MI.
AVERAGE SYSTEM SPEED =	33. MPH.		43. MPH.	
AVERAGE DENSITY =	39. VPMPL		36. VPMPL	
TOTAL FUEL =	558. GALLONS		5469. GALLONS	
TOTAL EMISSIONS =	143. KILOGRAMS		1375. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	4	OUTPUT POINT	203.	43.14	16.77	1.01	5.29	0.28	6.58

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6760.	0.	6760.	6760.	0.	7144.	8000.	0.	* 3009.	-384.	.89	32.	56.7	F	18.2	13.9
2	4	1500.	0.	684.	6760.	0.	684.	7144.	7800.	0.	** 1500.	-384.	.92	22.	82.9	F	16.5	16.1
3	4	1118.	0.	0.	6076.	0.	0.	6460.	7800.	0.	** 1118.	-384.	.83	16.	101.5	F	14.5	19.2
4	4	345.	776.	0.	6852.	776.	0.	7236.	7800.	0.	** 345.	-384.	.93	23.	80.4	F	17.0	15.6
5	4	5130.	564.	424.	7416.	564.	446.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	6992.	0.	0.	7354.	7800.	0.	0.	0.	.94	53.	34.9	D	21.2	11.5
7	5	1600.	0.	1456.	6992.	0.	1531.	7354.	9750.	0.	0.	0.	.75	55.	26.7	D	20.8	11.7
8	4	1280.	0.	0.	5536.	0.	0.	5823.	7800.	0.	0.	0.	.75	55.	26.5	D	20.5	11.8
9	4	1570.	0.	0.	5536.	0.	0.	5823.	7800.	0.	0.	0.	.75	55.	26.5	D	20.3	11.8
10	5	1515.	1648.	3556.	7184.	1648.	3800.	7471.	8105.	895.	0.	0.	.92	55.	27.2	D	20.8	11.7
11	4	1190.	0.	492.	3628.	0.	512.	3773.	7753.	47.	0.	0.	.49	55.	17.1	B	20.3	11.8
12	4	230.	0.	0.	3136.	0.	0.	3261.	7800.	0.	0.	0.	.42	60.	13.6	B	19.3	12.8
13	3	4755.	0.	0.	3136.	0.	0.	3261.	5850.	0.	0.	0.	.56	60.	18.1	C	19.3	12.8
14	4	1275.	300.	0.	3436.	300.	0.	3561.	8000.	0.	0.	0.	.45	60.	14.8	B	19.1	12.9
15	4	2640.	0.	3436.	3436.	0.	3561.	3561.	8000.	0.	0.	0.	.45	60.	14.8	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 39.	39.5		19.4	13.0

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	268. VEH-HRS	337. PASS-HRS	2776. VEH-HRS	3498. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	48. VEH-HRS	60. PASS-HRS	235. VEH-HRS	297. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	315. VEH-HRS	397. PASS-HRS	3011. VEH-HRS	3794. PASS-HRS
TOTAL TRAV DISTANCE =	10374. VEH-MI.	13071. PASS-MI.	117613. VEH-MI.	148193. PASS-MI.
AVERAGE SYSTEM SPEED =	33. MPH.		42. MPH.	
AVERAGE DENSITY =	40. VPMPL		37. VPMPL	
TOTAL FUEL =	553. GALLONS		6022. GALLONS	
TOTAL EMISSIONS =	142. KILOGRAMS		1517. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	4	OUTPUT POINT	178.	47.59	18.50	1.11	5.84	0.31	7.26

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6780.	0.	6780.	6780.	0.	7148.	8000.	0.	* 952.	-368.	.89	40.	44.3	F	19.2	12.9
2	4	1500.	0.	708.	6780.	0.	708.	7148.	7800.	0.	** 1500.	-368.	.92	22.	82.8	F	16.5	16.1
3	4	1118.	0.	0.	6072.	0.	0.	6440.	7800.	0.	** 1118.	-368.	.83	16.	102.0	F	14.4	19.3
4	4	345.	792.	0.	6864.	792.	0.	7232.	7800.	0.	** 345.	-368.	.93	22.	80.5	F	17.0	15.6
5	4	5130.	568.	356.	7432.	568.	374.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	7076.	0.	0.	7426.	7800.	0.	0.	0.	.95	52.	35.5	E	21.3	11.5
7	5	1600.	0.	1264.	7076.	0.	1327.	7426.	9750.	0.	0.	0.	.76	55.	27.0	D	20.8	11.7
8	4	1280.	0.	0.	5812.	0.	0.	6100.	7800.	0.	0.	0.	.78	55.	27.7	D	20.5	11.8
9	4	1570.	0.	0.	5812.	0.	0.	6100.	7800.	0.	0.	0.	.78	55.	27.7	D	20.3	11.8
10	5	1515.	1648.	3464.	7460.	1648.	3800.	7748.	8058.	942.	0.	0.	.96	55.	28.2	D	20.8	11.7
11	4	1190.	0.	476.	3996.	0.	494.	4150.	7754.	46.	0.	0.	.54	55.	18.9	C	20.3	11.8
12	4	230.	0.	0.	3520.	0.	0.	3656.	7800.	0.	0.	0.	.47	60.	15.2	B	19.3	12.8
13	3	4755.	0.	0.	3520.	0.	0.	3656.	5850.	0.	0.	0.	.62	60.	20.3	C	19.3	12.8
14	4	1275.	248.	0.	3768.	248.	0.	3904.	8000.	0.	0.	0.	.49	60.	16.3	B	19.1	12.9
15	4	2640.	0.	3768.	3768.	0.	3904.	3904.	8000.	0.	0.	0.	.49	60.	16.3	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 43.	36.8		19.8	12.6

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	249. VEH-HRS	313. PASS-HRS	3025. VEH-HRS	3811. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	38. VEH-HRS	48. PASS-HRS	273. VEH-HRS	345. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	287. VEH-HRS	361. PASS-HRS	3298. VEH-HRS	4156. PASS-HRS
TOTAL TRAV DISTANCE =	10591. VEH-MI.	13344. PASS-MI.	128204. VEH-MI.	161537. PASS-MI.
AVERAGE SYSTEM SPEED =	37. MPH.		42. MPH.	
AVERAGE DENSITY =	37. VPMPL		37. VPMPL	
TOTAL FUEL =	550. GALLONS		6572. GALLONS	
TOTAL EMISSIONS =	139. KILOGRAMS		1656. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	4	OUTPUT POINT	127.	38.07	14.80	0.89	4.67	0.25	5.81

QUEUE CLEAR SECTION 4 T2 =0.244

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6592.	0.	6592.	6592.	0.	6592.	8000.	0.	0.	0.	.82	54.	30.6	D	20.2	11.9
2	4	1500.	0.	652.	6592.	0.	652.	6592.	7800.	0.	0.	0.	.85	35.	47.6	F	18.7	13.4
3	4	1118.	0.	0.	5940.	0.	0.	5940.	7800.	0.	0.	0.	.76	21.	72.1	F	15.9	16.9
4	4	345.	712.	0.	6652.	712.	0.	7340.	7800.	0.	0.	-688.	.94	24.	75.2	F	17.5	15.0
5	4	5130.	460.	396.	7112.	460.	434.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	6716.	0.	0.	7366.	7800.	0.	0.	0.	.94	53.	35.0	D	21.2	11.5
7	5	1600.	0.	1092.	6716.	0.	1197.	7366.	9750.	0.	0.	0.	.76	55.	26.8	D	20.8	11.7
8	4	1280.	0.	0.	5624.	0.	0.	6168.	7800.	0.	0.	0.	.79	55.	28.0	D	20.5	11.8
9	4	1570.	0.	0.	5624.	0.	0.	6168.	7800.	0.	0.	0.	.79	55.	28.0	D	20.3	11.8
10	5	1515.	1452.	3476.	7076.	1452.	3800.	7620.	8215.	785.	0.	0.	.93	55.	27.7	D	20.8	11.7
11	4	1190.	0.	392.	3600.	0.	422.	3877.	7765.	35.	0.	0.	.50	55.	17.6	B	20.3	11.8
12	4	230.	0.	0.	3208.	0.	0.	3455.	7800.	0.	0.	0.	.44	60.	14.4	B	19.3	12.8
13	3	4755.	0.	0.	3208.	0.	0.	3455.	5850.	0.	0.	0.	.59	60.	19.2	C	19.3	12.8
14	4	1275.	260.	0.	3468.	260.	0.	3715.	8000.	0.	0.	0.	.46	60.	15.5	B	19.1	12.9
15	4	2640.	0.	3468.	3468.	0.	3715.	3715.	8000.	0.	0.	0.	.46	60.	15.5	B	22.7	12.1
TOTAL		36203. =	6.9 MILES										MAX(V/C) = 1.00	LOWEST LOS = F	AVG = 49.	30.3	20.3	12.1

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	209. VEH-HRS	264. PASS-HRS	3234. VEH-HRS	4075. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	30. VEH-HRS	38. PASS-HRS	303. VEH-HRS	382. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	239. VEH-HRS	301. PASS-HRS	3537. VEH-HRS	4457. PASS-HRS
TOTAL TRAV DISTANCE =	10344. VEH-MI.	13033. PASS-MI.	138547. VEH-MI.	174570. PASS-MI.
AVERAGE SYSTEM SPEED =	43. MPH.		43. MPH.	
AVERAGE DENSITY =	30. VPMPL		36. VPMPL	
TOTAL FUEL =	520. GALLONS		7092. GALLONS	
TOTAL EMISSIONS =	130. KILOGRAMS		1786. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	4	OUTPUT POINT	113.	29.98	11.65	0.70	3.68	0.19	4.57

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6148.	0.	6148.	6148.	0.	6148.	8000.	0.	0.	0.	.77	55.	27.9	D	20.3	11.8
2	4	1500.	0.	712.	6148.	0.	712.	6148.	7800.	0.	0.	0.	.79	55.	27.9	D	20.3	11.8
3	4	1118.	0.	0.	5436.	0.	0.	5436.	7800.	0.	0.	0.	.70	55.	24.7	C	20.3	11.8
4	4	345.	724.	0.	6160.	724.	0.	6160.	7800.	0.	0.	0.	.79	55.	28.0	D	20.5	11.8
5	4	5130.	452.	392.	6612.	452.	392.	6612.	7800.	0.	0.	0.	.85	55.	30.1	D	20.8	11.7
6	4	2055.	0.	0.	6220.	0.	0.	6220.	7800.	0.	0.	0.	.80	55.	28.3	D	20.8	11.7
7	5	1600.	0.	1160.	6220.	0.	1160.	6220.	9750.	0.	0.	0.	.64	55.	22.6	C	20.8	11.7
8	4	1280.	0.	0.	5060.	0.	0.	5060.	7800.	0.	0.	0.	.65	55.	23.0	C	20.5	11.8
9	4	1570.	0.	0.	5060.	0.	0.	5060.	7800.	0.	0.	0.	.65	55.	23.0	C	20.3	11.8
10	5	1515.	1620.	3580.	6680.	1620.	3800.	6680.	8200.	800.	0.	0.	.81	55.	24.3	C	20.8	11.7
11	4	1190.	0.	396.	3100.	0.	396.	3100.	7764.	36.	0.	0.	.40	55.	14.1	B	20.3	11.8
12	4	230.	0.	0.	2704.	0.	0.	2704.	7800.	0.	0.	0.	.35	60.	11.3	B	19.3	12.8
13	3	4755.	0.	0.	2704.	0.	0.	2704.	5850.	0.	0.	0.	.46	60.	15.0	B	19.3	12.8
14	4	1275.	212.	0.	2916.	212.	0.	2916.	8000.	0.	0.	0.	.36	60.	12.2	B	19.1	12.9
15	4	2640.	0.	2916.	2916.	0.	2916.	2916.	8000.	0.	0.	0.	.36	60.	12.2	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.85		LOWEST LOS = D	AVG = 56.	23.4		20.5	11.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	161. VEH-HRS	202. PASS-HRS	3395. VEH-HRS	4277. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	21. VEH-HRS	27. PASS-HRS	325. VEH-HRS	409. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	182. VEH-HRS	229. PASS-HRS	3719. VEH-HRS	4686. PASS-HRS
TOTAL TRAV DISTANCE =	8934. VEH-MI.	11257. PASS-MI.	147481. VEH-MI.	185827. PASS-MI.
AVERAGE SYSTEM SPEED =	49. MPH.		43. MPH.	
AVERAGE DENSITY =	23. VPMPL		35. VPMPL	
TOTAL FUEL =	445. GALLONS		7537. GALLONS	
TOTAL EMISSIONS =	110. KILOGRAMS		1896. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	4	OUTPUT POINT	58.	21.33	8.29	0.50	2.62	0.14	3.25

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6096.	0.	6096.	6096.	0.	6096.	8000.	0.	0.	0.	.76	55.	27.7	D	20.3	11.8
2	4	1500.	0.	564.	6096.	0.	564.	6096.	7800.	0.	0.	0.	.78	55.	27.7	D	20.3	11.8
3	4	1118.	0.	0.	5532.	0.	0.	5532.	7800.	0.	0.	0.	.71	55.	25.1	C	20.3	11.8
4	4	345.	628.	0.	6160.	628.	0.	6160.	7800.	0.	0.	0.	.79	55.	28.0	D	20.5	11.8
5	4	5130.	372.	328.	6532.	372.	328.	6532.	7800.	0.	0.	0.	.84	55.	29.7	D	20.8	11.7
6	4	2055.	0.	0.	6204.	0.	0.	6204.	7800.	0.	0.	0.	.80	55.	28.2	D	20.8	11.7
7	5	1600.	0.	1020.	6204.	0.	1020.	6204.	9750.	0.	0.	0.	.64	55.	22.6	C	20.8	11.7
8	4	1280.	0.	0.	5184.	0.	0.	5184.	7800.	0.	0.	0.	.66	55.	23.6	C	20.5	11.8
9	4	1570.	0.	0.	5184.	0.	0.	5184.	7800.	0.	0.	0.	.66	55.	23.6	C	20.3	11.8
10	5	1515.	1484.	3268.	6668.	1484.	3268.	6668.	8204.	796.	0.	0.	.81	55.	24.2	C	20.8	11.7
11	4	1190.	0.	328.	3400.	0.	328.	3400.	7770.	30.	0.	0.	.44	55.	15.5	B	20.3	11.8
12	4	230.	0.	0.	3072.	0.	0.	3072.	7800.	0.	0.	0.	.39	60.	12.8	B	19.3	12.8
13	3	4755.	0.	0.	3072.	0.	0.	3072.	5850.	0.	0.	0.	.53	60.	17.1	B	19.3	12.8
14	4	1275.	212.	0.	3284.	212.	0.	3284.	8000.	0.	0.	0.	.41	60.	13.7	B	19.1	12.9
15	4	2640.	0.	3284.	3284.	0.	3284.	3284.	8000.	0.	0.	0.	.41	60.	13.7	B	22.7	12.1
TOTAL		36203. =	6.9 MILES						MAX(V/C) = 0.84		LOWEST LOS = D		AVG = 56.		23.8		20.5	11.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	163. VEH-HRS	205. PASS-HRS	3558. VEH-HRS	4483. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	7. VEH-HRS	9. PASS-HRS	332. VEH-HRS	418. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	170. VEH-HRS	214. PASS-HRS	3890. VEH-HRS	4901. PASS-HRS
TOTAL TRAV DISTANCE =	9076. VEH-MI.	11436. PASS-MI.	156558. VEH-MI.	197263. PASS-MI.
AVERAGE SYSTEM SPEED =	53. MPH.		44. MPH.	
AVERAGE DENSITY =	24. VPMPL		35. VPMPL	
TOTAL FUEL =	446. GALLONS		7983. GALLONS	
TOTAL EMISSIONS =	109. KILOGRAMS		2005. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	4	OUTPUT POINT	0.	7.23	2.81	0.17	0.89	0.05	1.10

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6240.	0.	6240.	6240.	0.	6240.	8000.	0.	0.	0.	.78	55.	28.4	D	20.3	11.8
2	4	1500.	0.	536.	6240.	0.	536.	6240.	7800.	0.	0.	0.	.80	55.	28.4	D	20.3	11.8
3	4	1118.	0.	0.	5704.	0.	0.	5704.	7800.	0.	0.	0.	.73	55.	25.9	C	20.3	11.8
4	4	345.	616.	0.	6320.	616.	0.	6320.	7800.	0.	0.	0.	.81	55.	28.7	D	20.5	11.8
5	4	5130.	416.	316.	6736.	416.	316.	6736.	7800.	0.	0.	0.	.86	55.	30.6	D	20.8	11.7
6	4	2055.	0.	0.	6420.	0.	0.	6420.	7800.	0.	0.	0.	.82	55.	29.2	D	20.8	11.7
7	5	1600.	0.	824.	6420.	0.	824.	6420.	9750.	0.	0.	0.	.66	55.	23.3	C	20.8	11.7
8	4	1280.	0.	0.	5596.	0.	0.	5596.	7800.	0.	0.	0.	.72	55.	25.4	C	20.5	11.8
9	4	1570.	0.	0.	5596.	0.	0.	5596.	7800.	0.	0.	0.	.72	55.	25.4	C	20.3	11.8
10	5	1515.	1348.	3332.	6944.	1348.	3332.	6944.	8266.	734.	0.	0.	.84	55.	25.3	C	20.8	11.7
11	4	1190.	0.	308.	3612.	0.	308.	3612.	7774.	26.	0.	0.	.46	55.	16.4	B	20.3	11.8
12	4	230.	0.	0.	3304.	0.	0.	3304.	7800.	0.	0.	0.	.42	60.	13.8	B	19.3	12.8
13	3	4755.	0.	0.	3304.	0.	0.	3304.	5850.	0.	0.	0.	.56	60.	18.4	C	19.3	12.8
14	4	1275.	232.	0.	3536.	232.	0.	3536.	8000.	0.	0.	0.	.44	60.	14.7	B	19.1	12.9
15	4	2640.	0.	3536.	3536.	0.	3536.	3536.	8000.	0.	0.	0.	.44	60.	14.7	B	22.7	12.1
TOTAL		36203. =	6.9 MILES						MAX(V/C) = 0.86		LOWEST LOS = D		AVG = 56.		24.8		20.5	11.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	170. VEH-HRS	214. PASS-HRS	3727. VEH-HRS	4696. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	332. VEH-HRS	418. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	170. VEH-HRS	214. PASS-HRS	4059. VEH-HRS	5114. PASS-HRS
TOTAL TRAV DISTANCE =	9442. VEH-MI.	11897. PASS-MI.	166000. VEH-MI.	209160. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		45. MPH.	
AVERAGE DENSITY =	25. VPMPL		34. VPMPL	
TOTAL FUEL =	462. GALLONS		8445. GALLONS	
TOTAL EMISSIONS =	113. KILOGRAMS		2118. KILOGRAMS	

FREEWAY SUMMARY TABLE
SIMULATION BEFORE CONTROL

TIME SLICE	FREEWAY TRAVEL TIME		RAMP DELAY		TOTAL FREEWAY TRAVEL TIME		TOTAL TRAVEL DISTANCE		AVERAGE SPEED	GASOLINE CONSUMED	HYDROCARB EMISSIONS	CARBON MONOXIDE	NITROUS OXIDES	BEGIN TIME
	VEH-HR	PAS-HR	VEH-HR	PAS-HR	VEH-HR	PAS-HR	VEH-MI	PAS-MI	MPH	GALLONS	KILOGRAMS	KILOGRAMS	KILOGRAMS	
1	215.	271.	0.	0.	215.	271.	10972.	13825.	51.0	535.	10.	112.	9.	15:00
2	220.	278.	0.	0.	220.	278.	10698.	13479.	48.5	526.	10.	111.	9.	15:15
3	237.	299.	1.	2.	238.	300.	10658.	13429.	44.7	531.	11.	113.	9.	15:30
4	246.	311.	9.	12.	256.	322.	10527.	13264.	41.2	532.	11.	113.	9.	15:45
5	254.	321.	23.	29.	278.	350.	10551.	13294.	38.0	544.	12.	117.	9.	16:00
6	257.	324.	34.	43.	292.	367.	10611.	13370.	36.4	553.	12.	119.	9.	16:15
7	266.	336.	27.	35.	294.	370.	11043.	13914.	37.6	571.	12.	123.	9.	16:30
8	268.	338.	20.	25.	288.	363.	10880.	13708.	37.8	560.	12.	121.	9.	16:45
9	269.	339.	29.	37.	298.	376.	10735.	13526.	36.0	560.	12.	121.	9.	17:00
10	274.	345.	43.	54.	317.	399.	10566.	13313.	33.4	558.	13.	121.	9.	17:15
11	268.	337.	48.	60.	315.	397.	10374.	13071.	32.9	553.	13.	120.	9.	17:30
12	249.	313.	38.	48.	287.	361.	10591.	13344.	36.9	550.	12.	119.	9.	17:45
13	209.	264.	30.	38.	239.	301.	10344.	13033.	43.2	520.	11.	111.	9.	18:00
14	161.	202.	21.	27.	182.	229.	8934.	11257.	49.1	445.	9.	94.	7.	18:15
15	163.	205.	7.	9.	170.	214.	9076.	11436.	53.3	446.	8.	93.	7.	18:30
16	170.	214.	0.	0.	170.	214.	9442.	11897.	55.7	462.	9.	96.	8.	18:45
TOTAL	3727.	4696.	332.	418.	4059.	5114.	166000.	209160.	44.5	8445.	176.	1804.	138.	

CONTOUR DIAGRAM OF
QUEUE LENGTH
BEFORE ENTRY CONTROL

```
TIME                                                                                                  BEGIN
SLICE ..............................................................................................   TIME
      .                                                                                            .
    1 .                            ******                                                          . - 15:00
    2 .                            ******                                                          . - 15:15
    3 .                       ************                                                         . - 15:30
    4 .                    ***************                                                         . - 15:45
    5 .                    ***************                                                         . - 16:00
    6 .                    ***************                                                         . - 16:15
    7 .                    ***************                              ***                        . - 16:30
    8 .                  *****************                                *                         . - 16:45
    9 .                   ****************                               **                         . - 17:00
   10 .            ***********************                                                         . - 17:15
   11 .                  *****************                                                         . - 17:30
   12 .                        ***********                                                         . - 17:45
   13 .                                                                                            . - 18:00
   14 .                                                                                            . - 18:15
   15 .                                                                                            . - 18:30
   16 .                                                                                            . - 18:45
      .                                                                                            .
      ..............................................................................................
       :                         :   :  ::            :     :   :   :   :   :  ::            :   :
       01                        02  03  05           06    07  08  09  10  11  13           14  15
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BLANK DENOTES MOVING TRAFFIC. ASTERISK DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION.
M DENOTES QUEUED VEHICLES DUE TO MERGING. B DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION AND MERGING. (WHEN BOTH QUEUES EXIST, LENGTH OF DISPLAY REPRESENTS MAINLINE CONGESTION.)

CONTOUR DIAGRAM OF
VOLUME/CAPACITY RATIO
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ...........................................................................................................   TIME
      .                                                                                                           .
    1 .888888888888888888888888888888887779**************99999977778888888899995555666666666666655555555555. - 15:00
    2 .888888888888888888888888888888999888 9**************99999977778888888899995554666666666666644444444444. - 15:15
    3 .888888888888888888888888888888888889**************99999977777777777777999944445555555555555544444444444. - 15:30
    4 .999999999999999999999999999999998889**************99999977777777777778888444355555555555555544444444444. - 15:45
    5 .888888888888888888888888888888999888 9**************99999977777777777779999444455555555555555544444444444. - 16:00
    6 .888888888888888888888888888888999888 9**************99999977777777777779999555466666666666666644444444444. - 16:15
    7 .888888888888888888888888888888999888 9**************99999977778888888888****555566666666666666555555555555. - 16:30
    8 .999999999999999999999999999999998889**************99999977777777888888****555466666666666666644444444444. - 16:45
    9 .999999999999999999999999999999998889**************99999977777777777777****555455555555555555544444444444. - 17:00
   10 .999999999999999999999999999999998889**************99999977777777777779999444355555555555555544444444444. - 17:15
   11 .888888888888888888888888888888999888 9**************99999977777777777779999444455555555555555544444444444. - 17:30
   12 .888888888888888888888888888888999888 9**************99999977777777777779999555466666666666666644444444444. - 17:45
   13 .888888888888888888888888888888887779**************99999977777777777779999444455555555555555544444444444. - 18:00
   14 .777777777777777777777777777777766678888888888888887777776666666666668888833334444444444444433333333333. - 18:15
   15 .777777777777777777777777777777777788888888888888877777766666666666688884443555555555555544444444444. - 18:30
   16 .777777777777777777777777777777777788888888888888888888888666677777777888844445555555555555544444444444. - 18:45
      .                                                                                                           .
      ...........................................................................................................
       :                          :   :  ::            :     :   :   :   :   :  ::            :   :
       01                         02  03  05           06    07  08  09  10  11  13           14  15
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THE DIGIT LEVELS DENOTE V/C IN VALUES FROM 0 TO 10 (CORRESPONDING TO 0.0 TO 1.0). THE ASTERISK DENOTES SATURATION.

```
FFFFFFFFFF RRRRRRRRR  EEEEEEEEEE     QQQQQQQ         1111      222222     PPPPPPPPP     EEEEEEEEEE
FFFFFFFFFF RRRRRRRRRR EEEEEEEEEE   Q*A.D.MAY*Q     111111     222  222    PPPPPPPPPP    EEEEEEEEEE
FFF        RRR    RRR EEE         QQQQQ    QQQQQ     1111    222    222   PPP    PPP    EEE
FFF        RRR    RRR EEE        QQQQ        QQQQ    1111           222   PPP    PPP    EEE
FFFFFFF    RRRRRRRRRR EEEEEEE    QQQQ        QQQQ    1111          222    PPPPPPPPPP    EEEEEEE
FFFFFFF    RRRRRRRRR  EEEEEEE    QQQQ        QQQQ    1111        2222     PPPPPPPPP     EEEEEEE
FFF        RRR RRR    EEE        QQQQ    QQQ QQQQ    1111      2222       PPP           EEE
FFF        RRR  RRR   EEE         Q*UC*    QQQQQ     1111     222         PPP           EEE
FFF        RRR   RRR  EEEEEEEEEE   Q*REGENTS*QQ      1111    222          PPP           EEEEEEEEEE
FFF        RRR    RRR EEEEEEEEEE     Q*1999*Q QQQ  11111111  2222222222   PPP           EEEEEEEEEE
```

FREQ12PE I-880 2025 SB PM Build

1. THIS IS A SIMULATION ONLY EXECUTION.

2. THERE ARE 4.0 TIME SLICES PER HOUR.

3. WEAVING ANALYSIS IS ENGAGED WITH FACTOR = 0.5

4. NO ALTERNATE ROUTE IS PROVIDED.

5. SPEED FLOW DATA IS SUPPLIED BY THE PROGRAM. DEFAULT FREE-FLOW SPEED = 60
   LOWER LIMB (AT V/C=1) = 30

6. FUEL DATA ARE SUPPLIED BY THE PROGRAM.

7. EMISSION RATES SELECTED FROM PROGRAM TABLES: EMFAC2002 2005 - 75 DEGREES F.

FREEWAY AND ARTERIAL DESIGN FEATURES

SUB SEC	NO. LNS	SSEC CAP	SSEC LENGTH	DESIGN SPEED	ORG DES	TRK FAC	SSEC GRAD	PCT TRK	PCT DES TRUCKS	SPECIAL RAMP	FF.SPD. ALT.RTE	CAP. ALT.RTE	ART TYPE	GRADE ALT.RTE	SUBSECTION LOCATION
1	4	8000.	2000.	60	O	0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Dummy Link
2	4	8000.	1887.	60	D	0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Main to Union off
3	3	6000.	4825.	60		0.94	0.0	6	0	NO	0.0	0.	GOOD	0.0	Union off to Union on
4	4	8000.	1045.	60	O	0.99	0.0	9	0	YES	0.0	0.	GOOD	0.0	Union on to Merge
5	3	6000.	1555.	60		0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Merge to 980 on
6	5	10000.	800.	55	O	0.94	0.0	6	0	YES	0.0	0.	GOOD	0.0	980 on to Merge
7	4	8000.	160.	55		0.94	0.0	6	0	NO	0.0	0.	GOOD	0.0	Merge to Broadway on
8	4	8000.	1730.	55	O	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Broadway on to Oak on
9	5	10000.	2900.	55	O	0.93	0.0	7	0	YES	0.0	0.	GOOD	0.0	Oak on to merge
10	4	8000.	2150.	55		0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Merge to Embarc on
11	4	8000.	1380.	55	OD	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Embarc on to Embarc off
12	4	8000.	3550.	55	D	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Embarc off to 23rd off
13	4	8000.	1916.	55		0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	23rd off to 23rd on
14	4	8000.	1304.	55	O	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	23rd on to Mainline
15	4	6600.	3000.	55	OD	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Dummy Lnk With Dummy Rmp

ON-RAMP CAPACITY LIMITS

1	2	3	4	5	6	7	8
8000.	1500.	3000.	1500.	1500.	1500.	1500.	2000.

OFF-RAMP CAPACITY LIMITS

1	2	3	4
3000.	1500.	1500.	6600.

ON-RAMP 1 IS THE MAINLINE ORIGIN
OFF-RAMP 4 IS THE MAINLINE DESTINATION

DISTRIBUTION OF VEHICLE OCCUPANCY

ON RAMP NUMBER	PASSENGERS PER VEHICLE 1	2	3 OR MORE	BUSES	AVERAGE CARPOOL (3+) OCCUPANCY	AVERAGE BUS OCCUPANCY
1	0.800	0.150	0.050	0.000	3.20	40.
2	0.800	0.150	0.050	0.000	3.20	40.
3	0.800	0.150	0.050	0.000	3.20	40.
4	0.800	0.150	0.050	0.000	3.20	40.
5	0.800	0.150	0.050	0.000	3.20	40.
6	0.800	0.150	0.050	0.000	3.20	40.
7	0.800	0.150	0.050	0.000	3.20	40.
8	0.800	0.150	0.050	0.000	3.20	40.

TIME SLICE 1 OF 16

ON-RAMP LOCATIONS
1 4 6 8 9 11 14 15

OFF-RAMP LOCATIONS
2 11 12 15

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
875. 77. 551. 141. 234. 107. 212. 200.

ORIGINAL OUTPUT COUNTS--
169. 76. 179. 1846.

TOTAL ORIGINAL INPUT = 2397. TOTAL ORIGINAL OUTPUT= 2270.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.06
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 2 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
787. 50. 527. 132. 234. 89. 203. 100.

ORIGINAL OUTPUT COUNTS--
166. 83. 165. 1597.

TOTAL ORIGINAL INPUT = 2122. TOTAL ORIGINAL OUTPUT= 2011.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.06
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 3 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
803. 71. 581. 144. 235. 108. 193. 100.

ORIGINAL OUTPUT COUNTS--
178. 67. 158. 1701.

TOTAL ORIGINAL INPUT = 2235. TOTAL ORIGINAL OUTPUT= 2104.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.06
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 4 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
851. 79. 521. 124. 235. 96. 175. 75.

ORIGINAL OUTPUT COUNTS--
185. 58. 158. 1645.

TOTAL ORIGINAL INPUT = 2156. TOTAL ORIGINAL OUTPUT= 2046.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.05
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 5 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
873. 94. 526. 140. 256. 131. 192. 25.

ORIGINAL OUTPUT COUNTS--
179. 68. 159. 1793.

TOTAL ORIGINAL INPUT = 2237. TOTAL ORIGINAL OUTPUT= 2199.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 6 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
864. 72. 490. 106. 256. 116. 189. 50.

ORIGINAL OUTPUT COUNTS--
228. 62. 144. 1667.

TOTAL ORIGINAL INPUT = 2143. TOTAL ORIGINAL OUTPUT= 2101.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 7 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
877. 94. 569. 128. 256. 134. 205. 38.

ORIGINAL OUTPUT COUNTS--
242. 60. 134. 1813.

TOTAL ORIGINAL INPUT = 2301. TOTAL ORIGINAL OUTPUT= 2249.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 8 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
930. 79. 497. 139. 256. 135. 176. 50.

ORIGINAL OUTPUT COUNTS--
377. 61. 124. 1670.

TOTAL ORIGINAL INPUT = 2262. TOTAL ORIGINAL OUTPUT= 2232.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 9 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
891. 88. 526. 165. 281. 160. 199. 150.

ORIGINAL OUTPUT COUNTS--
369. 58. 112. 1746.

TOTAL ORIGINAL INPUT = 2460. TOTAL ORIGINAL OUTPUT= 2285.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.08
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 10 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
881. 71. 583. 126. 252. 145. 203. 200.

ORIGINAL OUTPUT COUNTS--
392. 61. 117. 1706.

TOTAL ORIGINAL INPUT = 2461. TOTAL ORIGINAL OUTPUT= 2276.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.08
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 11 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
895. 66. 558. 108. 249. 133. 199. 250.

ORIGINAL OUTPUT COUNTS--
410. 53. 123. 1686.

TOTAL ORIGINAL INPUT = 2458. TOTAL ORIGINAL OUTPUT= 2272.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.08
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

5 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 12 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
848. 61. 435. 84. 240. 128. 213. 100.

ORIGINAL OUTPUT COUNTS--
372. 56. 143. 1383.

TOTAL ORIGINAL INPUT = 2109. TOTAL ORIGINAL OUTPUT= 1954.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.08
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 13 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
847. 64. 436. 99. 239. 137. 202. 125.

ORIGINAL OUTPUT COUNTS--
240. 56. 125. 1756.

TOTAL ORIGINAL INPUT = 2149. TOTAL ORIGINAL OUTPUT= 2177.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.99
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 14 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
899. 61. 474. 74. 232. 121. 168. 0.

ORIGINAL OUTPUT COUNTS--
240. 57. 140. 1591.

TOTAL ORIGINAL INPUT = 2029. TOTAL ORIGINAL OUTPUT= 2028.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 15 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
829. 59. 399. 83. 204. 124. 174. 0.

ORIGINAL OUTPUT COUNTS--
204. 54. 160. 1407.

TOTAL ORIGINAL INPUT = 1872. TOTAL ORIGINAL OUTPUT= 1825.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.03
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 16 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
792. 62. 421. 85. 187. 84. 143. 0.

ORIGINAL OUTPUT COUNTS--
175. 64. 193. 1238.

TOTAL ORIGINAL INPUT = 1774. TOTAL ORIGINAL OUTPUT= 1670.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.06
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

***** INPUT HAS BEEN COMPLETED *****

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3500.	0.	3500.	3500.	0.	3500.	8000.	0.	0.	0.	.44	60.	14.6	B	20.4	12.6
2	4	1887.	0.	712.	3500.	0.	712.	3500.	8000.	0.	0.	0.	.44	60.	14.6	B	20.4	12.6
3	3	4825.	0.	0.	2788.	0.	0.	2788.	6000.	0.	0.	0.	.46	60.	15.5	B	21.1	12.4
4	4	1045.	308.	0.	3096.	308.	0.	3096.	8000.	0.	0.	0.	.39	60.	12.9	B	20.4	12.6
5	3	1555.	0.	0.	3096.	0.	0.	3096.	6000.	0.	0.	0.	.52	60.	17.2	B	20.4	12.6
6	5	800.	2204.	0.	5300.	2204.	0.	5300.	10000.	0.	0.	0.	.53	55.	19.3	C	22.6	11.5
7	4	160.	0.	0.	5300.	0.	0.	5300.	8000.	0.	0.	0.	.66	55.	24.1	C	22.6	11.5
8	4	1730.	564.	0.	5864.	564.	0.	5864.	8000.	0.	0.	0.	.73	55.	26.7	D	22.3	11.5
9	5	2900.	932.	0.	6796.	932.	0.	6796.	9969.	31.	0.	0.	.68	55.	24.7	C	22.3	11.5
10	4	2150.	0.	0.	6796.	0.	0.	6796.	7969.	31.	0.	0.	.85	55.	30.9	D	22.3	11.5
11	4	1380.	428.	316.	7224.	428.	316.	7224.	7903.	97.	0.	0.	.91	54.	33.7	D	22.6	11.4
12	4	3550.	0.	756.	6908.	0.	756.	5708.	8000.	0.	* 406.	1200.	.71	54.	26.4	F	22.2	11.5
13	4	1916.	0.	0.	6152.	0.	0.	4952.	8000.	0.	** 1916.	1200.	.62	19.	66.3	F	16.2	16.2
14	4	1304.	848.	0.	7000.	848.	0.	5800.	8000.	0.	** 1304.	1200.	.73	13.	108.4	F	14.5	20.1
15	4	3000.	800.	7800.	7800.	800.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 43.		28.9		20.8	12.5

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	173. VEH-HRS	218. PASS-HRS	173. VEH-HRS	218. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	173. VEH-HRS	218. PASS-HRS	173. VEH-HRS	218. PASS-HRS
TOTAL TRAV DISTANCE =	7463. VEH-MI.	9403. PASS-MI.	7463. VEH-MI.	9403. PASS-MI.
AVERAGE SYSTEM SPEED =	43. MPH.		43. MPH.	
AVERAGE DENSITY =	29. VPMPL		29. VPMPL	
TOTAL FUEL =	358. GALLONS		358. GALLONS	
TOTAL EMISSIONS =	93. KILOGRAMS		93. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3148.	0.	3148.	3148.	0.	3148.	8000.	0.	0.	0.	.39	60.	13.1	B	20.4	12.6
2	4	1887.	0.	700.	3148.	0.	700.	3148.	8000.	0.	0.	0.	.39	60.	13.1	B	20.4	12.6
3	3	4825.	0.	0.	2448.	0.	0.	2448.	6000.	0.	0.	0.	.41	60.	13.6	B	21.1	12.4
4	4	1045.	200.	0.	2648.	200.	0.	2648.	8000.	0.	0.	0.	.33	60.	11.0	B	20.4	12.6
5	3	1555.	0.	0.	2648.	0.	0.	2648.	6000.	0.	0.	0.	.44	60.	14.7	B	20.4	12.6
6	5	800.	2108.	0.	4756.	2108.	0.	4756.	10000.	0.	0.	0.	.48	55.	17.3	B	22.6	11.5
7	4	160.	0.	0.	4756.	0.	0.	4756.	8000.	0.	0.	0.	.59	55.	21.6	C	22.6	11.5
8	4	1730.	528.	0.	5284.	528.	0.	5284.	8000.	0.	0.	0.	.66	55.	24.0	C	22.3	11.5
9	5	2900.	936.	0.	6220.	936.	0.	6220.	9962.	38.	0.	0.	.62	55.	22.6	C	22.3	11.5
10	4	2150.	0.	0.	6220.	0.	0.	6220.	7962.	38.	0.	0.	.78	55.	28.3	D	22.3	11.5
11	4	1380.	356.	352.	6576.	356.	352.	6576.	7924.	76.	0.	0.	.83	55.	29.9	D	22.3	11.5
12	4	3550.	0.	696.	6224.	0.	696.	6084.	8000.	0.	* 916.	140.	.76	34.	44.3	F	20.2	13.2
13	4	1916.	0.	0.	5528.	0.	0.	5388.	8000.	0.	** 1916.	140.	.67	10.	137.8	F	12.4	23.4
14	4	1304.	812.	0.	6340.	812.	0.	6200.	8000.	0.	** 1304.	140.	.77	13.	115.7	F	14.5	20.4
15	4	3000.	400.	6740.	6740.	400.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 35.		34.4		19.9	13.3

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	197. VEH-HRS	248. PASS-HRS	370. VEH-HRS	466. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	197. VEH-HRS	248. PASS-HRS	370. VEH-HRS	466. PASS-HRS
TOTAL TRAV DISTANCE =	6881. VEH-MI.	8671. PASS-MI.	14344. VEH-MI.	18074. PASS-MI.
AVERAGE SYSTEM SPEED =	35. MPH.		39. MPH.	
AVERAGE DENSITY =	34. VPMPL		32. VPMPL	
TOTAL FUEL =	345. GALLONS		703. GALLONS	
TOTAL EMISSIONS =	92. KILOGRAMS		185. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3212.	0.	3212.	3212.	0.	3212.	8000.	0.	0.	0.	.40	60.	13.4	B	20.4	12.6
2	4	1887.	0.	756.	3212.	0.	756.	3212.	8000.	0.	0.	0.	.40	60.	13.4	B	20.4	12.6
3	3	4825.	0.	0.	2456.	0.	0.	2456.	6000.	0.	0.	0.	.41	60.	13.6	B	21.1	12.4
4	4	1045.	284.	0.	2740.	284.	0.	2740.	8000.	0.	0.	0.	.34	60.	11.4	B	20.4	12.6
5	3	1555.	0.	0.	2740.	0.	0.	2740.	6000.	0.	0.	0.	.46	60.	15.2	B	20.4	12.6
6	5	800.	2328.	0.	5068.	2328.	0.	5068.	10000.	0.	0.	0.	.51	55.	18.4	C	22.6	11.5
7	4	160.	0.	0.	5068.	0.	0.	5068.	8000.	0.	0.	0.	.63	55.	23.0	C	22.6	11.5
8	4	1730.	576.	0.	5644.	576.	0.	5644.	8000.	0.	0.	0.	.71	55.	25.7	C	22.3	11.5
9	5	2900.	944.	0.	6588.	944.	0.	6588.	9969.	31.	0.	0.	.66	55.	24.0	C	22.3	11.5
10	4	2150.	0.	0.	6588.	0.	0.	6588.	7969.	31.	0.	0.	.83	55.	29.9	D	22.3	11.5
11	4	1380.	428.	288.	7016.	428.	288.	7016.	7924.	76.	0.	0.	.89	54.	32.3	D	22.5	11.4
12	4	3550.	0.	676.	6728.	0.	676.	6104.	8000.	0.	* 3264.	624.	.76	19.	78.9	F	16.9	16.8
13	4	1916.	0.	0.	6052.	0.	0.	5428.	8000.	0.	** 1916.	624.	.68	10.	136.7	F	12.6	23.3
14	4	1304.	772.	0.	6824.	772.	0.	6200.	8000.	0.	** 1304.	624.	.77	13.	115.7	F	14.5	20.4
15	4	3000.	400.	7224.	7224.	400.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 32.		39.0		19.4	13.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	225. VEH-HRS	284. PASS-HRS	595. VEH-HRS	750. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	225. VEH-HRS	284. PASS-HRS	595. VEH-HRS	750. PASS-HRS
TOTAL TRAV DISTANCE =	7098. VEH-MI.	8943. PASS-MI.	21442. VEH-MI.	27017. PASS-MI.
AVERAGE SYSTEM SPEED =	32. MPH.		36. MPH.	
AVERAGE DENSITY =	39. VPMPL		34. VPMPL	
TOTAL FUEL =	365. GALLONS		1068. GALLONS	
TOTAL EMISSIONS =	98. KILOGRAMS		283. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3404.	0.	3404.	3404.	0.	3404.	8000.	0.	0.	0.	.43	60.	14.2	B	20.4	12.6
2	4	1887.	0.	780.	3404.	0.	780.	3404.	8000.	0.	0.	0.	.43	60.	14.2	B	20.4	12.6
3	3	4825.	0.	0.	2624.	0.	0.	2624.	6000.	0.	0.	0.	.44	60.	14.6	B	21.1	12.4
4	4	1045.	316.	0.	2940.	316.	0.	2940.	8000.	0.	0.	0.	.37	60.	12.3	B	20.4	12.6
5	3	1555.	0.	0.	2940.	0.	0.	2940.	6000.	0.	0.	0.	.49	60.	16.3	B	20.4	12.6
6	5	800.	2088.	0.	5028.	2088.	0.	5028.	10000.	0.	0.	0.	.50	55.	18.3	C	22.6	11.5
7	4	160.	0.	0.	5028.	0.	0.	5028.	8000.	0.	0.	0.	.63	55.	22.9	C	22.6	11.5
8	4	1730.	496.	0.	5524.	496.	0.	5524.	8000.	0.	0.	0.	.69	55.	25.1	C	22.3	11.5
9	5	2900.	940.	0.	6464.	940.	0.	6464.	9975.	25.	0.	0.	.65	55.	23.5	C	22.3	11.5
10	4	2150.	0.	0.	6464.	0.	0.	6464.	7975.	25.	0.	0.	.81	55.	29.4	D	22.3	11.5
11	4	1380.	380.	240.	6844.	380.	240.	6508.	7982.	18.	* 1150.	336.	.82	30.	53.9	F	19.7	13.8
12	4	3550.	0.	668.	6604.	0.	668.	6268.	8000.	0.	** 3550.	336.	.78	14.	113.1	F	14.8	20.0
13	4	1916.	0.	0.	5936.	0.	0.	5600.	8000.	0.	** 1916.	336.	.70	11.	132.0	F	13.0	22.7
14	4	1304.	700.	0.	6636.	700.	0.	6300.	8000.	0.	** 1304.	336.	.79	14.	113.0	F	14.9	20.0
15	4	3000.	300.	6936.	6936.	300.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 29.		43.8		18.9	14.4

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	250. VEH-HRS	316. PASS-HRS	845. VEH-HRS	1065. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	250. VEH-HRS	316. PASS-HRS	845. VEH-HRS	1065. PASS-HRS
TOTAL TRAV DISTANCE =	7143. VEH-MI.	9000. PASS-MI.	28585. VEH-MI.	36017. PASS-MI.
AVERAGE SYSTEM SPEED =	29. MPH.		34. MPH.	
AVERAGE DENSITY =	44. VPMPL		37. VPMPL	
TOTAL FUEL =	377. GALLONS		1446. GALLONS	
TOTAL EMISSIONS =	103. KILOGRAMS		385. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3492.	0.	3492.	3492.	0.	3492.	8000.	0.	0.	0.	.44	60.	14.6	B	20.4	12.6
2	4	1887.	0.	728.	3492.	0.	728.	3492.	8000.	0.	0.	0.	.44	60.	14.6	B	20.4	12.6
3	3	4825.	0.	0.	2764.	0.	0.	2764.	6000.	0.	0.	0.	.46	60.	15.4	B	21.1	12.4
4	4	1045.	376.	0.	3140.	376.	0.	3140.	8000.	0.	0.	0.	.39	60.	13.1	B	20.4	12.6
5	3	1555.	0.	0.	3140.	0.	0.	3140.	6000.	0.	0.	0.	.52	60.	17.4	B	20.4	12.6
6	5	800.	2104.	0.	5244.	2104.	0.	5244.	10000.	0.	0.	0.	.52	55.	19.1	C	22.6	11.5
7	4	160.	0.	0.	5244.	0.	0.	5244.	8000.	0.	0.	0.	.66	55.	23.8	C	22.6	11.5
8	4	1730.	556.	0.	5800.	556.	0.	5800.	8000.	0.	0.	0.	.73	55.	26.4	D	22.3	11.5
9	5	2900.	1028.	0.	6828.	1028.	0.	6132.	9969.	31.	* 201.	696.	.62	54.	22.8	F	22.2	11.6
10	4	2150.	0.	0.	6828.	0.	0.	6132.	7969.	31.	** 2150.	696.	.77	21.	73.0	F	17.4	16.1
11	4	1380.	528.	280.	7356.	528.	280.	6660.	7861.	139.	** 1380.	696.	.85	17.	97.8	F	16.4	17.9
12	4	3550.	0.	648.	7076.	0.	648.	6380.	8000.	0.	** 3550.	696.	.80	14.	110.8	F	15.2	19.6
13	4	1916.	0.	0.	6428.	0.	0.	5732.	8000.	0.	** 1916.	696.	.72	11.	128.4	F	13.2	22.2
14	4	1304.	768.	0.	7196.	768.	0.	6500.	8000.	0.	** 1304.	696.	.81	15.	107.5	F	15.7	19.0
15	4	3000.	100.	7296.	7296.	100.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 26.		48.5		18.5	14.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	280. VEH-HRS	352. PASS-HRS	1125. VEH-HRS	1418. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	280. VEH-HRS	352. PASS-HRS	1125. VEH-HRS	1418. PASS-HRS
TOTAL TRAV DISTANCE =	7335. VEH-MI.	9242. PASS-MI.	35920. VEH-MI.	45259. PASS-MI.
AVERAGE SYSTEM SPEED =	26. MPH.		32. MPH.	
AVERAGE DENSITY =	48. VPMPL		39. VPMPL	
TOTAL FUEL =	396. GALLONS		1842. GALLONS	
TOTAL EMISSIONS =	109. KILOGRAMS		495. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3456.	0.	3456.	3456.	0.	3456.	8000.	0.	0.	0.	.43	60.	14.4	B	20.4	12.6
2	4	1887.	0.	932.	3456.	0.	932.	3456.	8000.	0.	0.	0.	.43	60.	14.4	B	20.4	12.6
3	3	4825.	0.	0.	2524.	0.	0.	2524.	6000.	0.	0.	0.	.42	60.	14.0	B	21.1	12.4
4	4	1045.	288.	0.	2812.	288.	0.	2812.	8000.	0.	0.	0.	.35	60.	11.7	B	20.4	12.6
5	3	1555.	0.	0.	2812.	0.	0.	2812.	6000.	0.	0.	0.	.47	60.	15.6	B	20.4	12.6
6	5	800.	1960.	0.	4772.	1960.	0.	4772.	10000.	0.	0.	0.	.48	55.	17.4	B	22.6	11.5
7	4	160.	0.	0.	4772.	0.	0.	4772.	8000.	0.	0.	0.	.60	55.	21.7	C	22.6	11.5
8	4	1730.	424.	0.	5196.	424.	0.	5196.	8000.	0.	0.	0.	.65	55.	23.6	C	22.3	11.5
9	5	2900.	1024.	0.	6220.	1024.	0.	6020.	9969.	31.	* 608.	200.	.60	30.	39.6	F	19.2	13.4
10	4	2150.	0.	0.	6220.	0.	0.	6020.	7969.	31.	** 2150.	200.	.76	13.	119.5	F	14.0	21.0
11	4	1380.	460.	256.	6680.	460.	256.	6480.	7932.	68.	** 1380.	200.	.82	15.	105.7	F	15.8	18.9
12	4	3550.	0.	580.	6424.	0.	580.	6224.	8000.	0.	** 3550.	200.	.78	14.	115.0	F	14.6	20.3
13	4	1916.	0.	0.	5844.	0.	0.	5644.	8000.	0.	** 1916.	200.	.71	11.	130.8	F	13.0	22.5
14	4	1304.	756.	0.	6600.	756.	0.	6400.	8000.	0.	** 1304.	200.	.80	15.	110.2	F	15.3	19.5
15	4	3000.	200.	6800.	6800.	200.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 1.00		LOWEST LOS = F		AVG = 22.		53.9		17.6	15.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	311. VEH-HRS	392. PASS-HRS	1436. VEH-HRS	1809. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	311. VEH-HRS	392. PASS-HRS	1436. VEH-HRS	1809. PASS-HRS
TOTAL TRAV DISTANCE =	6979. VEH-MI.	8793. PASS-MI.	42899. VEH-MI.	54052. PASS-MI.
AVERAGE SYSTEM SPEED =	22. MPH.		30. MPH.	
AVERAGE DENSITY =	54. VPMPL		41. VPMPL	
TOTAL FUEL =	398. GALLONS		2240. GALLONS	
TOTAL EMISSIONS =	110. KILOGRAMS		605. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3508.	0.	3508.	3508.	0.	3508.	8000.	0.	0.	0.	.44	60.	14.6	B	20.4	12.6
2	4	1887.	0.	992.	3508.	0.	992.	3508.	8000.	0.	0.	0.	.44	60.	14.6	B	20.4	12.6
3	3	4825.	0.	0.	2516.	0.	0.	2516.	6000.	0.	0.	0.	.42	60.	14.0	B	21.1	12.4
4	4	1045.	376.	0.	2892.	376.	0.	2892.	8000.	0.	0.	0.	.36	60.	12.1	B	20.4	12.6
5	3	1555.	0.	0.	2892.	0.	0.	2892.	6000.	0.	0.	0.	.48	60.	16.1	B	20.4	12.6
6	5	800.	2276.	0.	5168.	2276.	0.	5168.	10000.	0.	0.	0.	.52	55.	18.8	C	22.6	11.5
7	4	160.	0.	0.	5168.	0.	0.	5168.	8000.	0.	0.	0.	.65	55.	23.5	C	22.6	11.5
8	4	1730.	512.	0.	5680.	512.	0.	5680.	8000.	0.	0.	0.	.71	55.	25.8	C	22.3	11.5
9	5	2900.	1024.	0.	6704.	1024.	0.	5884.	9972.	28.	* 2258.	820.	.59	14.	83.3	F	14.2	18.2
10	4	2150.	0.	0.	6704.	0.	0.	5884.	7972.	28.	** 2150.	820.	.74	12.	123.3	F	13.7	21.6
11	4	1380.	536.	244.	7240.	536.	244.	6420.	7903.	97.	** 1380.	820.	.81	15.	106.2	F	15.7	19.0
12	4	3550.	0.	548.	6996.	0.	548.	6176.	8000.	0.	** 3550.	820.	.77	13.	116.3	F	14.5	20.5
13	4	1916.	0.	0.	6448.	0.	0.	5628.	8000.	0.	** 1916.	820.	.70	11.	131.3	F	13.0	22.6
14	4	1304.	820.	0.	7268.	820.	0.	6448.	8000.	0.	** 1304.	820.	.81	15.	108.9	F	15.5	19.3
15	4	3000.	152.	7420.	7420.	152.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 20.		58.8		16.9	16.4

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	348. VEH-HRS	438. PASS-HRS	1784. VEH-HRS	2248. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	348. VEH-HRS	438. PASS-HRS	1784. VEH-HRS	2248. PASS-HRS
TOTAL TRAV DISTANCE =	7044. VEH-MI.	8876. PASS-MI.	49943. VEH-MI.	62928. PASS-MI.
AVERAGE SYSTEM SPEED =	20. MPH.		28. MPH.	
AVERAGE DENSITY =	59. VPMPL		44. VPMPL	
TOTAL FUEL =	418. GALLONS		2657. GALLONS	
TOTAL EMISSIONS =	116. KILOGRAMS		721. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3720.	0.	3720.	3720.	0.	3720.	8000.	0.	0.	0.	.47	60.	15.5	B	20.4	12.6
2	4	1887.	0.	1528.	3720.	0.	1528.	3720.	8000.	0.	0.	0.	.47	60.	15.5	B	20.4	12.6
3	3	4825.	0.	0.	2192.	0.	0.	2192.	6000.	0.	0.	0.	.37	60.	12.2	B	21.1	12.4
4	4	1045.	316.	0.	2508.	316.	0.	2508.	8000.	0.	0.	0.	.31	60.	10.5	A	20.4	12.6
5	3	1555.	0.	0.	2508.	0.	0.	2508.	6000.	0.	0.	0.	.42	60.	13.9	B	20.4	12.6
6	5	800.	1992.	0.	4500.	1992.	0.	4500.	10000.	0.	0.	0.	.45	55.	16.4	B	22.6	11.5
7	4	160.	0.	0.	4500.	0.	0.	4500.	8000.	0.	0.	0.	.56	55.	20.5	C	22.6	11.5
8	4	1730.	556.	0.	5056.	556.	0.	5056.	8000.	0.	0.	0.	.63	55.	23.0	C	22.3	11.5
9	5	2900.	1024.	0.	6080.	1024.	0.	5908.	9969.	31.	* 2600.	172.	.59	9.	132.7	F	11.1	23.6
10	4	2150.	0.	0.	6080.	0.	0.	5908.	7969.	31.	** 2150.	172.	.74	12.	122.5	F	13.7	21.5
11	4	1380.	540.	248.	6620.	540.	248.	6448.	7890.	110.	** 1380.	172.	.82	15.	105.0	F	15.8	18.9
12	4	3550.	0.	504.	6372.	0.	504.	6200.	8000.	0.	** 3550.	172.	.77	13.	115.7	F	14.5	20.4
13	4	1916.	0.	0.	5868.	0.	0.	5696.	8000.	0.	** 1916.	172.	.71	11.	129.4	F	13.2	22.3
14	4	1304.	704.	0.	6572.	704.	0.	6400.	8000.	0.	** 1304.	172.	.80	15.	110.2	F	15.3	19.5
15	4	3000.	200.	6772.	6772.	200.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 18.		62.7		16.2	17.1

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	374. VEH-HRS	471. PASS-HRS	2158. VEH-HRS	2719. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	374. VEH-HRS	471. PASS-HRS	2158. VEH-HRS	2719. PASS-HRS
TOTAL TRAV DISTANCE =	6842. VEH-MI.	8621. PASS-MI.	56785. VEH-MI.	71549. PASS-MI.
AVERAGE SYSTEM SPEED =	18. MPH.		26. MPH.	
AVERAGE DENSITY =	63. VPMPL		46. VPMPL	
TOTAL FUEL =	423. GALLONS		3080. GALLONS	
TOTAL EMISSIONS =	117. KILOGRAMS		838. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3564.	0.	3564.	3564.	0.	3564.	8000.	0.	0.	0.	.45	60.	14.9	B	20.4	12.6
2	4	1887.	0.	1588.	3564.	0.	1588.	3564.	8000.	0.	0.	0.	.45	60.	14.9	B	20.4	12.6
3	3	4825.	0.	0.	1976.	0.	0.	1976.	6000.	0.	0.	0.	.33	60.	11.0	A	21.1	12.4
4	4	1045.	352.	0.	2328.	352.	0.	2328.	8000.	0.	0.	0.	.29	60.	9.7	A	20.4	12.6
5	3	1555.	0.	0.	2328.	0.	0.	2328.	6000.	0.	0.	0.	.39	60.	12.9	B	20.4	12.6
6	5	800.	2104.	0.	4432.	2104.	0.	4432.	10000.	0.	0.	0.	.44	55.	16.1	B	22.6	11.5
7	4	160.	0.	0.	4432.	0.	0.	4432.	8000.	0.	0.	0.	.55	55.	20.1	C	22.6	11.5
8	4	1730.	660.	0.	5092.	660.	0.	4172.	8000.	0.	* 1685.	920.	.52	14.	72.6	F	14.5	17.3
9	5	2900.	1124.	0.	6216.	1124.	0.	5296.	9969.	31.	** 2900.	920.	.53	6.	166.6	F	9.1	27.5
10	4	2150.	0.	0.	6216.	0.	0.	5296.	7969.	31.	** 2150.	920.	.66	10.	139.2	F	12.0	23.8
11	4	1380.	640.	248.	6856.	640.	248.	5936.	7847.	153.	** 1380.	920.	.76	13.	117.4	F	14.1	21.0
12	4	3550.	0.	484.	6608.	0.	484.	5688.	8000.	0.	** 3550.	920.	.71	11.	129.6	F	13.1	22.4
13	4	1916.	0.	0.	6124.	0.	0.	5204.	8000.	0.	** 1916.	920.	.65	9.	142.8	F	11.5	24.2
14	4	1304.	796.	0.	6920.	796.	0.	6000.	8000.	0.	** 1304.	920.	.75	12.	121.1	F	13.9	21.2
15	4	3000.	600.	7520.	7520.	600.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 14.		73.1		14.5	18.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	442. VEH-HRS	557. PASS-HRS	2600. VEH-HRS	3276. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	442. VEH-HRS	557. PASS-HRS	2600. VEH-HRS	3276. PASS-HRS
TOTAL TRAV DISTANCE =	6374. VEH-MI.	8031. PASS-MI.	63159. VEH-MI.	79581. PASS-MI.
AVERAGE SYSTEM SPEED =	14. MPH.		24. MPH.	
AVERAGE DENSITY =	73. VPMPL		49. VPMPL	
TOTAL FUEL =	438. GALLONS		3519. GALLONS	
TOTAL EMISSIONS =	119. KILOGRAMS		957. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3520.	0.	3520.	3520.	0.	3520.	8000.	0.	0.	0.	.44	60.	14.7	B	20.4	12.6
2	4	1887.	0.	1696.	3520.	0.	1696.	3520.	8000.	0.	0.	0.	.44	60.	14.7	B	20.4	12.6
3	3	4825.	0.	0.	1824.	0.	0.	1824.	6000.	0.	0.	0.	.30	60.	10.1	A	21.1	12.4
4	4	1045.	284.	0.	2108.	284.	0.	2108.	8000.	0.	0.	0.	.26	60.	8.8	A	20.4	12.6
5	3	1555.	0.	0.	2108.	0.	0.	1332.	6000.	0.	* 205.	776.	.22	51.	8.7	F	20.2	12.7
6	5	800.	2332.	0.	4440.	2332.	0.	3664.	10000.	0.	** 800.	776.	.37	7.	100.4	F	12.6	19.5
7	4	160.	0.	0.	4440.	0.	0.	3664.	8000.	0.	** 160.	776.	.46	5.	169.3	F	8.8	27.4
8	4	1730.	504.	0.	4944.	504.	0.	4168.	8000.	0.	** 1730.	776.	.52	6.	171.0	F	8.9	27.9
9	5	2900.	1008.	0.	5952.	1008.	0.	5176.	9969.	31.	** 2900.	776.	.52	6.	170.9	F	8.8	28.0
10	4	2150.	0.	0.	5952.	0.	0.	5176.	7969.	31.	** 2150.	776.	.65	9.	142.5	F	11.5	24.3
11	4	1380.	580.	264.	6532.	580.	264.	5756.	7861.	139.	** 1380.	776.	.73	12.	122.8	F	13.5	21.8
12	4	3550.	0.	504.	6268.	0.	504.	5492.	8000.	0.	** 3550.	776.	.69	10.	135.0	F	12.7	23.0
13	4	1916.	0.	0.	5764.	0.	0.	4988.	8000.	0.	** 1916.	776.	.62	8.	148.7	F	10.8	25.1
14	4	1304.	812.	0.	6576.	812.	0.	5800.	8000.	0.	** 1304.	776.	.73	11.	126.6	F	13.4	22.0
15	4	3000.	800.	7376.	7376.	800.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 12.		83.5		13.5	19.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	505. VEH-HRS	637. PASS-HRS	3105. VEH-HRS	3912. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	505. VEH-HRS	637. PASS-HRS	3105. VEH-HRS	3912. PASS-HRS
TOTAL TRAV DISTANCE =	6132. VEH-MI.	7726. PASS-MI.	69291. VEH-MI.	87306. PASS-MI.
AVERAGE SYSTEM SPEED =	12. MPH.		22. MPH.	
AVERAGE DENSITY =	84. VPMPL		53. VPMPL	
TOTAL FUEL =	455. GALLONS		3974. GALLONS	
TOTAL EMISSIONS =	122. KILOGRAMS		1079. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3584.	0.	3584.	3584.	0.	3584.	8000.	0.	0.	0.	.45	60.	14.9	B	20.4	12.6
2	4	1887.	0.	1776.	3584.	0.	1776.	3584.	8000.	0.	0.	0.	.45	60.	14.9	B	20.4	12.6
3	3	4825.	0.	0.	1808.	0.	0.	1808.	6000.	0.	0.	0.	.30	60.	10.0	A	21.1	12.4
4	4	1045.	264.	0.	2072.	264.	0.	2072.	8000.	0.	0.	0.	.26	60.	8.7	A	20.4	12.6
5	3	1555.	0.	0.	2072.	0.	0.	1372.	6000.	0.	** 1555.	700.	.23	4.	115.0	F	11.8	20.6
6	5	800.	2228.	0.	4300.	2228.	0.	3600.	10000.	0.	** 800.	700.	.36	3.	206.1	F	8.3	29.1
7	4	160.	0.	0.	4300.	0.	0.	3600.	8000.	0.	** 160.	700.	.45	5.	186.5	F	8.3	29.1
8	4	1730.	432.	0.	4732.	432.	0.	4032.	8000.	0.	** 1730.	700.	.50	6.	174.7	F	8.7	28.3
9	5	2900.	996.	0.	5728.	996.	0.	5028.	9973.	27.	** 2900.	700.	.50	6.	174.2	F	8.7	28.3
10	4	2150.	0.	0.	5728.	0.	0.	5028.	7973.	27.	** 2150.	700.	.63	9.	146.6	F	10.9	24.9
11	4	1380.	532.	228.	6260.	532.	228.	5560.	7921.	79.	** 1380.	700.	.70	11.	130.3	F	13.0	22.6
12	4	3550.	0.	528.	6032.	0.	528.	5332.	8000.	0.	** 3550.	700.	.67	10.	139.3	F	12.1	23.7
13	4	1916.	0.	0.	5504.	0.	0.	4804.	8000.	0.	** 1916.	700.	.60	8.	153.7	F	10.2	25.8
14	4	1304.	796.	0.	6300.	796.	0.	5600.	8000.	0.	** 1304.	700.	.70	11.	132.0	F	13.0	22.7
15	4	3000.	1000.	7300.	7300.	1000.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 1.00		LOWEST LOS = F		AVG = 11.		94.1		12.8	20.6

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	565. VEH-HRS	712. PASS-HRS	3670. VEH-HRS	4624. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	565. VEH-HRS	712. PASS-HRS	3670. VEH-HRS	4624. PASS-HRS
TOTAL TRAV DISTANCE =	5973. VEH-MI.	7526. PASS-MI.	75264. VEH-MI.	94832. PASS-MI.
AVERAGE SYSTEM SPEED =	11. MPH.		21. MPH.	
AVERAGE DENSITY =	94. VPMPL		56. VPMPL	
TOTAL FUEL =	465. GALLONS		4440. GALLONS	
TOTAL EMISSIONS =	123. KILOGRAMS		1202. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3392.	0.	3392.	3392.	0.	3392.	8000.	0.	0.	0.	.42	60.	14.1	B	20.4	12.6
2	4	1887.	0.	1608.	3392.	0.	1608.	3392.	8000.	0.	0.	0.	.42	60.	14.1	B	20.4	12.6
3	3	4825.	0.	0.	1784.	0.	0.	1784.	6000.	0.	0.	0.	.30	60.	9.9	A	21.1	12.4
4	4	1045.	248.	0.	2032.	248.	0.	2032.	8000.	0.	0.	0.	.25	60.	8.5	A	20.4	12.6
5	3	1555.	0.	0.	2032.	0.	0.	2032.	6000.	0.	0.	0.	.34	8.	85.9	F	10.9	22.2
6	5	800.	1740.	0.	3772.	1740.	0.	4400.	10000.	0.	* 794.	-628.	.44	5.	188.7	F	8.3	29.1
7	4	160.	0.	0.	3772.	0.	0.	4400.	8000.	0.	** 160.	-628.	.55	7.	164.7	F	9.4	27.0
8	4	1730.	336.	0.	4108.	336.	0.	4736.	8000.	0.	** 1730.	-628.	.59	8.	155.6	F	10.0	26.1
9	5	2900.	960.	0.	5068.	960.	0.	5696.	9973.	27.	** 2900.	-628.	.57	7.	159.7	F	9.6	26.6
10	4	2150.	0.	0.	5068.	0.	0.	5696.	7973.	27.	** 2150.	-628.	.71	11.	128.5	F	13.2	22.3
11	4	1380.	512.	244.	5580.	512.	244.	6208.	7917.	83.	** 1380.	-628.	.78	14.	112.5	F	14.8	20.1
12	4	3550.	0.	616.	5336.	0.	616.	5964.	8000.	0.	** 3550.	-628.	.75	12.	122.1	F	13.8	21.4
13	4	1916.	0.	0.	4720.	0.	0.	5348.	8000.	0.	** 1916.	-628.	.67	10.	138.9	F	12.2	23.6
14	4	1304.	852.	0.	5572.	852.	0.	6200.	8000.	0.	** 1304.	-628.	.77	13.	115.7	F	14.5	20.4
15	4	3000.	400.	5972.	5972.	400.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 13.		83.7		13.9	19.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	502. VEH-HRS	632. PASS-HRS	4172. VEH-HRS	5257. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	502. VEH-HRS	632. PASS-HRS	4172. VEH-HRS	5257. PASS-HRS
TOTAL TRAV DISTANCE =	6468. VEH-MI.	8150. PASS-MI.	81732. VEH-MI.	102982. PASS-MI.
AVERAGE SYSTEM SPEED =	13. MPH.		20. MPH.	
AVERAGE DENSITY =	84. VPMPL		59. VPMPL	
TOTAL FUEL =	466. GALLONS		4906. GALLONS	
TOTAL EMISSIONS =	127. KILOGRAMS		1329. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3384.	0.	3384.	3384.	0.	3384.	8000.	0.	0.	0.	.42	60.	14.1	B	20.4	12.6
2	4	1887.	0.	948.	3384.	0.	948.	3384.	8000.	0.	0.	0.	.42	60.	14.1	B	20.4	12.6
3	3	4825.	0.	0.	2436.	0.	0.	2436.	6000.	0.	0.	0.	.41	60.	13.5	B	21.1	12.4
4	4	1045.	256.	0.	2692.	256.	0.	2692.	8000.	0.	0.	0.	.34	60.	11.2	B	20.4	12.6
5	3	1555.	0.	0.	2692.	0.	0.	2356.	6000.	0.	* 794.	336.	.39	14.	55.5	F	15.1	16.5
6	5	800.	1744.	0.	4436.	1744.	0.	4100.	10000.	0.	** 800.	336.	.41	4.	195.2	F	8.3	29.1
7	4	160.	0.	0.	4436.	0.	0.	4100.	8000.	0.	** 160.	336.	.51	6.	172.9	F	8.8	27.9
8	4	1730.	396.	0.	4832.	396.	0.	4496.	8000.	0.	** 1730.	336.	.56	7.	162.1	F	9.5	26.9
9	5	2900.	956.	0.	5788.	956.	0.	5452.	9975.	25.	** 2900.	336.	.55	7.	165.0	F	9.2	27.3
10	4	2150.	0.	0.	5788.	0.	0.	5452.	7975.	25.	** 2150.	336.	.68	10.	135.2	F	12.7	23.1
11	4	1380.	552.	216.	6340.	552.	216.	6004.	7916.	84.	** 1380.	336.	.76	13.	118.0	F	14.1	21.0
12	4	3550.	0.	496.	6124.	0.	496.	5788.	8000.	0.	** 3550.	336.	.72	11.	126.9	F	13.4	22.0
13	4	1916.	0.	0.	5628.	0.	0.	5292.	8000.	0.	** 1916.	336.	.66	9.	140.4	F	11.9	23.9
14	4	1304.	808.	0.	6436.	808.	0.	6100.	8000.	0.	** 1304.	336.	.76	13.	118.4	F	14.2	20.8
15	4	3000.	500.	6936.	6936.	500.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 13.	85.4		13.8	19.6

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	513. VEH-HRS	646. PASS-HRS	4684. VEH-HRS	5902. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	513. VEH-HRS	646. PASS-HRS	4684. VEH-HRS	5902. PASS-HRS
TOTAL TRAV DISTANCE =	6522. VEH-MI.	8218. PASS-MI.	88254. VEH-MI.	111200. PASS-MI.
AVERAGE SYSTEM SPEED =	13. MPH.		19. MPH.	
AVERAGE DENSITY =	85. VPMPL		61. VPMPL	
TOTAL FUEL =	472. GALLONS		5377. GALLONS	
TOTAL EMISSIONS =	128. KILOGRAMS		1457. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3596.	0.	3596.	3596.	0.	3596.	8000.	0.	0.	0.	.45	60.	15.0	B	20.4	12.6
2	4	1887.	0.	960.	3596.	0.	960.	3596.	8000.	0.	0.	0.	.45	60.	15.0	B	20.4	12.6
3	3	4825.	0.	0.	2636.	0.	0.	2636.	6000.	0.	0.	0.	.44	60.	14.6	B	21.1	12.4
4	4	1045.	244.	0.	2880.	244.	0.	2880.	8000.	0.	0.	0.	.36	60.	12.0	B	20.4	12.6
5	3	1555.	0.	0.	2880.	0.	0.	3112.	6000.	0.	* 138.	-232.	.52	16.	66.1	F	14.3	17.6
6	5	800.	1896.	0.	4776.	1896.	0.	5008.	10000.	0.	** 800.	-232.	.50	6.	175.4	F	8.7	28.2
7	4	160.	0.	0.	4776.	0.	0.	5008.	8000.	0.	** 160.	-232.	.63	8.	148.1	F	10.9	24.9
8	4	1730.	296.	0.	5072.	296.	0.	5304.	8000.	0.	** 1730.	-232.	.66	9.	140.1	F	12.0	23.8
9	5	2900.	928.	0.	6000.	928.	0.	6232.	9975.	25.	** 2900.	-232.	.62	8.	148.0	F	10.8	25.1
10	4	2150.	0.	0.	6000.	0.	0.	6232.	7975.	25.	** 2150.	-232.	.78	14.	113.9	F	14.7	20.2
11	4	1380.	480.	228.	6480.	480.	228.	6712.	7941.	59.	** 1380.	-232.	.85	17.	99.6	F	16.4	18.0
12	4	3550.	0.	556.	6252.	0.	556.	6484.	8000.	0.	** 3550.	-232.	.81	15.	108.0	F	15.6	19.1
13	4	1916.	0.	0.	5696.	0.	0.	5928.	8000.	0.	** 1916.	-232.	.74	12.	123.1	F	13.7	21.5
14	4	1304.	672.	0.	6368.	672.	0.	6600.	8000.	0.	** 1304.	-232.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	6368.	6368.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 16.	76.4		15.3	18.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	455. VEH-HRS	573. PASS-HRS	5140. VEH-HRS	6476. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	455. VEH-HRS	573. PASS-HRS	5140. VEH-HRS	6476. PASS-HRS
TOTAL TRAV DISTANCE =	7187. VEH-MI.	9056. PASS-MI.	95441. VEH-MI.	120256. PASS-MI.
AVERAGE SYSTEM SPEED =	16. MPH.		19. MPH.	
AVERAGE DENSITY =	76. VPMPL		62. VPMPL	
TOTAL FUEL =	470. GALLONS		5848. GALLONS	
TOTAL EMISSIONS =	131. KILOGRAMS		1588. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3312.	0.	3312.	3312.	0.	3312.	8000.	0.	0.	0.	.41	60.	13.8	B	20.4	12.6
2	4	1887.	0.	836.	3312.	0.	836.	3312.	8000.	0.	0.	0.	.41	60.	13.8	B	20.4	12.6
3	3	4825.	0.	0.	2476.	0.	0.	2476.	6000.	0.	0.	0.	.41	60.	13.8	B	21.1	12.4
4	4	1045.	236.	0.	2712.	236.	0.	2712.	8000.	0.	0.	0.	.34	60.	11.3	B	20.4	12.6
5	3	1555.	0.	0.	2712.	0.	0.	2712.	6000.	0.	0.	0.	.45	59.	15.4	B	20.3	12.6
6	5	800.	1596.	0.	4308.	1596.	0.	4308.	10000.	0.	0.	0.	.43	13.	64.9	F	14.2	17.7
7	4	160.	0.	0.	4308.	0.	0.	4308.	8000.	0.	0.	0.	.54	12.	91.1	F	13.4	20.5
8	4	1730.	332.	0.	4640.	332.	0.	5468.	8000.	0.	* 1017.	-828.	.68	11.	129.8	F	13.0	22.5
9	5	2900.	816.	0.	5456.	816.	0.	6284.	9976.	24.	** 2900.	-828.	.63	9.	146.9	F	10.9	24.9
10	4	2150.	0.	0.	5456.	0.	0.	6284.	7976.	24.	** 2150.	-828.	.79	14.	112.5	F	14.9	19.9
11	4	1380.	500.	224.	5956.	500.	224.	6784.	7944.	56.	** 1380.	-828.	.85	17.	97.8	F	16.6	17.8
12	4	3550.	0.	656.	5732.	0.	656.	6560.	8000.	0.	** 3550.	-828.	.82	15.	105.9	F	15.8	18.8
13	4	1916.	0.	0.	5076.	0.	0.	5904.	8000.	0.	** 1916.	-828.	.74	12.	123.7	F	13.7	21.6
14	4	1304.	696.	0.	5772.	696.	0.	6600.	8000.	0.	** 1304.	-828.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	5772.	5772.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 17.		69.2		15.9	17.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	415. VEH-HRS	523. PASS-HRS	5554. VEH-HRS	6999. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	415. VEH-HRS	523. PASS-HRS	5554. VEH-HRS	6999. PASS-HRS
TOTAL TRAV DISTANCE =	7093. VEH-MI.	8937. PASS-MI.	102534. VEH-MI.	129193. PASS-MI.
AVERAGE SYSTEM SPEED =	17. MPH.		18. MPH.	
AVERAGE DENSITY =	69. VPMPL		62. VPMPL	
TOTAL FUEL =	447. GALLONS		6295. GALLONS	
TOTAL EMISSIONS =	126. KILOGRAMS		1713. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3172.	0.	3172.	3172.	0.	3172.	8000.	0.	0.	0.	.40	60.	13.2	B	20.4	12.6
2	4	1887.	0.	744.	3172.	0.	744.	3172.	8000.	0.	0.	0.	.40	60.	13.2	B	20.4	12.6
3	3	4825.	0.	0.	2428.	0.	0.	2428.	6000.	0.	0.	0.	.40	60.	13.5	B	21.1	12.4
4	4	1045.	248.	0.	2676.	248.	0.	2676.	8000.	0.	0.	0.	.33	60.	11.1	B	20.4	12.6
5	3	1555.	0.	0.	2676.	0.	0.	2676.	6000.	0.	0.	0.	.45	60.	14.9	B	20.4	12.6
6	5	800.	1684.	0.	4360.	1684.	0.	4360.	10000.	0.	0.	0.	.44	55.	15.9	B	22.6	11.5
7	4	160.	0.	0.	4360.	0.	0.	4360.	8000.	0.	0.	0.	.54	55.	19.8	C	22.6	11.5
8	4	1730.	340.	0.	4700.	340.	0.	4700.	8000.	0.	0.	0.	.59	43.	27.4	D	21.2	12.3
9	5	2900.	752.	0.	5452.	752.	0.	6792.	9973.	27.	* 542.	-1340.	.68	13.	105.9	F	14.3	20.0
10	4	2150.	0.	0.	5452.	0.	0.	6792.	7973.	27.	** 2150.	-1340.	.85	17.	98.6	F	16.5	17.8
11	4	1380.	336.	276.	5788.	336.	276.	7128.	7994.	6.	** 1380.	-1340.	.89	20.	90.2	F	17.7	16.4
12	4	3550.	0.	824.	5512.	0.	824.	6852.	8000.	0.	** 3550.	-1340.	.86	17.	97.9	F	16.6	17.7
13	4	1916.	0.	0.	4688.	0.	0.	6028.	8000.	0.	** 1916.	-1340.	.75	13.	120.4	F	14.0	21.1
14	4	1304.	572.	0.	5260.	572.	0.	6600.	8000.	0.	** 1304.	-1340.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	5260.	5260.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 22.	55.1		17.7	15.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	322. VEH-HRS	405. PASS-HRS	5876. VEH-HRS	7404. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	322. VEH-HRS	405. PASS-HRS	5876. VEH-HRS	7404. PASS-HRS
TOTAL TRAV DISTANCE =	7134. VEH-MI.	8989. PASS-MI.	109668. VEH-MI.	138182. PASS-MI.
AVERAGE SYSTEM SPEED =	22. MPH.		19. MPH.	
AVERAGE DENSITY =	55. VPMPL		62. VPMPL	
TOTAL FUEL =	404. GALLONS		6699. GALLONS	
TOTAL EMISSIONS =	113. KILOGRAMS		1827. KILOGRAMS	

FREEWAY SUMMARY TABLE
SIMULATION BEFORE CONTROL

TIME SLICE	FREEWAY TRAVEL TIME		RAMP DELAY		TOTAL FREEWAY TRAVEL TIME		TOTAL TRAVEL DISTANCE		AVERAGE SPEED	GASOLINE CONSUMED	HYDROCARB EMISSIONS	CARBON MONOXIDE	NITROUS OXIDES	BEGIN TIME
	VEH-HR	PAS-HR	VEH-HR	PAS-HR	VEH-HR	PAS-HR	VEH-MI	PAS-MI	MPH	GALLONS	KILOGRAMS	KILOGRAMS	KILOGRAMS	
1	173.	218.	0.	0.	173.	218.	7463.	9403.	43.2	358.	8.	79.	6.	14:30
2	197.	248.	0.	0.	197.	248.	6881.	8671.	34.9	345.	8.	78.	6.	14:45
3	225.	284.	0.	0.	225.	284.	7098.	8943.	31.5	365.	9.	83.	6.	15:00
4	250.	316.	0.	0.	250.	316.	7143.	9000.	28.5	377.	10.	87.	6.	15:15
5	280.	352.	0.	0.	280.	352.	7335.	9242.	26.2	396.	11.	92.	6.	15:30
6	311.	392.	0.	0.	311.	392.	6979.	8793.	22.4	398.	12.	93.	6.	15:45
7	348.	438.	0.	0.	348.	438.	7044.	8876.	20.2	418.	12.	97.	6.	16:00
8	374.	471.	0.	0.	374.	471.	6842.	8621.	18.3	423.	13.	98.	6.	16:15
9	442.	557.	0.	0.	442.	557.	6374.	8031.	14.4	438.	14.	99.	6.	16:30
10	505.	637.	0.	0.	505.	637.	6132.	7726.	12.1	455.	15.	101.	6.	16:45
11	565.	712.	0.	0.	565.	712.	5973.	7526.	10.6	465.	16.	101.	6.	17:00
12	502.	632.	0.	0.	502.	632.	6468.	8150.	12.9	466.	16.	105.	6.	17:15
13	513.	646.	0.	0.	513.	646.	6522.	8218.	12.7	472.	16.	106.	6.	17:30
14	455.	573.	0.	0.	455.	573.	7187.	9056.	15.8	470.	15.	109.	7.	17:45
15	415.	523.	0.	0.	415.	523.	7093.	8937.	17.1	447.	14.	105.	6.	18:00
16	322.	405.	0.	0.	322.	405.	7134.	8989.	22.2	404.	12.	95.	6.	18:15
TOTAL	5876.	7404.	0.	0.	5876.	7404.	109668.	138182.	18.7	6699.	201.	1529.	96.	

CONTOUR DIAGRAM OF
SPEED
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ...................................................................................................            TIME
      .                                                                                                   .
    1 .6666666666666666666666666666666666666555555555555555555555555555555555555555555555555111111111115555555555. - 14:30
    2 .6666666666666666666666666666666666666555555555555555555555555555555555555555333333333333000000011115555555555. - 14:45
    3 .6666666666666666666666666666666666666555555555555555555555555555555555555555555555555111111111110000001111555555555. - 15:00
    4 .6666666666666666666666666666666666666555555555555555555555555555555555333331111111111111111111111115555555555. - 15:15
    5 .6666666666666666666666666666666666666555555555555555555555222222211111111111111111111111111111115555555555. - 15:30
    6 .6666666666666666666666666666666666666555555555553333333333111111111111111111111111111111111111115555555555. - 15:45
    7 .6666666666666666666666666666666666666555555555551111111111111111111111111111111111111111111111115555555555. - 16:00
    8 .6666666666666666666666666666666666666555555555500000000001111111111111111111111111111111111111115555555555. - 16:15
    9 .6666666666666666666666666666666666666555511111100000000000000000111111111111111111000000011115555555555. - 16:30
   10 .6666666666666666666666666666666666555500000000000000000000000000001111111111111111110000001111555555555. - 16:45
   11 .6666666666666666666666666666666655500000000000000000000000000000011111000000000000000000111115555555555. - 17:00
   12 .6666666666666666666666666666666600000000000000000000000000001111111111111111111111110000001111555555555. - 17:15
   13 .6666666666666666666666666666666611110000000000000000000001111111111111111111111110000001111555555555. - 17:30
   14 .6666666666666666666666666666666611110000000000000000000001111111111111111111111111111111111115555555555. - 17:45
   15 .6666666666666666666666666666666555551111111110000000000001111111111111111111111111111111111115555555555. - 18:00
   16 .6666666666666666666666666666666666555544444411111111111111111111111111111111111111111111111115555555555. - 18:15
      .                                                                                                   .
      ...................................................................................................
       :     :    :             : :    : ::    :         :     :    :          :    :   :
       01    02   03            04 05   06 08   09        10    11   12         13   14  15
```

THE DIGIT LEVELS DENOTE THE FIRST DIGIT OF THE OPERATING SPEED (EX. 4 MEANS 40-49 MPH).

CONTOUR DIAGRAM OF
QUEUE LENGTH
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ..................................................................................................................  TIME
      .                                                                                                                .
    1 .                                                                                  ************                . - 14:30
    2 .                                                                                **************                . - 14:45
    3 .                                                                          *********************                . - 15:00
    4 .                                                                      **************************                . - 15:15
    5 .                                                                  ***********************************                . - 15:30
    6 .                                                                **************************************                . - 15:45
    7 .                                                          *******************************************                . - 16:00
    8 .                                                        *********************************************                . - 16:15
    9 .                                                  ***************************************************                . - 16:30
   10 .                                            *********************************************************                . - 16:45
   11 .                                        ***********************************************************                . - 17:00
   12 .                                              *******************************************************                . - 17:15
   13 .                                          ***********************************************************                . - 17:30
   14 .                                            *********************************************************                . - 17:45
   15 .                                                  ***************************************************                . - 18:00
   16 .                                                                  ***********************************                . - 18:15
      .                                                                                                                .
      ..................................................................................................................
       :      :     :             :  :    :  ::     :         :      :    :           :     :   :
       01     02    03            04 05   06  08    09        10     11   12          13    14  15
```

BLANK DENOTES MOVING TRAFFIC. ASTERISK DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION.
M DENOTES QUEUED VEHICLES DUE TO MERGING. B DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION AND MERGING. (WHEN BOTH QUEUES EXIST, LENGTH OF DISPLAY REPRESENTS MAINLINE CONGESTION.)

CONTOUR DIAGRAM OF
VOLUME/CAPACITY RATIO
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ...........................................................................................................   TIME
      .                                                                                                          .
    1 .4444444444444444444444444444433355555555567777776666666666688888889999977777777777776666667777**********. - 14:30
    2 .3333333333333444444444444444433344444444566666666666666666677777778888877777777777776666667777**********. - 14:45
    3 .4444444444444444444444444444433344444555677777766666666666688888888888877777777777776666667777**********. - 15:00
    4 .4444444444444444444444444444433344444555666666666666666666688888888888877777777777776666667777**********. - 15:15
    5 .4444444444444444444444444444433355555555567777776666666666677777778888877777777777777777778888**********. - 15:30
    6 .4444444444444444444444444444433344444444566666666666666666677777778888877777777777777777778888**********. - 15:45
    7 .4444444444444444444444444444433344444555677777755555555557777777888887777777777777777778888**********. - 16:00
    8 .4444444444444333333333333333334444444456666665555555555577777778888877777777777777777778888**********. - 16:15
    9 .4444444444444333333333333333322233333444555555555555555556666666677777777777777777766666667777**********. - 16:30
   10 .4444444444444333333333333333222222223334555555555555555556666666677777666666666666666666667777**********. - 16:45
   11 .4444444444444333333333333333222222223334555555555555555556666666677777666666666666666666666666**********. - 17:00
   12 .4444444444442222222222222222223333344455555555555555555577777777777777777777777766666667777**********. - 17:15
   13 .4444444444444444444444444444433333333444555555555555555556666666677777777777777777766666667777**********. - 17:30
   14 .4444444444444444444444444444433355555555666666666666666666677777778888888888888888887777778888**********. - 17:45
   15 .4444444444444444444444444444433344444444566666666666666666677777778888888888888888887777778888**********. - 18:00
   16 .3333333333333444444444444444433344444444555555566666666668888888888888888888888887777778888**********. - 18:15
      .                                                                                                          .
      ...........................................................................................................
       :     :    :             : :    : ::    :         :     :    :          :    :   :
       01    02   03            04 05   06 08   09        10    11   12         13   14  15
```

THE DIGIT LEVELS DENOTE V/C IN VALUES FROM 0 TO 10 (CORRESPONDING TO 0.0 TO 1.0). THE ASTERISK DENOTES SATURATION.

No Build 2045 Conditions
AM Peak Period

```
FFFFFFFFFF RRRRRRRRR  EEEEEEEEEE     QQQQQQQ         1111      222222     PPPPPPPPP     EEEEEEEEEE
FFFFFFFFFF RRRRRRRRRR EEEEEEEEEE   Q*A.D.MAY*Q     111111     222  222    PPPPPPPPPP    EEEEEEEEEE
FFF        RRR    RRR EEE         QQQQQ    QQQQQ     1111    222    222   PPP    PPP    EEE
FFF        RRR    RRR EEE        QQQQ        QQQQ    1111           222   PPP    PPP    EEE
FFFFFFF    RRRRRRRRRR EEEEEEE    QQQQ        QQQQ    1111          222    PPPPPPPPPP    EEEEEEE
FFFFFFF    RRRRRRRRR  EEEEEEE    QQQQ        QQQQ    1111        2222     PPPPPPPPP     EEEEEEE
FFF        RRR RRR    EEE        QQQQ    QQQ QQQQ    1111      2222       PPP           EEE
FFF        RRR  RRR   EEE         Q*UC*    QQQQQ     1111     222         PPP           EEE
FFF        RRR   RRR  EEEEEEEEEE   Q*REGENTS*QQ      1111    222          PPP           EEEEEEEEEE
FFF        RRR    RRR EEEEEEEEEE     Q*1999*Q QQQ  11111111  2222222222   PPP           EEEEEEEEEE
```

FREQ12PE 2045 AM No Build v5

1. THIS IS A SIMULATION ONLY EXECUTION.

2. THERE ARE 4.0 TIME SLICES PER HOUR.

3. WEAVING ANALYSIS IS ENGAGED WITH FACTOR = 0.5

4. NO ALTERNATE ROUTE IS PROVIDED.

5. SPEED FLOW DATA IS SUPPLIED BY THE PROGRAM. DEFAULT FREE-FLOW SPEED = 55
   LOWER LIMB (AT V/C=1) = 30

6. FUEL DATA ARE SUPPLIED BY THE PROGRAM.

7. EMISSION RATES SELECTED FROM PROGRAM TABLES: EMFAC2002 2005 - 75 DEGREES F.

FREEWAY AND ARTERIAL DESIGN FEATURES

SUB SEC	NO. LNS	SSEC CAP	SSEC LENGTH	DESIGN SPEED	ORG DES	TRK FAC	SSEC GRAD	PCT TRK	PCT DES TRUCKS	SPECIAL RAMP	FF.SPD. ALT.RTE	CAP. ALT.RTE	ART TYPE	GRADE ALT.RTE	SUBSECTION LOCATION
1	4	8000.	10000.	55	O	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Dummy Link
2	4	7800.	1500.	55	D	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Mainline to 23rd off
3	4	7800.	1118.	55		0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	23rd off to 23rd on diag
4	4	7800.	345.	55	O	0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	23rd on diag to 23rd loo
5	4	7800.	5130.	55	OD	0.99	0.0	13	0	NO	0.0	0.	GOOD	0.0	23rd on loop to 5th off
6	4	7800.	3655.	55	D	0.99	0.0	13	0	NO	0.0	0.	GOOD	0.0	5th off to Oak off
7	4	7800.	1280.	55	D	0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Oak off to Broadway off
8	4	7800.	1570.	55		0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Broadway off to Jacks on
9	5	9000.	1515.	55	OD	0.99	0.0	13	0	YES	0.0	0.	GOOD	0.0	Jacks on to 980 off
10	4	7800.	1190.	55	D	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	980 off to Market off
11	4	7800.	230.	55		0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Market Off to Merge
12	3	5850.	4755.	55		0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Merge to Union on
13	4	8000.	1275.	55	O	0.99	0.0	15	0	YES	0.0	0.	GOOD	0.0	R10 - Union On to ML End
14	4	8000.	2640.	55	D	1.00	0.0	0	0	NO	0.0	0.	GOOD	0.0	Dummy end

ON-RAMP CAPACITY LIMITS

1	2	3	4	5
8000.	1500.	1500.	2000.	1500.

OFF-RAMP CAPACITY LIMITS

1	2	3	4	5	6	7
1500.	1500.	1500.	1500.	3600.	1500.	8000.

ON-RAMP 1 IS THE MAINLINE ORIGIN
OFF-RAMP 7 IS THE MAINLINE DESTINATION

TIME SLICE 1 OF 16

ON-RAMP LOCATIONS
1 4 5 9 13

OFF-RAMP LOCATIONS
2 5 6 7 9 10 14

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1308. 123. 133. 229. 76.

ORIGINAL OUTPUT COUNTS--
172. 33. 63. 122. 309. 108. 1096.

TOTAL ORIGINAL INPUT = 1869. TOTAL ORIGINAL OUTPUT= 1903.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.98
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 2 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1557. 131. 164. 247. 84.

ORIGINAL OUTPUT COUNTS--
183. 46. 83. 153. 379. 131. 1230.

TOTAL ORIGINAL INPUT = 2183. TOTAL ORIGINAL OUTPUT= 2205.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.99
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 3 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1730. 186. 219. 305. 109.

ORIGINAL OUTPUT COUNTS--
183. 54. 106. 174. 482. 139. 1358.

TOTAL ORIGINAL INPUT = 2549. TOTAL ORIGINAL OUTPUT= 2496.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 4 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1831. 201. 195. 359. 120.

ORIGINAL OUTPUT COUNTS--
254. 71. 135. 174. 512. 154. 1405.

TOTAL ORIGINAL INPUT = 2706. TOTAL ORIGINAL OUTPUT= 2705.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 5 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1845. 194. 217. 440. 142.

ORIGINAL OUTPUT COUNTS--
253. 66. 125. 192. 510. 200. 1489.

TOTAL ORIGINAL INPUT = 2838. TOTAL ORIGINAL OUTPUT= 2835.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 6 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1918. 245. 256. 522. 154.

ORIGINAL OUTPUT COUNTS--
245. 63. 173. 233. 650. 230. 1533.

TOTAL ORIGINAL INPUT = 3095. TOTAL ORIGINAL OUTPUT= 3127.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.99
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 7 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1923. 307. 286. 546. 161.

ORIGINAL OUTPUT COUNTS--
277. 81. 220. 252. 721. 173. 1503.

TOTAL ORIGINAL INPUT = 3223. TOTAL ORIGINAL OUTPUT= 3227.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 8 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1810. 377. 331. 502. 133.

ORIGINAL OUTPUT COUNTS--
194. 85. 267. 237. 807. 185. 1343.

TOTAL ORIGINAL INPUT = 3153. TOTAL ORIGINAL OUTPUT= 3118.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 9 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1783. 336. 328. 537. 132.

ORIGINAL OUTPUT COUNTS--
235. 78. 260. 248. 789. 187. 1196.

TOTAL ORIGINAL INPUT = 3116. TOTAL ORIGINAL OUTPUT= 2993.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.04
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 10 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1674. 346. 308. 491. 139.

ORIGINAL OUTPUT COUNTS--
204. 80. 254. 223. 764. 182. 1165.

TOTAL ORIGINAL INPUT = 2958. TOTAL ORIGINAL OUTPUT= 2872.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.03
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 11 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1514. 331. 289. 500. 116.

ORIGINAL OUTPUT COUNTS--
209. 83. 278. 239. 770. 180. 1164.

TOTAL ORIGINAL INPUT = 2750. TOTAL ORIGINAL OUTPUT= 2923.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.94
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 12 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1602. 305. 303. 522. 106.

ORIGINAL OUTPUT COUNTS--
231. 70. 232. 234. 751. 182. 1172.

TOTAL ORIGINAL INPUT = 2838. TOTAL ORIGINAL OUTPUT= 2872.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.99
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 13 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1551. 280. 243. 433. 98.

ORIGINAL OUTPUT COUNTS--
212. 73. 225. 208. 692. 135. 1106.

TOTAL ORIGINAL INPUT = 2605. TOTAL ORIGINAL OUTPUT= 2651.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.98
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 14 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1574. 249. 219. 406. 111.

ORIGINAL OUTPUT COUNTS--
223. 71. 173. 202. 663. 123. 1063.

TOTAL ORIGINAL INPUT = 2559. TOTAL ORIGINAL OUTPUT= 2518.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 15 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1544. 229. 206. 383. 94.

ORIGINAL OUTPUT COUNTS--
194. 75. 159. 194. 610. 120. 1046.

TOTAL ORIGINAL INPUT = 2456. TOTAL ORIGINAL OUTPUT= 2398.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 16 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1584. 219. 196. 378. 88.

ORIGINAL OUTPUT COUNTS--
254. 93. 179. 196. 640. 127. 1027.

TOTAL ORIGINAL INPUT = 2465. TOTAL ORIGINAL OUTPUT= 2516.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.98
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

***** INPUT HAS BEEN COMPLETED *****

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5236.	0.	5236.	5236.	0.	5236.	8000.	0.	0.	0.	.65	55.	23.8	C	20.3	11.8
2	4	1500.	0.	676.	5236.	0.	676.	5236.	7800.	0.	0.	0.	.67	55.	23.8	C	20.3	11.8
3	4	1118.	0.	0.	4560.	0.	0.	4560.	7800.	0.	0.	0.	.58	55.	20.7	C	20.3	11.8
4	4	345.	492.	0.	5052.	492.	0.	5052.	7800.	0.	0.	0.	.65	55.	23.0	C	20.5	11.8
5	4	5130.	528.	128.	5580.	528.	128.	5580.	7800.	0.	0.	0.	.72	55.	25.4	C	20.8	11.7
6	4	3655.	0.	248.	5452.	0.	248.	5452.	7800.	0.	0.	0.	.70	55.	24.8	C	20.8	11.7
7	4	1280.	0.	480.	5204.	0.	480.	5204.	7800.	0.	0.	0.	.67	55.	23.7	C	20.5	11.8
8	4	1570.	0.	0.	4724.	0.	0.	4724.	7800.	0.	0.	0.	.61	55.	21.5	C	20.3	11.8
9	5	1515.	912.	1212.	5636.	912.	1212.	5636.	8246.	754.	0.	0.	.68	55.	20.5	C	20.8	11.7
10	4	1190.	0.	424.	4424.	0.	424.	4424.	7770.	30.	0.	0.	.57	55.	20.1	C	20.3	11.8
11	4	230.	0.	0.	4000.	0.	0.	4000.	7800.	0.	0.	0.	.51	55.	18.2	C	20.5	11.8
12	3	4755.	0.	0.	4000.	0.	0.	4000.	5850.	0.	0.	0.	.68	55.	24.2	C	20.5	11.8
13	4	1275.	304.	0.	4304.	304.	0.	4304.	8000.	0.	0.	0.	.54	55.	19.6	C	20.3	11.8
14	4	2640.	0.	4304.	4304.	0.	4304.	4304.	8000.	0.	0.	0.	.54	55.	19.6	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.72		LOWEST LOS = C	AVG = 55.	23.2		20.7	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	155. VEH-HRS	196. PASS-HRS	155. VEH-HRS	196. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	155. VEH-HRS	196. PASS-HRS	155. VEH-HRS	196. PASS-HRS
TOTAL TRAV DISTANCE =	8536. VEH-MI.	10755. PASS-MI.	8536. VEH-MI.	10755. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	23. VPMPL		23. VPMPL	
TOTAL FUEL =	412. GALLONS		412. GALLONS	
TOTAL EMISSIONS =	100. KILOGRAMS		100. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6232.	0.	6232.	6232.	0.	6232.	8000.	0.	0.	0.	.78	55.	28.3	D	20.3	11.8
2	4	1500.	0.	724.	6232.	0.	724.	6232.	7800.	0.	0.	0.	.80	55.	28.3	D	20.3	11.8
3	4	1118.	0.	0.	5508.	0.	0.	5508.	7800.	0.	0.	0.	.71	55.	25.0	C	20.3	11.8
4	4	345.	524.	0.	6032.	524.	0.	6032.	7800.	0.	0.	0.	.77	55.	27.4	D	20.5	11.8
5	4	5130.	656.	184.	6688.	656.	184.	6688.	7800.	0.	0.	0.	.86	55.	30.4	D	20.8	11.7
6	4	3655.	0.	328.	6504.	0.	328.	6504.	7800.	0.	0.	0.	.83	55.	29.6	D	20.8	11.7
7	4	1280.	0.	608.	6176.	0.	608.	6176.	7800.	0.	0.	0.	.79	55.	28.1	D	20.5	11.8
8	4	1570.	0.	0.	5568.	0.	0.	5568.	7800.	0.	0.	0.	.71	55.	25.3	C	20.3	11.8
9	5	1515.	992.	1500.	6560.	992.	1500.	6560.	8191.	809.	0.	0.	.80	55.	23.9	C	20.8	11.7
10	4	1190.	0.	524.	5060.	0.	524.	5060.	7765.	35.	0.	0.	.65	55.	23.0	C	20.3	11.8
11	4	230.	0.	0.	4536.	0.	0.	4536.	7800.	0.	0.	0.	.58	55.	20.6	C	20.5	11.8
12	3	4755.	0.	0.	4536.	0.	0.	4536.	5850.	0.	0.	0.	.78	55.	27.5	D	20.5	11.8
13	4	1275.	336.	0.	4872.	336.	0.	4872.	8000.	0.	0.	0.	.61	55.	22.1	C	20.3	11.8
14	4	2640.	0.	4872.	4872.	0.	4872.	4872.	8000.	0.	0.	0.	.61	55.	22.1	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 0.86		LOWEST LOS = D	AVG = 55.	27.3		20.7	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	183. VEH-HRS	230. PASS-HRS	338. VEH-HRS	426. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	183. VEH-HRS	230. PASS-HRS	338. VEH-HRS	426. PASS-HRS
TOTAL TRAV DISTANCE =	10051. VEH-MI.	12665. PASS-MI.	18587. VEH-MI.	23420. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	27. VPMPL		25. VPMPL	
TOTAL FUEL =	486. GALLONS		898. GALLONS	
TOTAL EMISSIONS =	118. KILOGRAMS		219. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6928.	0.	6928.	6928.	0.	6928.	8000.	0.	0.	0.	.87	55.	31.5	D	20.3	11.8
2	4	1500.	0.	748.	6928.	0.	748.	6928.	7800.	0.	0.	0.	.89	55.	31.5	D	20.3	11.8
3	4	1118.	0.	0.	6180.	0.	0.	6180.	7800.	0.	0.	0.	.79	55.	28.1	D	20.3	11.8
4	4	345.	744.	0.	6924.	744.	0.	6924.	7800.	0.	0.	0.	.89	55.	31.5	D	20.5	11.8
5	4	5130.	876.	220.	7800.	876.	220.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	432.	7580.	0.	432.	7580.	7800.	0.	0.	0.	.97	51.	36.8	E	21.5	11.4
7	4	1280.	0.	712.	7148.	0.	712.	7148.	7800.	0.	0.	0.	.92	54.	33.4	D	20.8	11.7
8	4	1570.	0.	0.	6436.	0.	0.	6436.	7800.	0.	0.	0.	.83	55.	29.3	D	20.3	11.8
9	5	1515.	1224.	1976.	7660.	1224.	1976.	7660.	8040.	960.	0.	0.	.95	55.	27.9	D	20.8	11.7
10	4	1190.	0.	568.	5684.	0.	568.	5684.	7760.	40.	0.	0.	.73	55.	25.8	C	20.3	11.8
11	4	230.	0.	0.	5116.	0.	0.	5116.	7800.	0.	0.	0.	.66	55.	23.3	C	20.5	11.8
12	3	4755.	0.	0.	5116.	0.	0.	5116.	5850.	0.	0.	0.	.87	55.	31.0	D	20.5	11.8
13	4	1275.	436.	0.	5552.	436.	0.	5552.	8000.	0.	0.	0.	.69	55.	25.2	C	20.3	11.8
14	4	2640.	0.	5552.	5552.	0.	5552.	5552.	8000.	0.	0.	0.	.69	55.	25.2	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = E		AVG = 54.		31.8	21.0	11.6

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	213. VEH-HRS	269. PASS-HRS	551. VEH-HRS	694. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	213. VEH-HRS	269. PASS-HRS	551. VEH-HRS	694. PASS-HRS
TOTAL TRAV DISTANCE =	11437. VEH-MI.	14411. PASS-MI.	30024. VEH-MI.	37830. PASS-MI.
AVERAGE SYSTEM SPEED =	54. MPH.		54. MPH.	
AVERAGE DENSITY =	32. VPMPL		27. VPMPL	
TOTAL FUEL =	546. GALLONS		1444. GALLONS	
TOTAL EMISSIONS =	133. KILOGRAMS		352. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7320.	0.	7320.	7320.	0.	7320.	8000.	0.	0.	0.	.92	54.	34.2	D	20.6	11.7
2	4	1500.	0.	1016.	7320.	0.	1016.	7320.	7800.	0.	0.	0.	.94	53.	34.6	D	20.7	11.6
3	4	1118.	0.	0.	6304.	0.	0.	6216.	7800.	0.	* 135.	88.	.80	52.	30.0	F	20.1	12.0
4	4	345.	808.	0.	7112.	808.	0.	7024.	7800.	0.	** 345.	88.	.90	25.	69.2	F	17.6	15.0
5	4	5130.	776.	284.	7888.	776.	281.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	540.	7604.	0.	534.	7519.	7800.	0.	0.	0.	.96	52.	36.3	E	21.4	11.5
7	4	1280.	0.	696.	7064.	0.	688.	6985.	7800.	0.	0.	0.	.90	55.	31.8	D	20.5	11.8
8	4	1570.	0.	0.	6368.	0.	0.	6297.	7800.	0.	0.	0.	.81	55.	28.6	D	20.3	11.8
9	5	1515.	1432.	2048.	7800.	1432.	2029.	7729.	7881.	1119.	0.	0.	.98	55.	28.1	D	20.8	11.7
10	4	1190.	0.	612.	5752.	0.	606.	5700.	7751.	49.	0.	0.	.74	55.	25.9	C	20.3	11.8
11	4	230.	0.	0.	5140.	0.	0.	5093.	7800.	0.	0.	0.	.65	55.	23.2	C	20.5	11.8
12	3	4755.	0.	0.	5140.	0.	0.	5093.	5850.	0.	0.	0.	.87	55.	30.9	D	20.5	11.8
13	4	1275.	480.	0.	5620.	480.	0.	5573.	8000.	0.	0.	0.	.70	55.	25.3	C	20.3	11.8
14	4	2640.	0.	5620.	5620.	0.	5573.	5573.	8000.	0.	0.	0.	.70	55.	25.3	C	24.4	11.2
TOTAL		36203. =	6.9 MILES										MAX(V/C) = 1.00	LOWEST LOS = F	AVG = 53.	33.0	21.0	11.6

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	221. VEH-HRS	279. PASS-HRS	772. VEH-HRS	973. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	221. VEH-HRS	279. PASS-HRS	772. VEH-HRS	973. PASS-HRS
TOTAL TRAV DISTANCE =	11633. VEH-MI.	14657. PASS-MI.	41657. VEH-MI.	52488. PASS-MI.
AVERAGE SYSTEM SPEED =	53. MPH.		54. MPH.	
AVERAGE DENSITY =	33. VPMPL		29. VPMPL	
TOTAL FUEL =	554. GALLONS		1998. GALLONS	
TOTAL EMISSIONS =	135. KILOGRAMS		487. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7380.	0.	7380.	7380.	0.	7380.	8000.	0.	0.	0.	.92	53.	34.6	D	20.6	11.7
2	4	1500.	0.	1012.	7380.	0.	1012.	7380.	7800.	0.	0.	0.	.95	53.	35.1	E	20.8	11.6
3	4	1118.	0.	0.	6368.	0.	0.	6156.	7800.	0.	* 1001.	212.	.79	22.	68.9	F	16.2	16.2
4	4	345.	776.	0.	7144.	776.	0.	6932.	7800.	0.	** 345.	212.	.89	20.	88.6	F	16.1	17.0
5	4	5130.	868.	264.	8012.	868.	257.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	500.	7748.	0.	487.	7543.	7800.	0.	0.	0.	.97	52.	36.5	E	21.4	11.4
7	4	1280.	0.	772.	7248.	0.	752.	6571.	7800.	0.	* 279.	485.	.84	52.	31.3	F	20.7	11.8
8	4	1570.	0.	0.	6476.	0.	0.	5820.	7800.	0.	** 1570.	485.	.75	19.	76.1	F	15.2	17.4
9	5	1515.	1760.	2040.	8236.	1760.	1877.	7580.	7580.	1420.	0.	0.	1.00	55.	27.6	E	20.8	11.7
10	4	1190.	0.	800.	6196.	0.	736.	5702.	7724.	76.	0.	0.	.74	55.	25.9	C	20.3	11.8
11	4	230.	0.	0.	5396.	0.	0.	4966.	7800.	0.	0.	0.	.64	55.	22.6	C	20.5	11.8
12	3	4755.	0.	0.	5396.	0.	0.	4966.	5850.	0.	0.	0.	.85	55.	30.1	D	20.5	11.8
13	4	1275.	568.	0.	5964.	568.	0.	5534.	8000.	0.	0.	0.	.69	55.	25.2	C	20.3	11.8
14	4	2640.	0.	5964.	5964.	0.	5534.	5534.	8000.	0.	0.	0.	.69	55.	25.2	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 47.	36.4		20.6	12.0

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	247. VEH-HRS	311. PASS-HRS	1019. VEH-HRS	1284. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	247. VEH-HRS	311. PASS-HRS	1019. VEH-HRS	1284. PASS-HRS
TOTAL TRAV DISTANCE =	11602. VEH-MI.	14618. PASS-MI.	53259. VEH-MI.	67106. PASS-MI.
AVERAGE SYSTEM SPEED =	47. MPH.		52. MPH.	
AVERAGE DENSITY =	36. VPMPL		30. VPMPL	
TOTAL FUEL =	564. GALLONS		2562. GALLONS	
TOTAL EMISSIONS =	139. KILOGRAMS		626. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7672.	0.	7672.	7672.	0.	6804.	8000.	0.	* 3118.	868.	.85	44.	39.0	F	20.1	12.2
2	4	1500.	0.	968.	7672.	0.	968.	6804.	7800.	0.	** 1500.	868.	.87	21.	80.6	F	16.3	16.4
3	4	1118.	0.	0.	6704.	0.	0.	5836.	7800.	0.	** 1118.	868.	.75	12.	118.3	F	12.6	22.1
4	4	345.	980.	0.	7684.	980.	0.	6816.	7800.	0.	B* 345.	868.	.87	19.	91.8	F	15.6	17.5
5	4	5130.	1024.	248.	8708.	1024.	222.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	684.	8460.	0.	613.	6901.	7800.	0.	* 2823.	677.	.88	37.	46.9	F	19.9	12.8
7	4	1280.	0.	924.	7776.	0.	828.	6289.	7800.	0.	** 1280.	677.	.81	17.	95.1	F	14.8	18.7
8	4	1570.	0.	0.	6852.	0.	0.	5461.	7800.	0.	** 1570.	677.	.70	11.	128.7	F	11.8	23.6
9	5	1515.	2088.	2572.	8940.	2000.	2146.	7461.	7461.	1539.	0.	0.	1.00	55.	27.1	E	20.8	11.7
10	4	1190.	0.	912.	6368.	0.	761.	5315.	7711.	89.	0.	0.	.69	55.	24.2	C	20.3	11.8
11	4	230.	0.	0.	5456.	0.	0.	4554.	7800.	0.	0.	0.	.58	55.	20.7	C	20.5	11.8
12	3	4755.	0.	0.	5456.	0.	0.	4554.	5850.	0.	0.	0.	.78	55.	27.6	D	20.5	11.8
13	4	1275.	616.	0.	6072.	616.	0.	5170.	8000.	0.	0.	0.	.65	55.	23.5	C	20.3	11.8
14	4	2640.	0.	6072.	6072.	0.	5170.	5170.	8000.	0.	0.	0.	.65	55.	23.5	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 35.	46.1		19.3	13.1

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	323. VEH-HRS	407. PASS-HRS	1342. VEH-HRS	1691. PASS-HRS
FREEWAY MERGE DELAY =	1. VEH-HRS	2. PASS-HRS	1. VEH-HRS	2. PASS-HRS
ON-RAMP MRG/CAP DELAY =	3. VEH-HRS	3. PASS-HRS	3. VEH-HRS	3. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	327. VEH-HRS	412. PASS-HRS	1346. VEH-HRS	1696. PASS-HRS
TOTAL TRAV DISTANCE =	11340. VEH-MI.	14288. PASS-MI.	64598. VEH-MI.	81394. PASS-MI.
AVERAGE SYSTEM SPEED =	35. MPH.		48. MPH.	
AVERAGE DENSITY =	46. VPMPL		33. VPMPL	
TOTAL FUEL =	589. GALLONS		3151. GALLONS	
TOTAL EMISSIONS =	149. KILOGRAMS		775. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	10.	1.24	0.48	0.03	0.15	0.01	0.19
		TOTAL	10.	1.24	0.48	0.03	0.15	0.01	0.19
ON-RAMP	4	RAMP	22.	2.75	1.07	0.06	0.34	0.02	0.42
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	22.	2.75	1.07	0.06	0.34	0.02	0.42

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7692.	0.	7692.	7692.	0.	6871.	8000.	0.	* 7602.	821.	.86	26.	65.7	F	17.5	14.9
2	4	1500.	0.	1108.	7692.	0.	1108.	6871.	7800.	0.	B* 1500.	821.	.88	19.	90.3	F	15.6	17.3
3	4	1118.	0.	0.	6584.	0.	0.	5763.	7800.	0.	BB 1118.	821.	.74	12.	120.5	F	12.4	22.4
4	4	345.	1232.	0.	7816.	1232.	0.	6995.	7800.	0.	BB 345.	805.	.90	20.	86.9	F	16.3	16.6
5	4	5130.	1140.	320.	8956.	1140.	279.	7478.	7800.	0.	* 1980.	322.	.96	45.	41.8	F	21.3	11.7
6	4	3655.	0.	880.	8636.	0.	766.	7199.	7800.	0.	** 3655.	322.	.92	23.	79.4	F	17.2	15.6
7	4	1280.	0.	1008.	7756.	0.	878.	6433.	7800.	0.	** 1280.	322.	.82	16.	102.2	F	14.6	19.2
8	4	1570.	0.	0.	6748.	0.	0.	5555.	7800.	0.	** 1570.	322.	.71	11.	126.1	F	11.9	23.3
9	5	1515.	2184.	2880.	8932.	2000.	2433.	7555.	7555.	1445.	0.	0.	1.00	55.	27.5	E	20.8	11.7
10	4	1190.	0.	692.	6052.	0.	587.	5122.	7731.	69.	0.	0.	.66	55.	23.3	C	20.3	11.8
11	4	230.	0.	0.	5360.	0.	0.	4534.	7800.	0.	0.	0.	.58	55.	20.6	C	20.5	11.8
12	3	4755.	0.	0.	5360.	0.	0.	4534.	5850.	0.	0.	0.	.78	55.	27.5	D	20.5	11.8
13	4	1275.	644.	0.	6004.	644.	0.	5178.	8000.	0.	0.	0.	.65	55.	23.5	C	20.3	11.8
14	4	2640.	0.	6004.	6004.	0.	5178.	5178.	8000.	0.	0.	0.	.65	55.	23.5	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F		AVG = 28.	57.7	18.1	14.4

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	400. VEH-HRS	504. PASS-HRS	1742. VEH-HRS	2195. PASS-HRS
FREEWAY MERGE DELAY =	12. VEH-HRS	15. PASS-HRS	13. VEH-HRS	16. PASS-HRS
ON-RAMP MRG/CAP DELAY =	11. VEH-HRS	14. PASS-HRS	14. VEH-HRS	18. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	423. VEH-HRS	533. PASS-HRS	1769. VEH-HRS	2229. PASS-HRS
TOTAL TRAV DISTANCE =	11138. VEH-MI.	14033. PASS-MI.	75736. VEH-MI.	95427. PASS-MI.
AVERAGE SYSTEM SPEED =	26. MPH.		43. MPH.	
AVERAGE DENSITY =	58. VPMPL		36. VPMPL	
TOTAL FUEL =	625. GALLONS		3776. GALLONS	
TOTAL EMISSIONS =	164. KILOGRAMS		939. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	94.	11.72	4.56	0.27	1.44	0.08	1.79
		TOTAL	94.	11.72	4.56	0.27	1.44	0.08	1.79
ON-RAMP	4	RAMP	68.	11.25	4.37	0.26	1.38	0.07	1.72
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	68.	11.25	4.37	0.26	1.38	0.07	1.72

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7244.	0.	7244.	7244.	0.	6471.	8000.	0.	B*10000.	773.	.81	16.	101.0	F	14.5	19.1
2	4	1500.	0.	784.	7244.	0.	784.	6471.	7800.	0.	BB 1500.	773.	.83	16.	101.2	F	14.5	19.2
3	4	1118.	0.	0.	6460.	0.	0.	5687.	7800.	0.	BB 1118.	773.	.73	12.	122.6	F	12.2	22.7
4	4	345.	1512.	0.	7972.	1500.	0.	7187.	7800.	0.	BB 345.	613.	.92	22.	81.7	F	16.8	15.8
5	4	5130.	1320.	344.	9292.	1200.	289.	7630.	7800.	0.	* 3810.	170.	.98	34.	55.7	F	19.9	12.7
6	4	3655.	0.	1080.	8948.	0.	906.	7342.	7800.	0.	** 3655.	170.	.94	24.	77.5	F	17.5	15.1
7	4	1280.	0.	960.	7868.	0.	806.	6435.	7800.	0.	** 1280.	170.	.83	16.	102.2	F	14.6	19.2
8	4	1570.	0.	0.	6908.	0.	0.	5629.	7800.	0.	** 1570.	170.	.72	11.	124.1	F	12.1	23.0
9	5	1515.	2008.	3264.	8916.	2000.	2782.	7629.	7629.	1371.	0.	0.	1.00	55.	27.7	E	20.8	11.7
10	4	1190.	0.	752.	5652.	0.	642.	4847.	7727.	73.	0.	0.	.63	55.	22.0	C	20.3	11.8
11	4	230.	0.	0.	4900.	0.	0.	4205.	7800.	0.	0.	0.	.54	55.	19.1	C	20.5	11.8
12	3	4755.	0.	0.	4900.	0.	0.	4205.	5850.	0.	0.	0.	.72	55.	25.5	C	20.5	11.8
13	4	1275.	532.	0.	5432.	532.	0.	4737.	8000.	0.	0.	0.	.59	55.	21.5	C	20.3	11.8
14	4	2640.	0.	5432.	5432.	0.	4737.	4737.	8000.	0.	0.	0.	.59	55.	21.5	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F		AVG = 22.	69.1	16.8	15.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	472. VEH-HRS	595. PASS-HRS	2214. VEH-HRS	2790. PASS-HRS
FREEWAY MERGE DELAY =	30. VEH-HRS	38. PASS-HRS	43. VEH-HRS	54. PASS-HRS
ON-RAMP MRG/CAP DELAY =	46. VEH-HRS	57. PASS-HRS	60. VEH-HRS	75. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	548. VEH-HRS	690. PASS-HRS	2317. VEH-HRS	2919. PASS-HRS
TOTAL TRAV DISTANCE =	10614. VEH-MI.	13374. PASS-MI.	86350. VEH-MI.	108801. PASS-MI.
AVERAGE SYSTEM SPEED =	19. MPH.		39. MPH.	
AVERAGE DENSITY =	69. VPMPL		41. VPMPL	
TOTAL FUEL =	661. GALLONS		4436. GALLONS	
TOTAL EMISSIONS =	180. KILOGRAMS		1119. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	193.	24.16	9.56	0.57	3.00	0.16	3.73
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	193.	24.16	9.56	0.57	3.00	0.16	3.73
ON-RAMP	2	RAMP	3.	0.38	0.15	0.01	0.05	0.00	0.06
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	3.	0.38	0.15	0.01	0.05	0.00	0.06
ON-RAMP	3	RAMP	30.	3.75	1.46	0.09	0.46	0.02	0.57
		FREEWAY	240.	30.05	11.68	0.70	3.69	0.19	4.59
		TOTAL	270.	33.80	13.14	0.79	4.15	0.22	5.16
ON-RAMP	4	RAMP	70.	17.25	6.71	0.40	2.12	0.11	2.63
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	70.	17.25	6.71	0.40	2.12	0.11	2.63

QUEUE SPLIT SECTION 5
QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7132.	0.	7132.	7132.	0.	6671.	8000.	0.	B*10000.	461.	.83	16.	102.8	F	14.6	19.0
2	4	1500.	0.	980.	7132.	0.	980.	6671.	7800.	0.	BB 1500.	461.	.86	17.	95.7	F	15.0	18.3
3	4	1118.	0.	0.	6152.	0.	0.	5691.	7800.	0.	BB 1118.	461.	.73	12.	122.4	F	12.2	22.7
4	4	345.	1340.	0.	7492.	1352.	0.	7043.	7800.	0.	BB 345.	461.	.90	21.	85.6	F	16.4	16.4
5	4	5130.	1308.	324.	8800.	1200.	287.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	1080.	8476.	0.	956.	7530.	7800.	0.	* 3485.	-17.	.97	26.	71.5	F	18.3	14.2
7	4	1280.	0.	1028.	7396.	0.	910.	6574.	7800.	0.	** 1280.	-17.	.84	17.	98.4	F	14.9	18.7
8	4	1570.	0.	0.	6368.	0.	0.	5664.	7800.	0.	** 1570.	-17.	.73	11.	123.2	F	12.2	22.8
9	5	1515.	2148.	3284.	8516.	2000.	2948.	7664.	7664.	1336.	0.	0.	1.00	55.	27.9	E	20.8	11.7
10	4	1190.	0.	780.	5232.	0.	699.	4716.	7721.	79.	0.	0.	.61	55.	21.4	C	20.3	11.8
11	4	230.	0.	0.	4452.	0.	0.	4016.	7800.	0.	0.	0.	.51	55.	18.3	C	20.5	11.8
12	3	4755.	0.	0.	4452.	0.	0.	4016.	5850.	0.	0.	0.	.69	55.	24.3	C	20.5	11.8
13	4	1275.	528.	0.	4980.	528.	0.	4544.	8000.	0.	0.	0.	.57	55.	20.7	C	20.3	11.8
14	4	2640.	0.	4980.	4980.	0.	4544.	4544.	8000.	0.	0.	0.	.57	55.	20.7	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 24.	66.0		17.2	15.4

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	449. VEH-HRS	565. PASS-HRS	2663. VEH-HRS	3355. PASS-HRS
FREEWAY MERGE DELAY =	44. VEH-HRS	55. PASS-HRS	87. VEH-HRS	110. PASS-HRS
ON-RAMP MRG/CAP DELAY =	72. VEH-HRS	91. PASS-HRS	131. VEH-HRS	166. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	565. VEH-HRS	711. PASS-HRS	2881. VEH-HRS	3630. PASS-HRS
TOTAL TRAV DISTANCE =	10672. VEH-MI.	13447. PASS-MI.	97022. VEH-MI.	122248. PASS-MI.
AVERAGE SYSTEM SPEED =	19. MPH.		36. MPH.	
AVERAGE DENSITY =	66. VPMPL		43. VPMPL	
TOTAL FUEL =	667. GALLONS		5104. GALLONS	
TOTAL EMISSIONS =	183. KILOGRAMS		1301. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	115.	38.56	15.26	0.91	4.79	0.25	5.96
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	115.	38.56	15.26	0.91	4.79	0.25	5.96
ON-RAMP	3	RAMP	57.	10.88	4.23	0.25	1.33	0.07	1.66
		FREEWAY	351.	43.91	17.07	1.03	5.39	0.28	6.70
		TOTAL	408.	54.79	21.30	1.28	6.72	0.35	8.36
ON-RAMP	4	RAMP	107.	22.13	8.60	0.52	2.71	0.14	3.38
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	107.	22.13	8.60	0.52	2.71	0.14	3.38

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6696.	0.	6696.	6696.	0.	6493.	8000.	0.	BB10000.	203.	.81	15.	107.7	F	14.2	19.7
2	4	1500.	0.	840.	6696.	0.	840.	6493.	7800.	0.	BB 1500.	203.	.83	16.	100.6	F	14.5	19.1
3	4	1118.	0.	0.	5856.	0.	0.	5653.	7800.	0.	BB 1118.	203.	.72	11.	123.5	F	12.2	22.9
4	4	345.	1388.	0.	7244.	1388.	0.	7041.	7800.	0.	BB 345.	203.	.90	21.	85.7	F	16.4	16.5
5	4	5130.	1232.	328.	8476.	1200.	301.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	1048.	8148.	0.	964.	7482.	7800.	0.	* 3630.	16.	.96	26.	72.6	F	18.1	14.3
7	4	1280.	0.	920.	7100.	0.	848.	6518.	7800.	0.	** 1280.	16.	.84	16.	99.9	F	14.8	18.9
8	4	1570.	0.	0.	6180.	0.	0.	5670.	7800.	0.	** 1570.	16.	.73	12.	123.0	F	12.2	22.8
9	5	1515.	1964.	3152.	8144.	2000.	2966.	7670.	7670.	1330.	0.	0.	1.00	55.	27.9	E	20.8	11.7
10	4	1190.	0.	748.	4992.	0.	704.	4704.	7720.	80.	0.	0.	.61	55.	21.4	C	20.3	11.8
11	4	230.	0.	0.	4244.	0.	0.	4000.	7800.	0.	0.	0.	.51	55.	18.2	C	20.5	11.8
12	3	4755.	0.	0.	4244.	0.	0.	4000.	5850.	0.	0.	0.	.68	55.	24.2	C	20.5	11.8
13	4	1275.	556.	0.	4800.	556.	0.	4556.	8000.	0.	0.	0.	.57	55.	20.7	C	20.3	11.8
14	4	2640.	0.	4800.	4800.	0.	4556.	4556.	8000.	0.	0.	0.	.57	55.	20.7	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 23.	67.7		17.0	15.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	461. VEH-HRS	580. PASS-HRS	3124. VEH-HRS	3936. PASS-HRS
FREEWAY MERGE DELAY =	58. VEH-HRS	73. PASS-HRS	145. VEH-HRS	182. PASS-HRS
ON-RAMP MRG/CAP DELAY =	62. VEH-HRS	78. PASS-HRS	193. VEH-HRS	243. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	580. VEH-HRS	731. PASS-HRS	3461. VEH-HRS	4361. PASS-HRS
TOTAL TRAV DISTANCE =	10560. VEH-MI.	13305. PASS-MI.	107582. VEH-MI.	135553. PASS-MI.
AVERAGE SYSTEM SPEED =	18. MPH.		34. MPH.	
AVERAGE DENSITY =	68. VPMPL		46. VPMPL	
TOTAL FUEL =	669. GALLONS		5773. GALLONS	
TOTAL EMISSIONS =	184. KILOGRAMS		1485. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	51.	20.73	8.21	0.49	2.58	0.14	3.20
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	51.	20.73	8.21	0.49	2.58	0.14	3.20
ON-RAMP	3	RAMP	65.	15.25	5.93	0.36	1.87	0.10	2.33
		FREEWAY	462.	57.70	22.43	1.35	7.08	0.37	8.80
		TOTAL	527.	72.95	28.36	1.71	8.95	0.47	11.13
ON-RAMP	4	RAMP	98.	25.63	9.96	0.60	3.14	0.17	3.91
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	98.	25.63	9.96	0.60	3.14	0.17	3.91

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6056.	0.	6056.	6056.	0.	6345.	8000.	0.	BM 8917.	-289.	.79	15.	107.6	F	13.9	20.0
2	4	1500.	0.	788.	6056.	0.	788.	6345.	7800.	0.	BB 1500.	-289.	.81	15.	104.6	F	14.2	19.7
3	4	1118.	0.	0.	5268.	0.	0.	5557.	7800.	0.	BB 1118.	-289.	.71	11.	126.1	F	11.9	23.3
4	4	345.	1324.	0.	6592.	1324.	0.	6881.	7800.	0.	BB 345.	-289.	.88	19.	90.0	F	15.9	17.2
5	4	5130.	1160.	312.	7752.	1200.	313.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	1048.	7440.	0.	1052.	7628.	7800.	0.	* 2248.	-141.	.98	30.	63.3	F	19.0	13.4
7	4	1280.	0.	900.	6392.	0.	904.	6576.	7800.	0.	** 1280.	-141.	.84	17.	98.3	F	14.9	18.6
8	4	1570.	0.	0.	5492.	0.	0.	5672.	7800.	0.	** 1570.	-141.	.73	12.	122.9	F	12.2	22.8
9	5	1515.	1996.	2896.	7488.	2000.	2967.	7672.	7672.	1328.	0.	0.	1.00	55.	27.9	E	20.8	11.7
10	4	1190.	0.	676.	4592.	0.	693.	4705.	7720.	80.	0.	0.	.61	55.	21.4	C	20.3	11.8
11	4	230.	0.	0.	3916.	0.	0.	4012.	7800.	0.	0.	0.	.51	55.	18.2	C	20.5	11.8
12	3	4755.	0.	0.	3916.	0.	0.	4012.	5850.	0.	0.	0.	.69	55.	24.3	C	20.5	11.8
13	4	1275.	464.	0.	4380.	464.	0.	4476.	8000.	0.	0.	0.	.56	55.	20.3	C	20.3	11.8
14	4	2640.	0.	4380.	4380.	0.	4476.	4476.	8000.	0.	0.	0.	.56	55.	20.3	C	24.4	11.2
TOTAL		36203. =	6.9 MILES										MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 23.	66.9	16.9	15.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	455. VEH-HRS	573. PASS-HRS	3578. VEH-HRS	4509. PASS-HRS
FREEWAY MERGE DELAY =	66. VEH-HRS	84. PASS-HRS	211. VEH-HRS	266. PASS-HRS
ON-RAMP MRG/CAP DELAY =	46. VEH-HRS	58. PASS-HRS	239. VEH-HRS	301. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	567. VEH-HRS	714. PASS-HRS	4028. VEH-HRS	5076. PASS-HRS
TOTAL TRAV DISTANCE =	10476. VEH-MI.	13200. PASS-MI.	118058. VEH-MI.	148753. PASS-MI.
AVERAGE SYSTEM SPEED =	18. MPH.		33. MPH.	
AVERAGE DENSITY =	67. VPMPL		48. VPMPL	
TOTAL FUEL =	663. GALLONS		6435. GALLONS	
TOTAL EMISSIONS =	181. KILOGRAMS		1666. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	0.	6.34	2.51	0.15	0.79	0.04	0.98
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	0.	6.34	2.51	0.15	0.79	0.04	0.98
ON-RAMP	3	RAMP	55.	15.00	5.83	0.35	1.84	0.10	2.29
		FREEWAY	532.	66.48	25.84	1.56	8.16	0.43	10.14
		TOTAL	587.	81.48	31.68	1.91	10.00	0.53	12.43
ON-RAMP	4	RAMP	97.	24.38	9.48	0.57	2.99	0.16	3.72
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	97.	24.38	9.48	0.57	2.99	0.16	3.72

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6404.	0.	6404.	6404.	0.	6514.	8000.	0.	BM 8452.	-110.	.81	17.	97.1	F	14.8	18.6
2	4	1500.	0.	912.	6404.	0.	912.	6514.	7800.	0.	BB 1500.	-110.	.84	16.	100.0	F	14.6	19.0
3	4	1118.	0.	0.	5492.	0.	0.	5602.	7800.	0.	BB 1118.	-110.	.72	11.	124.9	F	12.0	23.1
4	4	345.	1220.	0.	6712.	1220.	0.	6822.	7800.	0.	BB 345.	-110.	.87	19.	91.6	F	15.7	17.5
5	4	5130.	1208.	280.	7920.	1200.	277.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	916.	7640.	0.	905.	7467.	7800.	0.	* 2742.	57.	.96	30.	61.9	F	19.0	13.5
7	4	1280.	0.	924.	6724.	0.	910.	6562.	7800.	0.	** 1280.	57.	.84	17.	98.7	F	14.9	18.7
8	4	1570.	0.	0.	5800.	0.	0.	5652.	7800.	0.	** 1570.	57.	.72	11.	123.5	F	12.1	22.9
9	5	1515.	2088.	2964.	7888.	2000.	2880.	7652.	7652.	1348.	0.	0.	1.00	55.	27.8	E	20.8	11.7
10	4	1190.	0.	720.	4924.	0.	698.	4772.	7719.	81.	0.	0.	.62	55.	21.7	C	20.3	11.8
11	4	230.	0.	0.	4204.	0.	0.	4073.	7800.	0.	0.	0.	.52	55.	18.5	C	20.5	11.8
12	3	4755.	0.	0.	4204.	0.	0.	4073.	5850.	0.	0.	0.	.70	55.	24.7	C	20.5	11.8
13	4	1275.	424.	0.	4628.	424.	0.	4497.	8000.	0.	0.	0.	.56	55.	20.4	C	20.3	11.8
14	4	2640.	0.	4628.	4628.	0.	4497.	4497.	8000.	0.	0.	0.	.56	55.	20.4	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 24.	63.8		17.3	15.3

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	433. VEH-HRS	546. PASS-HRS	4012. VEH-HRS	5055. PASS-HRS
FREEWAY MERGE DELAY =	73. VEH-HRS	93. PASS-HRS	285. VEH-HRS	358. PASS-HRS
ON-RAMP MRG/CAP DELAY =	41. VEH-HRS	52. PASS-HRS	280. VEH-HRS	353. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	548. VEH-HRS	690. PASS-HRS	4576. VEH-HRS	5766. PASS-HRS
TOTAL TRAV DISTANCE =	10569. VEH-MI.	13317. PASS-MI.	128627. VEH-MI.	162070. PASS-MI.
AVERAGE SYSTEM SPEED =	19. MPH.		32. MPH.	
AVERAGE DENSITY =	64. VPMPL		49. VPMPL	
TOTAL FUEL =	656. GALLONS		7091. GALLONS	
TOTAL EMISSIONS =	179. KILOGRAMS		1845. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	57.	14.00	5.44	0.33	1.72	0.09	2.14
		FREEWAY	587.	73.42	28.54	1.72	9.01	0.47	11.20
		TOTAL	644.	87.42	33.98	2.05	10.73	0.57	13.34
ON-RAMP	4	RAMP	119.	27.00	10.50	0.63	3.31	0.17	4.12
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	119.	27.00	10.50	0.63	3.31	0.17	4.12

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6208.	0.	6208.	6208.	0.	6447.	8000.	0.	BM 7476.	-239.	.81	17.	93.2	F	14.9	18.3
2	4	1500.	0.	832.	6208.	0.	832.	6447.	7800.	0.	BB 1500.	-239.	.83	16.	101.9	F	14.4	19.3
3	4	1118.	0.	0.	5376.	0.	0.	5615.	7800.	0.	BB 1118.	-239.	.72	11.	124.5	F	12.1	23.0
4	4	345.	1124.	0.	6500.	1124.	0.	6739.	7800.	0.	BB 345.	-239.	.86	18.	93.9	F	15.4	17.9
5	4	5130.	972.	288.	7472.	1200.	300.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	884.	7184.	0.	923.	7446.	7800.	0.	* 3199.	53.	.95	28.	67.3	F	18.5	14.0
7	4	1280.	0.	820.	6300.	0.	857.	6524.	7800.	0.	** 1280.	53.	.84	16.	99.8	F	14.8	18.9
8	4	1570.	0.	0.	5480.	0.	0.	5666.	7800.	0.	** 1570.	53.	.73	12.	123.1	F	12.2	22.8
9	5	1515.	1732.	2720.	7212.	2000.	2891.	7666.	7666.	1334.	0.	0.	1.00	55.	27.9	E	20.8	11.7
10	4	1190.	0.	532.	4492.	0.	576.	4775.	7732.	68.	0.	0.	.62	55.	21.7	C	20.3	11.8
11	4	230.	0.	0.	3960.	0.	0.	4199.	7800.	0.	0.	0.	.54	55.	19.1	C	20.5	11.8
12	3	4755.	0.	0.	3960.	0.	0.	4199.	5850.	0.	0.	0.	.72	55.	25.4	C	20.5	11.8
13	4	1275.	392.	0.	4352.	392.	0.	4591.	8000.	0.	0.	0.	.57	55.	20.9	C	20.3	11.8
14	4	2640.	0.	4352.	4352.	0.	4591.	4591.	8000.	0.	0.	0.	.57	55.	20.9	C	24.4	11.2
TOTAL		36203. =	6.9 MILES										MAX(V/C) = 1.00	LOWEST LOS = F	AVG = 25.	63.5	17.3	15.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	430. VEH-HRS	542. PASS-HRS	4442. VEH-HRS	5597. PASS-HRS
FREEWAY MERGE DELAY =	78. VEH-HRS	98. PASS-HRS	362. VEH-HRS	456. PASS-HRS
ON-RAMP MRG/CAP DELAY =	29. VEH-HRS	36. PASS-HRS	308. VEH-HRS	388. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	537. VEH-HRS	676. PASS-HRS	5113. VEH-HRS	6442. PASS-HRS
TOTAL TRAV DISTANCE =	10557. VEH-MI.	13302. PASS-MI.	139184. VEH-MI.	175372. PASS-MI.
AVERAGE SYSTEM SPEED =	20. MPH.		31. MPH.	
AVERAGE DENSITY =	64. VPMPL		50. VPMPL	
TOTAL FUEL =	651. GALLONS		7743. GALLONS	
TOTAL EMISSIONS =	177. KILOGRAMS		2022. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	0.	7.13	2.77	0.17	0.87	0.05	1.09
		FREEWAY	622.	77.75	30.23	1.82	9.54	0.50	11.86
		TOTAL	622.	84.88	33.00	1.99	10.41	0.55	12.95
ON-RAMP	4	RAMP	52.	21.38	8.31	0.50	2.62	0.14	3.26
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	52.	21.38	8.31	0.50	2.62	0.14	3.26

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6292.	0.	6292.	6292.	0.	6555.	8000.	0.	BM 6356.	-263.	.82	20.	83.2	F	15.7	17.2
2	4	1500.	0.	908.	6292.	0.	908.	6555.	7800.	0.	BB 1500.	-263.	.84	17.	98.9	F	14.7	18.8
3	4	1118.	0.	0.	5384.	0.	0.	5647.	7800.	0.	BB 1118.	-263.	.72	11.	123.6	F	12.1	22.9
4	4	345.	992.	0.	6376.	992.	0.	6639.	7800.	0.	BB 345.	-263.	.85	17.	96.6	F	15.1	18.4
5	4	5130.	880.	292.	7256.	880.	314.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	700.	6964.	0.	753.	7586.	7800.	0.	* 2251.	-100.	.97	31.	62.2	F	19.1	13.4
7	4	1280.	0.	820.	6264.	0.	881.	6834.	7800.	0.	** 1280.	-100.	.88	19.	91.3	F	15.7	17.5
8	4	1570.	0.	0.	5444.	0.	0.	5952.	7800.	0.	** 1570.	-100.	.76	13.	115.3	F	12.9	21.6
9	5	1515.	1628.	2696.	7072.	1836.	2968.	7788.	7788.	1212.	0.	0.	1.00	55.	28.3	E	20.8	11.7
10	4	1190.	0.	500.	4376.	0.	552.	4820.	7742.	58.	0.	0.	.62	55.	21.9	C	20.3	11.8
11	4	230.	0.	0.	3876.	0.	0.	4268.	7800.	0.	0.	0.	.55	55.	19.4	C	20.5	11.8
12	3	4755.	0.	0.	3876.	0.	0.	4268.	5850.	0.	0.	0.	.73	55.	25.9	C	20.5	11.8
13	4	1275.	444.	0.	4320.	444.	0.	4712.	8000.	0.	0.	0.	.59	55.	21.4	C	20.3	11.8
14	4	2640.	0.	4320.	4320.	0.	4712.	4712.	8000.	0.	0.	0.	.59	55.	21.4	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 27.	59.6		17.8	14.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	403. VEH-HRS	507. PASS-HRS	4845. VEH-HRS	6104. PASS-HRS
FREEWAY MERGE DELAY =	69. VEH-HRS	87. PASS-HRS	431. VEH-HRS	543. PASS-HRS
ON-RAMP MRG/CAP DELAY =	7. VEH-HRS	8. PASS-HRS	315. VEH-HRS	397. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	478. VEH-HRS	602. PASS-HRS	5591. VEH-HRS	7044. PASS-HRS
TOTAL TRAV DISTANCE =	10709. VEH-MI.	13494. PASS-MI.	149893. VEH-MI.	188865. PASS-MI.
AVERAGE SYSTEM SPEED =	22. MPH.		31. MPH.	
AVERAGE DENSITY =	60. VPMPL		51. VPMPL	
TOTAL FUEL =	632. GALLONS		8375. GALLONS	
TOTAL EMISSIONS =	169. KILOGRAMS		2191. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	552.	68.97	26.81	1.61	8.46	0.45	10.52
		TOTAL	552.	68.97	26.81	1.61	8.46	0.45	10.52
ON-RAMP	4	RAMP	0.	6.50	2.53	0.15	0.80	0.04	0.99
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	0.	6.50	2.53	0.15	0.80	0.04	0.99

```
QUEUE SPLIT SECTION  6
QUEUE CLEAR SECTION   6 T2 =0.239
```

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6176.	0.	6176.	6176.	0.	6460.	8000.	0.	BM 5192.	-284.	.81	21.	76.0	F	16.1	16.6
2	4	1500.	0.	796.	6176.	0.	796.	6460.	7800.	0.	BB 1500.	-284.	.83	16.	101.5	F	14.5	19.2
3	4	1118.	0.	0.	5380.	0.	0.	5664.	7800.	0.	BB 1118.	-284.	.73	11.	123.2	F	12.2	22.8
4	4	345.	920.	0.	6300.	920.	0.	6584.	7800.	0.	BB 345.	-284.	.84	17.	98.1	F	14.9	18.6
5	4	5130.	824.	308.	7124.	824.	337.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	652.	6816.	0.	714.	7692.	7800.	0.	0.	-229.	.99	42.	46.2	F	20.5	12.1
7	4	1280.	0.	796.	6164.	0.	901.	6978.	7800.	0.	0.	0.	.89	41.	42.6	E	19.6	12.7
8	4	1570.	0.	0.	5368.	0.	0.	6432.	7800.	0.	* 785.	-354.	.82	17.	93.6	F	14.9	18.4
9	5	1515.	1532.	2500.	6900.	1532.	2885.	7964.	7964.	1036.	0.	0.	1.00	55.	29.0	E	20.8	11.7
10	4	1190.	0.	488.	4400.	0.	563.	5078.	7752.	48.	0.	0.	.66	55.	23.1	C	20.3	11.8
11	4	230.	0.	0.	3912.	0.	0.	4515.	7800.	0.	0.	0.	.58	55.	20.5	C	20.5	11.8
12	3	4755.	0.	0.	3912.	0.	0.	4515.	5850.	0.	0.	0.	.77	55.	27.4	D	20.5	11.8
13	4	1275.	376.	0.	4288.	376.	0.	4891.	8000.	0.	0.	0.	.61	55.	22.2	C	20.3	11.8
14	4	2640.	0.	4288.	4288.	0.	4891.	4891.	8000.	0.	0.	0.	.61	55.	22.2	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 30.	53.8		18.4	14.0

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	361. VEH-HRS	455. PASS-HRS	5206. VEH-HRS	6560. PASS-HRS
FREEWAY MERGE DELAY =	57. VEH-HRS	71. PASS-HRS	488. VEH-HRS	615. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	315. VEH-HRS	397. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	418. VEH-HRS	527. PASS-HRS	6009. VEH-HRS	7571. PASS-HRS
TOTAL TRAV DISTANCE =	10799. VEH-MI.	13606. PASS-MI.	160692. VEH-MI.	202471. PASS-MI.
AVERAGE SYSTEM SPEED =	26. MPH.		31. MPH.	
AVERAGE DENSITY =	54. VPMPL		51. VPMPL	
TOTAL FUEL =	610. GALLONS		8984. GALLONS	
TOTAL EMISSIONS =	160. KILOGRAMS		2351. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	454.	56.71	22.05	1.33	6.96	0.37	8.65
		TOTAL	454.	56.71	22.05	1.33	6.96	0.37	8.65

QUEUE CLEAR SECTION 8 FT= 0

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6336.	0.	6336.	6336.	0.	6667.	8000.	0.	B 3721.	-331.	.83	26.	63.6	F	17.2	15.1
2	4	1500.	0.	996.	6336.	0.	996.	6667.	7800.	0.	BB 1500.	-331.	.85	17.	95.9	F	15.0	18.3
3	4	1118.	0.	0.	5340.	0.	0.	5671.	7800.	0.	BB 1118.	-331.	.73	12.	123.0	F	12.2	22.8
4	4	345.	876.	0.	6216.	876.	0.	6547.	7800.	0.	BB 345.	-331.	.84	17.	99.1	F	14.8	18.8
5	4	5130.	788.	364.	7004.	788.	405.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	704.	6640.	0.	784.	7395.	7800.	0.	0.	0.	.95	52.	35.2	E	21.3	11.5
7	4	1280.	0.	768.	5936.	0.	855.	6611.	7800.	0.	0.	0.	.85	55.	30.0	D	20.5	11.8
8	4	1570.	0.	0.	5168.	0.	0.	5960.	7800.	0.	0.	-205.	.76	30.	50.4	F	17.6	14.4
9	5	1515.	1512.	2508.	6680.	1512.	2806.	7472.	7993.	1007.	0.	0.	.93	55.	27.2	D	20.8	11.7
10	4	1190.	0.	496.	4172.	0.	555.	4667.	7751.	49.	0.	0.	.60	55.	21.2	C	20.3	11.8
11	4	230.	0.	0.	3676.	0.	0.	4112.	7800.	0.	0.	0.	.53	55.	18.7	C	20.5	11.8
12	3	4755.	0.	0.	3676.	0.	0.	4112.	5850.	0.	0.	0.	.70	55.	24.9	C	20.5	11.8
13	4	1275.	352.	0.	4028.	352.	0.	4464.	8000.	0.	0.	0.	.56	55.	20.3	C	20.3	11.8
14	4	2640.	0.	4028.	4028.	0.	4464.	4464.	8000.	0.	0.	0.	.56	55.	20.3	C	24.4	11.2
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 34.	46.0		19.0	13.4

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	308. VEH-HRS	388. PASS-HRS	5514. VEH-HRS	6948. PASS-HRS
FREEWAY MERGE DELAY =	42. VEH-HRS	53. PASS-HRS	530. VEH-HRS	668. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	315. VEH-HRS	397. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	350. VEH-HRS	442. PASS-HRS	6359. VEH-HRS	8013. PASS-HRS
TOTAL TRAV DISTANCE =	10554. VEH-MI.	13298. PASS-MI.	171246. VEH-MI.	215770. PASS-MI.
AVERAGE SYSTEM SPEED =	30. MPH.		31. MPH.	
AVERAGE DENSITY =	46. VPMPL		51. VPMPL	
TOTAL FUEL =	572. GALLONS		9556. GALLONS	
TOTAL EMISSIONS =	148. KILOGRAMS		2499. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	337.	42.18	16.40	0.99	5.18	0.27	6.43
		TOTAL	337.	42.18	16.40	0.99	5.18	0.27	6.43

FREEWAY SUMMARY TABLE
SIMULATION BEFORE CONTROL

TIME SLICE	FREEWAY TRAVEL TIME VEH-HR	FREEWAY TRAVEL TIME PAS-HR	RAMP DELAY VEH-HR	RAMP DELAY PAS-HR	TOTAL FREEWAY TRAVEL TIME VEH-HR	TOTAL FREEWAY TRAVEL TIME PAS-HR	TOTAL TRAVEL DISTANCE VEH-MI	TOTAL TRAVEL DISTANCE PAS-MI	AVERAGE SPEED MPH	GASOLINE CONSUMED GALLONS	HYDROCARB EMISSIONS KILOGRAMS	CARBON MONOXIDE KILOGRAMS	NITROUS OXIDES KILOGRAMS	BEGIN TIME
1	155.	196.	0.	0.	155.	196.	8536.	10755.	55.0	412.	8.	86.	7.	6:00
2	183.	230.	0.	0.	183.	230.	10051.	12665.	55.0	486.	9.	101.	8.	6:15
3	213.	269.	0.	0.	213.	269.	11437.	14411.	53.6	546.	10.	114.	9.	6:30
4	221.	279.	0.	0.	221.	279.	11633.	14657.	52.6	554.	10.	116.	9.	6:45
5	247.	311.	0.	0.	247.	311.	11602.	14618.	47.1	564.	11.	119.	9.	7:00
6	323.	407.	4.	5.	327.	412.	11340.	14288.	34.6	589.	13.	127.	9.	7:15
7	400.	504.	23.	29.	423.	533.	11138.	14033.	26.3	625.	16.	138.	10.	7:30
8	472.	595.	76.	95.	548.	690.	10614.	13374.	19.4	661.	19.	151.	10.	7:45
9	449.	565.	116.	146.	565.	711.	10672.	13447.	18.9	667.	19.	153.	10.	8:00
10	461.	580.	119.	150.	580.	731.	10560.	13305.	18.2	669.	20.	154.	10.	8:15
11	455.	573.	112.	141.	567.	714.	10476.	13200.	18.5	663.	20.	152.	10.	8:30
12	433.	546.	114.	144.	548.	690.	10569.	13317.	19.3	656.	19.	150.	10.	8:45
13	430.	542.	106.	134.	537.	676.	10557.	13302.	19.7	651.	19.	148.	10.	9:00
14	403.	507.	75.	95.	478.	602.	10709.	13494.	22.4	632.	17.	142.	10.	9:15
15	361.	455.	57.	71.	418.	527.	10799.	13606.	25.8	610.	16.	135.	9.	9:30
16	308.	388.	42.	53.	350.	442.	10554.	13298.	30.1	572.	14.	125.	9.	9:45
TOTAL	5514.	6948.	845.	1065.	6359.	8013.	171246.	215770.	31.1	9556.	240.	2111.	148.	

CONTOUR DIAGRAM OF
SPEED
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ...........................................................................................................   TIME
      .                                                                                                           .
    1 .555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555. -  6:00
    2 .555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555. -  6:15
    3 .555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555. -  6:30
    4 .555555555555555555555555555555555555525555555555555555555555555555555555555555555555555555555555555555555. -  6:45
    5 .555555555555555555555555555555555222155555555555555555555555555555555111155555555555555555555555555555555. -  7:00
    6 .444444444444444444444444444422221111555555555555555333333333311111111555555555555555555555555555555555. -  7:15
    7 .222222222222222222222222222211111124444444444444422222222221111111155555555555555555555555555555555555. -  7:30
    8 .111111111111111111111111111111111233333333333333222222222211111111555555555555555555555555555555555555. -  7:45
    9 .111111111111111111111111111111111125555555555555522222222221111111155555555555555555555555555555555555. -  8:00
   10 .111111111111111111111111111111111125555555555555522222222221111111155555555555555555555555555555555555. -  8:15
   11 .111111111111111111111111111111111155555555555555333333333311111111555555555555555555555555555555555555. -  8:30
   12 .111111111111111111111111111111111155555555555555333333333311111111555555555555555555555555555555555555. -  8:45
   13 .111111111111111111111111111111111155555555555555522222222221111111155555555555555555555555555555555555. -  9:00
   14 .111111111111111111111111111111111155555555555555333333333311111111555555555555555555555555555555555555. -  9:15
   15 .222222222222222222222222222211111155555555555555444444444444411115555555555555555555555555555555555555. -  9:30
   16 .222222222222222222222222222211111155555555555555555555555555555222255555555555555555555555555555555555. -  9:45
      .                                                                                                           .
      ...........................................................................................................
       :                         :   :  ::            :         :   :   :   :  ::            :   :
       01                        02  03  05           06        07  08  09  10  12           13  14
```

THE DIGIT LEVELS DENOTE THE FIRST DIGIT OF THE OPERATING SPEED (EX. 4 MEANS 40-49 MPH).

CONTOUR DIAGRAM OF
DENSITY
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ...................................................................................................            TIME
      .                                                                                                .
    1 .22222222222222222222222222222222222222222222222222222222222222222222222222222222211111111111. -  6:00
    2 .22222222222222222222222222222222222222333333333333333322222222222222222222222222222222222222222222222222. -  6:15
    3 .33333333333333333333333333333333333333222333333333333333333333333333333333333333333222222222222233333333333333222222222222. -  6:30
    4 .33333333333333333333333333333333333333633333333333333333333333333333333333333333222222222222233333333333333222222222222. -  6:45
    5 .33333333333333333333333333333333333666833333333333333333333333333333333333333777722222222233333333333333222222222222. -  7:00
    6 .33333333333333333333333333333338888***933333333333333344444444449999****22222222222222222222222222222222. -  7:15
    7 .66666666666666666666666666669999***844444444444444777777777********22222222222222222222222222222222. -  7:30
    8 .************************************855555555555555777777777********22222221222222222222222222222222. -  7:45
    9 .******************************9999***833333333333333777777777779999****22222221222222222222222222222222. -  8:00
   10 .************************************833333333333333777777777779999****22222221222222222222222222222222. -  8:15
   11 .************************************933333333333333666666666669999****22222221222222222222222222222222. -  8:30
   12 .999999999999999999999999999*******933333333333333666666666669999****22222221222222222222222222222222. -  8:45
   13 .999999999999999999999999999*******933333333333333666666666669999****22222221222222222222222222222222. -  9:00
   14 .888888888888888888888888889999***933333333333333666666666669999****22222221222222222222222222222222. -  9:15
   15 .777777777777777777777777777*******933333333333333444444444444499992222222222222222222222222222222. -  9:30
   16 .66666666666666666666666666669999***933333333333333333333333333355552222222122222222222222222222222. -  9:45
      .                                                                                                .
      ..................................................................................................
       :                          :   :  ::            :         :   :   :   :  ::            :   :
       01                         02  03  05           06        07  08  09  10  12           13  14
```

THE DIGIT LEVELS DENOTE THE FIRST DIGIT OF DENSITY
(EX. 4 MEANS AT LEAST 40 BUT LESS THAN 50 VEHICLES/MILE/LANE
ALL DENSITIES OF 100.0 OR MORE ARE REPRESENTED BY AN ASTERISK.

CONTOUR DIAGRAM OF
QUEUE LENGTH
BEFORE ENTRY CONTROL

```
TIME                                                                                                  BEGIN
SLICE ..........................................................................................      TIME
      .                                                                                          .
    1 .                                                                                          . -  6:00
    2 .                                                                                          . -  6:15
    3 .                                                                                          . -  6:30
    4 .                                **                                                        . -  6:45
    5 .                               ****                          *****                        . -  7:00
    6 .                  ****************B                ****************                        . -  7:15
    7 .       *********************BBBBBBBB        ************************                        . -  7:30
    8 .BBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBB   ****************************                        . -  7:45
    9 .BBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBB              ******************                        . -  8:00
   10 .BBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBB              ******************                        . -  8:15
   11 .   BBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBB                 ***************                        . -  8:30
   12 .    BBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBB                ****************                        . -  8:45
   13 .       BBBBBBBBBBBBBBBBBBBBBBBBBBBBB               *****************                        . -  9:00
   14 .          BBBBBBBBBBBBBBBBBBBBBBBBBB                 ***************                        . -  9:15
   15 .             BBBBBBBBBBBBBBBBBBBBBBB                            ***                        . -  9:30
   16 .                 BBBBBBBBBBBBBBBBBBB                                                       . -  9:45
      .                                                                                          .
      ..........................................................................................
       :                        :  :  ::            :        :  :  :  :  ::            :  :
       01                       02 03 05            06       07 08 09 10 12           13 14
```

BLANK DENOTES MOVING TRAFFIC. ASTERISK DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION.
M DENOTES QUEUED VEHICLES DUE TO MERGING. B DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION AND MERGING. (WHEN BOTH QUEUES EXIST, LENGTH OF DISPLAY REPRESENTS MAINLINE CONGESTION.)

```
FFFFFFFFFF RRRRRRRRR  EEEEEEEEEE     QQQQQQQ         1111      222222     PPPPPPPPP     EEEEEEEEEE
FFFFFFFFFF RRRRRRRRRR EEEEEEEEEE   Q*A.D.MAY*Q     111111     222  222    PPPPPPPPPP    EEEEEEEEEE
FFF        RRR    RRR EEE         QQQQQ    QQQQQ     1111    222    222   PPP    PPP    EEE
FFF        RRR    RRR EEE        QQQQ        QQQQ    1111           222   PPP    PPP    EEE
FFFFFFF    RRRRRRRRRR EEEEEEE    QQQQ        QQQQ    1111          222    PPPPPPPPPP    EEEEEEE
FFFFFFF    RRRRRRRRR  EEEEEEE    QQQQ        QQQQ    1111        2222     PPPPPPPPP     EEEEEEE
FFF        RRR RRR    EEE        QQQQ    QQQ QQQQ    1111      2222       PPP           EEE
FFF        RRR  RRR   EEE         Q*UC*    QQQQQ     1111     222         PPP           EEE
FFF        RRR   RRR  EEEEEEEEEE   Q*REGENTS*QQ      1111    222          PPP           EEEEEEEEEE
FFF        RRR    RRR EEEEEEEEEE     Q*1999*Q QQQ  11111111  2222222222   PPP           EEEEEEEEEE
```

FREQ12PE SB 2045 AM No Build

1. THIS IS A SIMULATION ONLY EXECUTION.

2. THERE ARE 4.0 TIME SLICES PER HOUR.

3. WEAVING ANALYSIS IS ENGAGED WITH FACTOR = 0.5

4. NO ALTERNATE ROUTE IS PROVIDED.

5. SPEED FLOW DATA IS SUPPLIED BY THE PROGRAM. DEFAULT FREE-FLOW SPEED = 60
   LOWER LIMB (AT V/C=1) = 30

6. FUEL DATA ARE SUPPLIED BY THE PROGRAM.

7. EMISSION RATES SELECTED FROM PROGRAM TABLES: EMFAC2002 2005 - 75 DEGREES F.

FREEWAY AND ARTERIAL DESIGN FEATURES

SUB SEC	NO. LNS	SSEC CAP	SSEC LENGTH	DESIGN SPEED	ORG DES	TRK FAC	SSEC GRAD	PCT TRK	PCT DES TRUCKS	SPECIAL RAMP	FF.SPD. ALT.RTE	CAP. ALT.RTE	ART TYPE	GRADE ALT.RTE	SUBSECTION LOCATION
1	4	8000.	2000.	60	O	0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Dummy Link
2	4	8000.	1887.	60	D	0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Main to Union off
3	3	6000.	4825.	60		0.94	0.0	6	0	NO	0.0	0.	GOOD	0.0	Union off to Union on
4	4	8000.	1045.	60	O	0.99	0.0	9	0	YES	0.0	0.	GOOD	0.0	Union on to Merge
5	3	6000.	1555.	60		0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Merge to 980 on
6	5	10000.	800.	55	O	0.94	0.0	6	0	YES	0.0	0.	GOOD	0.0	980 on to Merge
7	4	8000.	160.	55		0.94	0.0	6	0	NO	0.0	0.	GOOD	0.0	Merge to Broadway on
8	4	8000.	1730.	55	O	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Broadway on to Oak on
9	5	10000.	2900.	55	O	0.93	0.0	7	0	YES	0.0	0.	GOOD	0.0	Oak on to merge
10	4	8000.	2150.	55		0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Merge to Embarc on
11	4	8000.	1380.	55	OD	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Embarc on to Embarc off
12	4	8000.	3550.	55	D	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Embarc off to 23rd off
13	4	8000.	1916.	55		0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	23rd off to 23rd on
14	4	8000.	1304.	55	O	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	23rd on to Mainline
15	4	6600.	3000.	55	OD	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Dummy Lnk With Dummy Rmp

ON-RAMP CAPACITY LIMITS

1	2	3	4	5	6	7	8
8000.	1500.	3600.	1500.	1500.	1500.	1500.	1500.

OFF-RAMP CAPACITY LIMITS

1	2	3	4
3000.	1500.	1500.	6600.

ON-RAMP 1 IS THE MAINLINE ORIGIN
OFF-RAMP 4 IS THE MAINLINE DESTINATION

DISTRIBUTION OF VEHICLE OCCUPANCY

ON RAMP NUMBER	PASSENGERS PER VEHICLE 1	2	3 OR MORE	BUSES	AVERAGE CARPOOL OCCUPANCY (3+)	AVERAGE BUS OCCUPANCY
1	0.800	0.150	0.050	0.000	3.20	40.
2	0.800	0.150	0.050	0.000	3.20	40.
3	0.800	0.150	0.050	0.000	3.20	40.
4	0.800	0.150	0.050	0.000	3.20	40.
5	0.800	0.150	0.050	0.000	3.20	40.
6	0.800	0.150	0.050	0.000	3.20	40.
7	0.800	0.150	0.050	0.000	3.20	40.
8	0.800	0.150	0.050	0.000	3.20	40.

TIME SLICE 1 OF 16

ON-RAMP LOCATIONS
1 4 6 8 9 11 14 15

OFF-RAMP LOCATIONS
2 11 12 15

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
899. 39. 573. 25. 48. 43. 99. 0.

ORIGINAL OUTPUT COUNTS--
119. 57. 99. 1453.

TOTAL ORIGINAL INPUT = 1726. TOTAL ORIGINAL OUTPUT= 1728.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 2 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
962. 44. 605. 47. 72. 54. 104. 0.

ORIGINAL OUTPUT COUNTS--
138. 49. 111. 1590.

TOTAL ORIGINAL INPUT = 1888. TOTAL ORIGINAL OUTPUT= 1888.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 3 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
945. 53. 648. 67. 76. 45. 131. 0.

ORIGINAL OUTPUT COUNTS--
173. 41. 99. 1654.

TOTAL ORIGINAL INPUT = 1965. TOTAL ORIGINAL OUTPUT= 1967.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 4 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1010. 63. 648. 67. 89. 62. 129. 0.

ORIGINAL OUTPUT COUNTS--
192. 66. 111. 1693.

TOTAL ORIGINAL INPUT = 2068. TOTAL ORIGINAL OUTPUT= 2062.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 5 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
954. 56. 662. 61. 174. 68. 136. 0.

ORIGINAL OUTPUT COUNTS--
206. 61. 122. 1720.

TOTAL ORIGINAL INPUT = 2111. TOTAL ORIGINAL OUTPUT= 2109.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 6 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
988. 68. 785. 52. 174. 64. 136. 0.

ORIGINAL OUTPUT COUNTS--
208. 54. 145. 1863.

TOTAL ORIGINAL INPUT = 2267. TOTAL ORIGINAL OUTPUT= 2270.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 7 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1063. 90. 831. 63. 174. 78. 167. 0.

ORIGINAL OUTPUT COUNTS--
227. 58. 167. 2010.

TOTAL ORIGINAL INPUT = 2466. TOTAL ORIGINAL OUTPUT= 2462.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 8 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1088. 67. 859. 67. 174. 101. 163. 0.

ORIGINAL OUTPUT COUNTS--
227. 87. 167. 2039.

TOTAL ORIGINAL INPUT = 2519. TOTAL ORIGINAL OUTPUT= 2520.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 9 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1115. 64. 754. 58. 180. 98. 158. 0.

ORIGINAL OUTPUT COUNTS--
241. 79. 152. 1956.

TOTAL ORIGINAL INPUT = 2427. TOTAL ORIGINAL OUTPUT= 2428.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 10 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1059. 71. 751. 56. 226. 96. 163. 0.

ORIGINAL OUTPUT COUNTS--
241. 89. 166. 1933.

TOTAL ORIGINAL INPUT = 2422. TOTAL ORIGINAL OUTPUT= 2429.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 11 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1114. 95. 772. 82. 191. 89. 158. 0.

ORIGINAL OUTPUT COUNTS--
241. 87. 165. 2006.

TOTAL ORIGINAL INPUT = 2501. TOTAL ORIGINAL OUTPUT= 2499.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 12 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1121. 75. 744. 73. 164. 86. 153. 0.

ORIGINAL OUTPUT COUNTS--
241. 87. 159. 1922.

TOTAL ORIGINAL INPUT = 2416. TOTAL ORIGINAL OUTPUT= 2409.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 13 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1032. 78. 822. 55. 170. 78. 135. 0.

ORIGINAL OUTPUT COUNTS--
215. 83. 140. 1942.

TOTAL ORIGINAL INPUT = 2370. TOTAL ORIGINAL OUTPUT= 2380.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 14 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1053. 89. 726. 63. 209. 86. 142. 0.

ORIGINAL OUTPUT COUNTS--
205. 69. 136. 1964.

TOTAL ORIGINAL INPUT = 2368. TOTAL ORIGINAL OUTPUT= 2374.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 15 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1073. 78. 670. 83. 172. 73. 141. 0.

ORIGINAL OUTPUT COUNTS--
190. 75. 151. 1869.

TOTAL ORIGINAL INPUT = 2290. TOTAL ORIGINAL OUTPUT= 2285.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 16 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1128. 77. 654. 98. 169. 71. 147. 0.

ORIGINAL OUTPUT COUNTS--
201. 83. 152. 1898.

TOTAL ORIGINAL INPUT = 2344. TOTAL ORIGINAL OUTPUT= 2334.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

***** INPUT HAS BEEN COMPLETED *****

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3596.	0.	3596.	3596.	0.	3596.	8000.	0.	0.	0.	.45	60.	15.0	B	20.4	12.6
2	4	1887.	0.	476.	3596.	0.	476.	3596.	8000.	0.	0.	0.	.45	60.	15.0	B	20.4	12.6
3	3	4825.	0.	0.	3120.	0.	0.	3120.	6000.	0.	0.	0.	.52	60.	17.3	B	21.1	12.4
4	4	1045.	156.	0.	3276.	156.	0.	3276.	8000.	0.	0.	0.	.41	60.	13.6	B	20.4	12.6
5	3	1555.	0.	0.	3276.	0.	0.	3276.	6000.	0.	0.	0.	.55	60.	18.2	C	20.4	12.6
6	5	800.	2296.	0.	5572.	2296.	0.	5572.	10000.	0.	0.	0.	.56	55.	20.3	C	22.6	11.5
7	4	160.	0.	0.	5572.	0.	0.	5572.	8000.	0.	0.	0.	.70	55.	25.3	C	22.6	11.5
8	4	1730.	100.	0.	5672.	100.	0.	5672.	8000.	0.	0.	0.	.71	55.	25.8	C	22.3	11.5
9	5	2900.	192.	0.	5864.	192.	0.	5864.	9994.	6.	0.	0.	.59	55.	21.3	C	22.3	11.5
10	4	2150.	0.	0.	5864.	0.	0.	5864.	7994.	6.	0.	0.	.73	55.	26.7	D	22.3	11.5
11	4	1380.	176.	228.	6040.	176.	228.	6040.	7998.	2.	0.	0.	.76	55.	27.5	D	22.3	11.5
12	4	3550.	0.	400.	5812.	0.	400.	5812.	8000.	0.	0.	0.	.73	55.	26.4	D	22.3	11.5
13	4	1916.	0.	0.	5412.	0.	0.	5412.	8000.	0.	0.	0.	.68	55.	24.6	C	22.3	11.5
14	4	1304.	396.	0.	5808.	396.	0.	5808.	8000.	0.	0.	0.	.73	55.	26.4	D	22.3	11.5
15	4	3000.	0.	5808.	5808.	0.	5808.	5808.	6600.	0.	0.	0.	.88	55.	26.4	D	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.88		LOWEST LOS = D			AVG = 56.	21.9		21.9	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	124. VEH-HRS	156. PASS-HRS	124. VEH-HRS	156. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	124. VEH-HRS	156. PASS-HRS	124. VEH-HRS	156. PASS-HRS
TOTAL TRAV DISTANCE =	6944. VEH-MI.	8750. PASS-MI.	6944. VEH-MI.	8750. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	22. VPMPL		22. VPMPL	
TOTAL FUEL =	318. GALLONS		318. GALLONS	
TOTAL EMISSIONS =	82. KILOGRAMS		82. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3852.	0.	3852.	3852.	0.	3852.	8000.	0.	0.	0.	.48	60.	16.1	B	20.4	12.6
2	4	1887.	0.	552.	3852.	0.	552.	3852.	8000.	0.	0.	0.	.48	60.	16.0	B	20.4	12.6
3	3	4825.	0.	0.	3300.	0.	0.	3300.	6000.	0.	0.	0.	.55	60.	18.3	C	21.1	12.4
4	4	1045.	176.	0.	3476.	176.	0.	3476.	8000.	0.	0.	0.	.43	60.	14.5	B	20.4	12.6
5	3	1555.	0.	0.	3476.	0.	0.	3476.	6000.	0.	0.	0.	.58	60.	19.3	C	20.4	12.6
6	5	800.	2420.	0.	5896.	2420.	0.	5896.	10000.	0.	0.	0.	.59	55.	21.4	C	22.6	11.5
7	4	160.	0.	0.	5896.	0.	0.	5896.	8000.	0.	0.	0.	.74	55.	26.8	D	22.6	11.5
8	4	1730.	184.	0.	6080.	184.	0.	6080.	8000.	0.	0.	0.	.76	55.	27.6	D	22.3	11.5
9	5	2900.	288.	0.	6368.	288.	0.	6368.	9994.	6.	0.	0.	.64	55.	23.2	C	22.3	11.5
10	4	2150.	0.	0.	6368.	0.	0.	6368.	7994.	6.	0.	0.	.80	55.	28.9	D	22.3	11.5
11	4	1380.	220.	196.	6588.	220.	196.	6588.	7998.	2.	0.	0.	.82	55.	29.9	D	22.3	11.5
12	4	3550.	0.	448.	6392.	0.	448.	6392.	8000.	0.	0.	0.	.80	55.	29.1	D	22.3	11.5
13	4	1916.	0.	0.	5944.	0.	0.	5944.	8000.	0.	0.	0.	.74	55.	27.0	D	22.3	11.5
14	4	1304.	416.	0.	6360.	416.	0.	6360.	8000.	0.	0.	0.	.80	55.	28.9	D	22.3	11.5
15	4	3000.	0.	6360.	6360.	0.	6360.	6360.	6600.	0.	0.	0.	.96	55.	28.9	D	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.96		LOWEST LOS = D			AVG = 56.	23.7		21.9	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	134. VEH-HRS	169. PASS-HRS	257. VEH-HRS	324. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	134. VEH-HRS	169. PASS-HRS	257. VEH-HRS	324. PASS-HRS
TOTAL TRAV DISTANCE =	7520. VEH-MI.	9475. PASS-MI.	14464. VEH-MI.	18224. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	24. VPMPL		23. VPMPL	
TOTAL FUEL =	344. GALLONS		661. GALLONS	
TOTAL EMISSIONS =	88. KILOGRAMS		170. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3780.	0.	3780.	3780.	0.	3780.	8000.	0.	0.	0.	.47	60.	15.8	B	20.4	12.6
2	4	1887.	0.	692.	3780.	0.	692.	3780.	8000.	0.	0.	0.	.47	60.	15.8	B	20.4	12.6
3	3	4825.	0.	0.	3088.	0.	0.	3088.	6000.	0.	0.	0.	.51	60.	17.2	B	21.1	12.4
4	4	1045.	212.	0.	3300.	212.	0.	3300.	8000.	0.	0.	0.	.41	60.	13.7	B	20.4	12.6
5	3	1555.	0.	0.	3300.	0.	0.	3300.	6000.	0.	0.	0.	.55	60.	18.3	C	20.4	12.6
6	5	800.	2592.	0.	5892.	2592.	0.	5892.	10000.	0.	0.	0.	.59	55.	21.4	C	22.6	11.5
7	4	160.	0.	0.	5892.	0.	0.	5892.	8000.	0.	0.	0.	.74	55.	26.8	D	22.6	11.5
8	4	1730.	268.	0.	6160.	268.	0.	6160.	8000.	0.	0.	0.	.77	55.	28.0	D	22.3	11.5
9	5	2900.	308.	0.	6468.	308.	0.	6468.	9994.	6.	0.	0.	.65	55.	23.5	C	22.3	11.5
10	4	2150.	0.	0.	6468.	0.	0.	6468.	7994.	6.	0.	0.	.81	55.	29.4	D	22.3	11.5
11	4	1380.	180.	164.	6648.	180.	164.	6648.	7998.	2.	0.	0.	.83	55.	30.2	D	22.3	11.5
12	4	3550.	0.	400.	6484.	0.	400.	6484.	8000.	0.	0.	0.	.81	55.	29.5	D	22.3	11.5
13	4	1916.	0.	0.	6084.	0.	0.	6084.	8000.	0.	0.	0.	.76	55.	27.7	D	22.3	11.5
14	4	1304.	524.	0.	6608.	524.	0.	6608.	8000.	0.	0.	0.	.83	53.	31.0	D	22.2	11.6
15	4	3000.	0.	6608.	6608.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 1.00		LOWEST LOS = E		AVG = 56.		23.8		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	135. VEH-HRS	170. PASS-HRS	392. VEH-HRS	494. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	135. VEH-HRS	170. PASS-HRS	392. VEH-HRS	494. PASS-HRS
TOTAL TRAV DISTANCE =	7548. VEH-MI.	9511. PASS-MI.	22012. VEH-MI.	27735. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	24. VPMPL		23. VPMPL	
TOTAL FUEL =	345. GALLONS		1006. GALLONS	
TOTAL EMISSIONS =	89. KILOGRAMS		259. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4040.	0.	4040.	4040.	0.	4040.	8000.	0.	0.	0.	.51	60.	16.8	B	20.4	12.6
2	4	1887.	0.	772.	4040.	0.	772.	4040.	8000.	0.	0.	0.	.51	60.	16.8	B	20.4	12.6
3	3	4825.	0.	0.	3268.	0.	0.	3268.	6000.	0.	0.	0.	.54	60.	18.2	C	21.1	12.4
4	4	1045.	252.	0.	3520.	252.	0.	3520.	8000.	0.	0.	0.	.44	60.	14.7	B	20.4	12.6
5	3	1555.	0.	0.	3520.	0.	0.	3520.	6000.	0.	0.	0.	.59	60.	19.6	C	20.4	12.6
6	5	800.	2592.	0.	6112.	2592.	0.	6112.	10000.	0.	0.	0.	.61	55.	22.2	C	22.6	11.5
7	4	160.	0.	0.	6112.	0.	0.	6112.	8000.	0.	0.	0.	.76	55.	27.8	D	22.6	11.5
8	4	1730.	268.	0.	6380.	268.	0.	6380.	8000.	0.	0.	0.	.80	55.	29.0	D	22.3	11.5
9	5	2900.	356.	0.	6736.	356.	0.	6736.	9991.	9.	0.	0.	.67	55.	24.5	C	22.3	11.5
10	4	2150.	0.	0.	6736.	0.	0.	6736.	7991.	9.	0.	0.	.84	55.	30.6	D	22.3	11.5
11	4	1380.	248.	264.	6984.	248.	264.	6984.	7997.	3.	0.	0.	.87	55.	31.7	D	22.3	11.5
12	4	3550.	0.	444.	6720.	0.	444.	6720.	8000.	0.	0.	0.	.84	55.	30.5	D	22.3	11.5
13	4	1916.	0.	0.	6276.	0.	0.	6276.	8000.	0.	0.	0.	.78	55.	28.5	D	22.3	11.5
14	4	1304.	516.	0.	6792.	516.	0.	6600.	8000.	0. *	857.	192.	.82	30.	54.1	F	19.7	13.8
15	4	3000.	0.	6792.	6792.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES										MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 54.	25.7	21.7	11.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	146. VEH-HRS	184. PASS-HRS	538. VEH-HRS	678. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	146. VEH-HRS	184. PASS-HRS	538. VEH-HRS	678. PASS-HRS
TOTAL TRAV DISTANCE =	7843. VEH-MI.	9882. PASS-MI.	29855. VEH-MI.	37617. PASS-MI.
AVERAGE SYSTEM SPEED =	54. MPH.		56. MPH.	
AVERAGE DENSITY =	26. VPMPL		24. VPMPL	
TOTAL FUEL =	361. GALLONS		1367. GALLONS	
TOTAL EMISSIONS =	93. KILOGRAMS		352. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3816.	0.	3816.	3816.	0.	3816.	8000.	0.	0.	0.	.48	60.	15.9	B	20.4	12.6
2	4	1887.	0.	824.	3816.	0.	824.	3816.	8000.	0.	0.	0.	.48	60.	15.9	B	20.4	12.6
3	3	4825.	0.	0.	2992.	0.	0.	2992.	6000.	0.	0.	0.	.50	60.	16.6	B	21.1	12.4
4	4	1045.	224.	0.	3216.	224.	0.	3216.	8000.	0.	0.	0.	.40	60.	13.4	B	20.4	12.6
5	3	1555.	0.	0.	3216.	0.	0.	3216.	6000.	0.	0.	0.	.54	60.	17.9	B	20.4	12.6
6	5	800.	2648.	0.	5864.	2648.	0.	5864.	10000.	0.	0.	0.	.59	55.	21.3	C	22.6	11.5
7	4	160.	0.	0.	5864.	0.	0.	5864.	8000.	0.	0.	0.	.73	55.	26.7	D	22.6	11.5
8	4	1730.	244.	0.	6108.	244.	0.	6108.	8000.	0.	0.	0.	.76	55.	27.8	D	22.3	11.5
9	5	2900.	696.	0.	6804.	696.	0.	6804.	9981.	19.	0.	0.	.68	55.	24.7	C	22.3	11.5
10	4	2150.	0.	0.	6804.	0.	0.	6804.	7981.	19.	0.	0.	.85	55.	30.9	D	22.3	11.5
11	4	1380.	272.	244.	7076.	272.	244.	7076.	7995.	5.	0.	0.	.89	54.	32.6	D	22.5	11.4
12	4	3550.	0.	492.	6832.	0.	492.	6832.	8000.	0.	0.	0.	.85	55.	31.1	D	22.3	11.5
13	4	1916.	0.	0.	6340.	0.	0.	6056.	8000.	0.	* 671.	284.	.76	40.	37.6	F	21.0	12.5
14	4	1304.	544.	0.	6884.	544.	0.	6600.	8000.	0.	** 1304.	284.	.82	16.	100.1	F	16.2	18.2
15	4	3000.	0.	6884.	6884.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 49.		27.8		21.4	12.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	159. VEH-HRS	200. PASS-HRS	697. VEH-HRS	878. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	159. VEH-HRS	200. PASS-HRS	697. VEH-HRS	878. PASS-HRS
TOTAL TRAV DISTANCE =	7705. VEH-MI.	9708. PASS-MI.	37559. VEH-MI.	47324. PASS-MI.
AVERAGE SYSTEM SPEED =	49. MPH.		54. MPH.	
AVERAGE DENSITY =	28. VPMPL		25. VPMPL	
TOTAL FUEL =	360. GALLONS		1727. GALLONS	
TOTAL EMISSIONS =	94. KILOGRAMS		445. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3956.	0.	3956.	3956.	0.	3956.	8000.	0.	0.	0.	.49	60.	16.5	B	20.4	12.6
2	4	1887.	0.	832.	3956.	0.	832.	3956.	8000.	0.	0.	0.	.49	60.	16.5	B	20.4	12.6
3	3	4825.	0.	0.	3124.	0.	0.	3124.	6000.	0.	0.	0.	.52	60.	17.4	B	21.1	12.4
4	4	1045.	272.	0.	3396.	272.	0.	3396.	8000.	0.	0.	0.	.42	60.	14.1	B	20.4	12.6
5	3	1555.	0.	0.	3396.	0.	0.	3396.	6000.	0.	0.	0.	.57	60.	18.9	C	20.4	12.6
6	5	800.	3140.	0.	6536.	3140.	0.	6536.	10000.	0.	0.	0.	.65	55.	23.8	C	22.6	11.5
7	4	160.	0.	0.	6536.	0.	0.	6536.	8000.	0.	0.	0.	.82	55.	29.7	D	22.6	11.5
8	4	1730.	208.	0.	6744.	208.	0.	6744.	8000.	0.	0.	0.	.84	55.	30.7	D	22.3	11.5
9	5	2900.	696.	0.	7440.	696.	0.	7440.	9984.	16.	0.	0.	.75	55.	27.1	D	22.3	11.5
10	4	2150.	0.	0.	7440.	0.	0.	7440.	7984.	16.	0.	0.	.93	53.	35.0	E	22.7	11.3
11	4	1380.	256.	216.	7696.	256.	216.	7696.	7996.	4.	0.	0.	.96	52.	37.1	E	23.0	11.2
12	4	3550.	0.	580.	7480.	0.	580.	6636.	8000.	0.	* 2461.	844.	.83	37.	45.1	F	21.1	12.7
13	4	1916.	0.	0.	6900.	0.	0.	6056.	8000.	0.	** 1916.	844.	.76	14.	106.4	F	14.9	19.6
14	4	1304.	544.	0.	7444.	544.	0.	6600.	8000.	0.	** 1304.	844.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	7444.	7444.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 40.	35.2		20.7	12.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	205. VEH-HRS	258. PASS-HRS	901. VEH-HRS	1135. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	205. VEH-HRS	258. PASS-HRS	901. VEH-HRS	1135. PASS-HRS
TOTAL TRAV DISTANCE =	8123. VEH-MI.	10235. PASS-MI.	45682. VEH-MI.	57559. PASS-MI.
AVERAGE SYSTEM SPEED =	40. MPH.		51. MPH.	
AVERAGE DENSITY =	35. VPMPL		26. VPMPL	
TOTAL FUEL =	393. GALLONS		2120. GALLONS	
TOTAL EMISSIONS =	104. KILOGRAMS		549. KILOGRAMS	

QUEUE COLLISION IN SECTION 11 T2 =0.098

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4248.	0.	4248.	4248.	0.	4248.	8000.	0.	0.	0.	.53	60.	17.7	B	20.4	12.6
2	4	1887.	0.	908.	4248.	0.	908.	4248.	8000.	0.	0.	0.	.53	60.	17.7	B	20.4	12.6
3	3	4825.	0.	0.	3340.	0.	0.	3340.	6000.	0.	0.	0.	.56	60.	18.6	C	21.1	12.4
4	4	1045.	360.	0.	3700.	360.	0.	3700.	8000.	0.	0.	0.	.46	60.	15.4	B	20.4	12.6
5	3	1555.	0.	0.	3700.	0.	0.	3700.	6000.	0.	0.	0.	.62	60.	20.6	C	20.4	12.6
6	5	800.	3324.	0.	7024.	3324.	0.	7024.	10000.	0.	0.	0.	.70	55.	25.5	C	22.6	11.5
7	4	160.	0.	0.	7024.	0.	0.	7024.	8000.	0.	0.	0.	.88	54.	32.3	D	22.7	11.4
8	4	1730.	252.	0.	7276.	252.	0.	7276.	8000.	0.	0.	0.	.91	54.	33.9	D	22.6	11.4
9	5	2900.	696.	0.	7972.	696.	0.	6485.	9984.	16.	* 1334.	1487.	.65	40.	32.4	F	20.9	12.4
10	4	2150.	0.	0.	7972.	0.	0.	6485.	7984.	16.	** 2150.	1487.	.81	24.	68.6	F	18.9	14.9
11	4	1380.	312.	232.	8284.	312.	224.	6797.	7996.	4.	** 1380.	1199.	.85	22.	78.1	F	18.2	15.7
12	4	3550.	0.	664.	8052.	0.	641.	6573.	8000.	0.	** 3550.	1199.	.82	16.	103.1	F	16.0	18.5
13	4	1916.	0.	0.	7388.	0.	0.	5932.	8000.	0.	** 1916.	1199.	.74	12.	123.0	F	13.7	21.5
14	4	1304.	668.	0.	8056.	668.	0.	6600.	8000.	0.	** 1304.	1199.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	8056.	8056.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 29.		48.6		19.1	14.4

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	287. VEH-HRS	361. PASS-HRS	1188. VEH-HRS	1497. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	287. VEH-HRS	361. PASS-HRS	1188. VEH-HRS	1497. PASS-HRS
TOTAL TRAV DISTANCE =	8183. VEH-MI.	10311. PASS-MI.	53865. VEH-MI.	67870. PASS-MI.
AVERAGE SYSTEM SPEED =	29. MPH.		45. MPH.	
AVERAGE DENSITY =	49. VPMPL		30. VPMPL	
TOTAL FUEL =	429. GALLONS		2549. GALLONS	
TOTAL EMISSIONS =	118. KILOGRAMS		667. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4352.	0.	4352.	4352.	0.	4352.	8000.	0.	0.	0.	.54	60.	18.1	C	20.4	12.6
2	4	1887.	0.	908.	4352.	0.	908.	4352.	8000.	0.	0.	0.	.54	60.	18.1	C	20.4	12.6
3	3	4825.	0.	0.	3444.	0.	0.	3444.	6000.	0.	0.	0.	.57	60.	19.1	C	21.1	12.4
4	4	1045.	268.	0.	3712.	268.	0.	3712.	8000.	0.	0.	0.	.46	60.	15.5	B	20.4	12.6
5	3	1555.	0.	0.	3712.	0.	0.	3712.	6000.	0.	0.	0.	.62	60.	20.6	C	20.4	12.6
6	5	800.	3436.	0.	7148.	3436.	0.	5520.	10000.	0.	** 800.	1628.	.55	31.	35.3	F	19.7	13.1
7	4	160.	0.	0.	7148.	0.	0.	5520.	8000.	0.	** 160.	1628.	.69	27.	50.3	F	19.4	14.0
8	4	1730.	268.	0.	7416.	268.	0.	5788.	8000.	0.	** 1730.	1628.	.72	22.	65.1	F	17.9	15.4
9	5	2900.	696.	0.	8112.	696.	0.	6484.	9978.	22.	** 2900.	1628.	.65	10.	126.5	F	12.3	22.5
10	4	2150.	0.	0.	8112.	0.	0.	6484.	7978.	22.	** 2150.	1494.	.81	15.	107.2	F	15.7	19.0
11	4	1380.	404.	348.	8516.	404.	322.	6888.	7878.	122.	** 1380.	990.	.87	19.	92.6	F	17.1	17.1
12	4	3550.	0.	668.	8168.	0.	618.	6566.	8000.	0.	** 3550.	990.	.82	16.	105.7	F	15.8	18.8
13	4	1916.	0.	0.	7500.	0.	0.	5948.	8000.	0.	** 1916.	990.	.74	12.	122.5	F	13.8	21.4
14	4	1304.	652.	0.	8152.	652.	0.	6600.	8000.	0.	** 1304.	990.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	8152.	8152.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 21.	63.6		17.0	16.4

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	385. VEH-HRS	485. PASS-HRS	1572. VEH-HRS	1981. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	385. VEH-HRS	485. PASS-HRS	1572. VEH-HRS	1981. PASS-HRS
TOTAL TRAV DISTANCE =	7920. VEH-MI.	9980. PASS-MI.	61786. VEH-MI.	77850. PASS-MI.
AVERAGE SYSTEM SPEED =	21. MPH.		39. MPH.	
AVERAGE DENSITY =	64. VPMPL		34. VPMPL	
TOTAL FUEL =	465. GALLONS		3014. GALLONS	
TOTAL EMISSIONS =	130. KILOGRAMS		797. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4460.	0.	4460.	4460.	0.	4460.	8000.	0.	0.	0.	.56	60.	18.6	C	20.4	12.6
2	4	1887.	0.	964.	4460.	0.	964.	4460.	8000.	0.	0.	0.	.56	60.	18.6	C	20.4	12.6
3	3	4825.	0.	0.	3496.	0.	0.	3496.	6000.	0.	0.	0.	.58	60.	19.4	C	21.1	12.4
4	4	1045.	256.	0.	3752.	256.	0.	2507.	8000.	0.	* 1044.	1245.	.31	13.	48.7	F	15.9	15.7
5	3	1555.	0.	0.	3752.	0.	0.	2507.	6000.	0.	** 1555.	1245.	.42	6.	134.8	F	10.0	24.0
6	5	800.	3012.	0.	6764.	3012.	0.	5519.	10000.	0.	** 800.	1245.	.55	7.	164.3	F	9.4	27.0
7	4	160.	0.	0.	6764.	0.	0.	5519.	8000.	0.	** 160.	1245.	.69	10.	134.2	F	13.0	22.8
8	4	1730.	228.	0.	6992.	228.	0.	5747.	8000.	0.	** 1730.	1245.	.72	11.	128.0	F	13.3	22.2
9	5	2900.	720.	0.	7712.	720.	0.	6467.	9978.	22.	** 2900.	1245.	.65	9.	143.0	F	11.5	24.3
10	4	2150.	0.	0.	7712.	0.	0.	6467.	7978.	22.	** 2150.	1245.	.81	15.	107.6	F	15.6	19.1
11	4	1380.	392.	312.	8104.	392.	305.	6859.	7920.	80.	** 1380.	1061.	.87	18.	94.9	F	16.9	17.3
12	4	3550.	0.	600.	7792.	0.	586.	6554.	8000.	0.	** 3550.	1061.	.82	15.	106.0	F	15.8	18.8
13	4	1916.	0.	0.	7192.	0.	0.	5968.	8000.	0.	** 1916.	1061.	.75	12.	122.0	F	13.8	21.3
14	4	1304.	632.	0.	7824.	632.	0.	6600.	8000.	0.	** 1304.	1061.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	7824.	7824.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 16.	80.0		15.6	17.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	476. VEH-HRS	600. PASS-HRS	2048. VEH-HRS	2581. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	476. VEH-HRS	600. PASS-HRS	2048. VEH-HRS	2581. PASS-HRS
TOTAL TRAV DISTANCE =	7701. VEH-MI.	9703. PASS-MI.	69487. VEH-MI.	87553. PASS-MI.
AVERAGE SYSTEM SPEED =	16. MPH.		34. MPH.	
AVERAGE DENSITY =	80. VPMPL		39. VPMPL	
TOTAL FUEL =	493. GALLONS		3507. GALLONS	
TOTAL EMISSIONS =	138. KILOGRAMS		934. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4236.	0.	4236.	4236.	0.	4236.	8000.	0.	0.	0.	.53	60.	17.6	B	20.4	12.6
2	4	1887.	0.	960.	4236.	0.	960.	4236.	8000.	0.	0.	0.	.53	60.	17.6	B	20.4	12.6
3	3	4825.	0.	0.	3276.	0.	0.	2140.	6000.	0.	* 2648.	1136.	.36	14.	50.5	F	16.1	15.7
4	4	1045.	284.	0.	3560.	284.	0.	2424.	8000.	0.	** 1045.	1136.	.30	3.	218.5	F	8.0	29.6
5	3	1555.	0.	0.	3560.	0.	0.	2424.	6000.	0.	** 1555.	1136.	.40	4.	196.5	F	8.0	29.6
6	5	800.	3004.	0.	6564.	3004.	0.	5428.	10000.	0.	** 800.	1136.	.54	7.	166.3	F	9.3	27.2
7	4	160.	0.	0.	6564.	0.	0.	5428.	8000.	0.	** 160.	1136.	.68	10.	136.7	F	12.7	23.1
8	4	1730.	224.	0.	6788.	224.	0.	5652.	8000.	0.	** 1730.	1136.	.71	11.	130.6	F	13.1	22.5
9	5	2900.	908.	0.	7696.	908.	0.	6560.	9969.	31.	** 2900.	1136.	.66	9.	140.7	F	11.8	24.0
10	4	2150.	0.	0.	7696.	0.	0.	6560.	7969.	31.	** 2150.	1136.	.82	16.	104.8	F	15.9	18.7
11	4	1380.	384.	352.	8080.	384.	344.	6944.	7891.	109.	** 1380.	947.	.88	19.	91.5	F	17.3	16.8
12	4	3550.	0.	668.	7728.	0.	652.	6600.	8000.	0.	** 3550.	947.	.83	16.	104.8	F	15.9	18.7
13	4	1916.	0.	0.	7060.	0.	0.	5948.	8000.	0.	** 1916.	947.	.74	12.	122.5	F	13.8	21.4
14	4	1304.	652.	0.	7712.	652.	0.	6600.	8000.	0.	** 1304.	947.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	7712.	7712.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 14.	93.4		15.0	18.5

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	547. VEH-HRS	689. PASS-HRS	2596. VEH-HRS	3270. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	547. VEH-HRS	689. PASS-HRS	2596. VEH-HRS	3270. PASS-HRS
TOTAL TRAV DISTANCE =	7481. VEH-MI.	9426. PASS-MI.	76968. VEH-MI.	96980. PASS-MI.
AVERAGE SYSTEM SPEED =	14. MPH.		30. MPH.	
AVERAGE DENSITY =	93. VPMPL		44. VPMPL	
TOTAL FUEL =	499. GALLONS		4006. GALLONS	
TOTAL EMISSIONS =	139. KILOGRAMS		1073. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4456.	0.	4456.	4456.	0.	4456.	8000.	0.	0.	0.	.56	60.	18.6	C	20.4	12.6
2	4	1887.	0.	964.	4456.	0.	964.	2969.	8000.	0.	* 955.	1487.	.37	30.	24.3	F	18.6	13.6
3	3	4825.	0.	0.	3492.	0.	0.	2005.	6000.	0.	** 4825.	1487.	.33	4.	166.2	F	9.6	25.3
4	4	1045.	380.	0.	3872.	380.	0.	2385.	8000.	0.	** 1045.	1487.	.30	3.	219.6	F	8.0	29.6
5	3	1555.	0.	0.	3872.	0.	0.	2385.	6000.	0.	** 1555.	1487.	.40	4.	197.9	F	8.0	29.6
6	5	800.	3088.	0.	6960.	3088.	0.	5473.	10000.	0.	** 800.	1487.	.55	7.	165.3	F	9.3	27.1
7	4	160.	0.	0.	6960.	0.	0.	5473.	8000.	0.	** 160.	1487.	.68	10.	135.5	F	12.9	23.0
8	4	1730.	324.	0.	7284.	324.	0.	5797.	8000.	0.	** 1730.	1487.	.72	11.	126.7	F	13.4	22.0
9	5	2900.	764.	0.	8048.	764.	0.	6561.	9975.	25.	** 2900.	1487.	.66	9.	140.9	F	11.8	24.0
10	4	2150.	0.	0.	8048.	0.	0.	6561.	7975.	25.	** 2150.	1414.	.82	16.	105.0	F	15.9	18.7
11	4	1380.	356.	348.	8404.	356.	328.	6917.	7910.	90.	** 1380.	993.	.87	19.	93.0	F	17.1	17.0
12	4	3550.	0.	660.	8056.	0.	621.	6589.	8000.	0.	** 3550.	993.	.82	16.	105.1	F	15.9	18.7
13	4	1916.	0.	0.	7396.	0.	0.	5968.	8000.	0.	** 1916.	993.	.75	12.	122.0	F	13.8	21.3
14	4	1304.	632.	0.	8028.	632.	0.	6600.	8000.	0.	** 1304.	993.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	8028.	8028.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 12.	112.3		14.3	19.3

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	631. VEH-HRS	796. PASS-HRS	3227. VEH-HRS	4066. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	631. VEH-HRS	796. PASS-HRS	3227. VEH-HRS	4066. PASS-HRS
TOTAL TRAV DISTANCE =	7347. VEH-MI.	9257. PASS-MI.	84315. VEH-MI.	106237. PASS-MI.
AVERAGE SYSTEM SPEED =	12. MPH.		26. MPH.	
AVERAGE DENSITY =	112. VPMPL		51. VPMPL	
TOTAL FUEL =	513. GALLONS		4519. GALLONS	
TOTAL EMISSIONS =	142. KILOGRAMS		1214. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4484.	0.	4484.	4484.	0.	3352.	8000.	0.	* 1207.	1132.	.42	22.	37.8	F	16.9	14.8
2	4	1887.	0.	968.	4484.	0.	968.	3352.	8000.	0.	** 1887.	1132.	.42	5.	168.3	F	8.8	27.3
3	3	4825.	0.	0.	3516.	0.	0.	2384.	6000.	0.	** 4825.	1132.	.40	4.	198.0	F	8.3	29.1
4	4	1045.	300.	0.	3816.	300.	0.	2684.	8000.	0.	** 1045.	1132.	.34	3.	211.4	F	8.0	29.6
5	3	1555.	0.	0.	3816.	0.	0.	2684.	6000.	0.	** 1555.	1132.	.45	5.	187.1	F	8.0	29.6
6	5	800.	2976.	0.	6792.	2976.	0.	5660.	10000.	0.	** 800.	1132.	.57	7.	161.2	F	9.6	26.6
7	4	160.	0.	0.	6792.	0.	0.	5660.	8000.	0.	** 160.	1132.	.71	11.	130.4	F	13.3	22.4
8	4	1730.	292.	0.	7084.	292.	0.	5952.	8000.	0.	** 1730.	1132.	.74	12.	122.4	F	13.8	21.4
9	5	2900.	656.	0.	7740.	656.	0.	6608.	9978.	22.	** 2900.	1132.	.66	9.	139.9	F	11.9	23.8
10	4	2150.	0.	0.	7740.	0.	0.	6608.	7978.	22.	** 2150.	1132.	.83	16.	103.8	F	16.0	18.6
11	4	1380.	348.	348.	8088.	348.	341.	6956.	7928.	72.	** 1380.	971.	.88	19.	92.5	F	17.2	16.9
12	4	3550.	0.	640.	7740.	0.	627.	6615.	8000.	0.	** 3550.	971.	.83	16.	104.4	F	16.0	18.6
13	4	1916.	0.	0.	7100.	0.	0.	5988.	8000.	0.	** 1916.	971.	.75	12.	121.5	F	13.9	21.3
14	4	1304.	612.	0.	7712.	612.	0.	6600.	8000.	0.	** 1304.	971.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	7712.	7712.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 11.	126.1		13.4	20.3

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	694. VEH-HRS	874. PASS-HRS	3921. VEH-HRS	4940. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	694. VEH-HRS	874. PASS-HRS	3921. VEH-HRS	4940. PASS-HRS
TOTAL TRAV DISTANCE =	7372. VEH-MI.	9288. PASS-MI.	91687. VEH-MI.	115525. PASS-MI.
AVERAGE SYSTEM SPEED =	11. MPH.		23. MPH.	
AVERAGE DENSITY =	126. VPMPL		57. VPMPL	
TOTAL FUEL =	548. GALLONS		5068. GALLONS	
TOTAL EMISSIONS =	150. KILOGRAMS		1364. KILOGRAMS	

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4124.	0.	4124.	4124.	0.	2980.	8000.	0.	** 2000.	1144.	.37	4.	183.5	F	8.6	27.8
2	4	1887.	0.	856.	4124.	0.	856.	2980.	8000.	0.	** 1887.	1144.	.37	4.	203.4	F	8.0	29.6
3	3	4825.	0.	0.	3268.	0.	0.	2124.	6000.	0.	** 4825.	1144.	.35	3.	207.4	F	8.3	29.1
4	4	1045.	308.	0.	3576.	308.	0.	2432.	8000.	0.	** 1045.	1144.	.30	3.	218.3	F	8.0	29.6
5	3	1555.	0.	0.	3576.	0.	0.	2432.	6000.	0.	** 1555.	1144.	.41	4.	196.2	F	8.0	29.6
6	5	800.	3292.	0.	6868.	3292.	0.	5724.	10000.	0.	** 800.	1144.	.57	7.	159.8	F	9.8	26.5
7	4	160.	0.	0.	6868.	0.	0.	5724.	8000.	0.	** 160.	1144.	.72	11.	128.7	F	13.4	22.1
8	4	1730.	220.	0.	7088.	220.	0.	5944.	8000.	0.	** 1730.	1144.	.74	12.	122.7	F	13.8	21.4
9	5	2900.	680.	0.	7768.	680.	0.	6624.	9978.	22.	** 2900.	1144.	.66	9.	139.6	F	12.0	23.8
10	4	2150.	0.	0.	7768.	0.	0.	6624.	7978.	22.	** 2150.	1144.	.83	16.	103.4	F	16.0	18.5
11	4	1380.	308.	328.	8076.	308.	323.	6932.	7964.	36.	** 1380.	1033.	.87	18.	94.5	F	17.0	17.2
12	4	3550.	0.	556.	7748.	0.	548.	6608.	8000.	0.	** 3550.	1033.	.83	16.	104.6	F	15.9	18.6
13	4	1916.	0.	0.	7192.	0.	0.	6060.	8000.	0.	** 1916.	1033.	.76	13.	119.5	F	14.1	21.0
14	4	1304.	540.	0.	7732.	540.	0.	6600.	8000.	0.	** 1304.	1033.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	7732.	7732.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG =	9.	140.0		13.1	20.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	767. VEH-HRS	966. PASS-HRS	4687. VEH-HRS	5906. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	36. VEH-HRS	45. PASS-HRS	36. VEH-HRS	45. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	802. VEH-HRS	1011. PASS-HRS	4723. VEH-HRS	5951. PASS-HRS
TOTAL TRAV DISTANCE =	7131. VEH-MI.	8985. PASS-MI.	98817. VEH-MI.	124510. PASS-MI.
AVERAGE SYSTEM SPEED =	9. MPH.		21. MPH.	
AVERAGE DENSITY =	140. VPMPL		63. VPMPL	
TOTAL FUEL =	558. GALLONS		5626. GALLONS	
TOTAL EMISSIONS =	154. KILOGRAMS		1518. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	286.	35.76	13.40	0.82	4.28	0.23	5.32
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	286.	35.76	13.40	0.82	4.28	0.23	5.32

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4212.	0.	4212.	4212.	0.	2961.	8000.	0.	** 2000.	1251.	.37	4.	203.9	F	8.0	29.6
2	4	1887.	0.	816.	4212.	0.	816.	2961.	8000.	0.	** 1887.	1251.	.37	4.	203.9	F	8.0	29.6
3	3	4825.	0.	0.	3396.	0.	0.	2145.	6000.	0.	** 4825.	1251.	.36	3.	206.7	F	8.3	29.1
4	4	1045.	356.	0.	3752.	356.	0.	2501.	8000.	0.	** 1045.	1251.	.31	3.	216.4	F	8.0	29.6
5	3	1555.	0.	0.	3752.	0.	0.	2501.	6000.	0.	** 1555.	1251.	.42	4.	193.7	F	8.0	29.6
6	5	800.	2908.	0.	6660.	2908.	0.	5409.	10000.	0.	** 800.	1251.	.54	6.	166.7	F	9.2	27.3
7	4	160.	0.	0.	6660.	0.	0.	5409.	8000.	0.	** 160.	1251.	.68	10.	137.2	F	12.6	23.2
8	4	1730.	252.	0.	6912.	252.	0.	5661.	8000.	0.	** 1730.	1251.	.71	11.	130.4	F	13.1	22.5
9	5	2900.	836.	0.	7748.	836.	0.	6497.	9978.	22.	** 2900.	1251.	.65	9.	142.4	F	11.6	24.2
10	4	2150.	0.	0.	7748.	0.	0.	6497.	7978.	22.	** 2150.	1251.	.81	15.	106.8	F	15.7	19.0
11	4	1380.	344.	276.	8092.	344.	272.	6841.	7981.	19.	** 1380.	1140.	.86	18.	97.6	F	16.7	17.7
12	4	3550.	0.	544.	7816.	0.	537.	6569.	8000.	0.	** 3550.	1140.	.82	16.	105.6	F	15.8	18.8
13	4	1916.	0.	0.	7272.	0.	0.	6032.	8000.	0.	** 1916.	1140.	.75	13.	120.3	F	14.0	21.1
14	4	1304.	568.	0.	7840.	568.	0.	6600.	8000.	0.	** 1304.	1140.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	7840.	7840.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG =	9.	142.6		12.8	21.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	780. VEH-HRS	983. PASS-HRS	5468. VEH-HRS	6889. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	75. VEH-HRS	94. PASS-HRS	111. VEH-HRS	139. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	855. VEH-HRS	1077. PASS-HRS	5578. VEH-HRS	7028. PASS-HRS
TOTAL TRAV DISTANCE =	7049. VEH-MI.	8882. PASS-MI.	105866. VEH-MI.	133391. PASS-MI.
AVERAGE SYSTEM SPEED =	8. MPH.		19. MPH.	
AVERAGE DENSITY =	143. VPMPL		69. VPMPL	
TOTAL FUEL =	577. GALLONS		6202. GALLONS	
TOTAL EMISSIONS =	160. KILOGRAMS		1678. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	313.	74.86	28.05	1.71	8.96	0.47	11.14
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	313.	74.86	28.05	1.71	8.96	0.47	11.14

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4292.	0.	4292.	4292.	0.	3396.	8000.	0.	** 2000.	896.	.42	4.	192.0	F	8.0	29.6
2	4	1887.	0.	760.	4292.	0.	760.	3396.	8000.	0.	** 1887.	896.	.42	4.	192.0	F	8.0	29.6
3	3	4825.	0.	0.	3532.	0.	0.	2636.	6000.	0.	** 4825.	896.	.44	5.	188.8	F	8.3	29.1
4	4	1045.	312.	0.	3844.	312.	0.	2948.	8000.	0.	** 1045.	896.	.37	4.	204.2	F	8.0	29.6
5	3	1555.	0.	0.	3844.	0.	0.	2948.	6000.	0.	** 1555.	896.	.49	6.	177.5	F	8.3	29.0
6	5	800.	2684.	0.	6528.	2684.	0.	5632.	10000.	0.	** 800.	896.	.56	7.	161.8	F	9.6	26.7
7	4	160.	0.	0.	6528.	0.	0.	5632.	8000.	0.	** 160.	896.	.70	11.	131.2	F	13.2	22.5
8	4	1730.	328.	0.	6856.	328.	0.	5960.	8000.	0.	** 1730.	896.	.74	12.	122.2	F	13.8	21.4
9	5	2900.	688.	0.	7544.	688.	0.	6648.	9978.	22.	** 2900.	896.	.67	10.	139.1	F	12.1	23.7
10	4	2150.	0.	0.	7544.	0.	0.	6648.	7978.	22.	** 2150.	896.	.83	16.	102.7	F	16.1	18.4
11	4	1380.	296.	304.	7840.	296.	304.	6944.	7994.	6.	** 1380.	896.	.87	18.	95.2	F	17.0	17.3
12	4	3550.	0.	604.	7536.	0.	604.	6640.	8000.	0.	** 3550.	896.	.83	16.	103.7	F	16.0	18.5
13	4	1916.	0.	0.	6932.	0.	0.	6036.	8000.	0.	** 1916.	896.	.75	13.	120.2	F	14.0	21.1
14	4	1304.	564.	0.	7496.	564.	0.	6600.	8000.	0.	** 1304.	896.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	7496.	7496.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 10.		135.4		12.8	21.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	744. VEH-HRS	937. PASS-HRS	6211. VEH-HRS	7826. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	67. VEH-HRS	85. PASS-HRS	178. VEH-HRS	224. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	811. VEH-HRS	1021. PASS-HRS	6389. VEH-HRS	8050. PASS-HRS
TOTAL TRAV DISTANCE =	7386. VEH-MI.	9307. PASS-MI.	113253. VEH-MI.	142698. PASS-MI.
AVERAGE SYSTEM SPEED =	9. MPH.		18. MPH.	
AVERAGE DENSITY =	135. VPMPL		73. VPMPL	
TOTAL FUEL =	601. GALLONS		6803. GALLONS	
TOTAL EMISSIONS =	166. KILOGRAMS		1844. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	224.	67.10	25.14	1.53	8.03	0.42	9.99
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	224.	67.10	25.14	1.53	8.03	0.42	9.99

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4516.	0.	4516.	4516.	0.	3488.	8000.	0.	** 2000.	1028.	.44	5.	189.5	F	8.0	29.6
2	4	1887.	0.	808.	4516.	0.	808.	3488.	8000.	0.	** 1887.	1028.	.44	5.	189.5	F	8.0	29.6
3	3	4825.	0.	0.	3708.	0.	0.	2680.	6000.	0.	** 4825.	1028.	.45	5.	187.2	F	8.3	29.1
4	4	1045.	308.	0.	4016.	308.	0.	2988.	8000.	0.	** 1045.	1028.	.37	4.	203.2	F	8.0	29.6
5	3	1555.	0.	0.	4016.	0.	0.	2988.	6000.	0.	** 1555.	1028.	.50	6.	176.0	F	8.4	28.8
6	5	800.	2616.	0.	6632.	2616.	0.	5604.	10000.	0.	** 800.	1028.	.56	7.	162.4	F	9.6	26.8
7	4	160.	0.	0.	6632.	0.	0.	5604.	8000.	0.	** 160.	1028.	.70	11.	131.9	F	13.1	22.5
8	4	1730.	388.	0.	7020.	388.	0.	5992.	8000.	0.	** 1730.	1028.	.75	12.	121.4	F	13.9	21.3
9	5	2900.	676.	0.	7696.	676.	0.	6668.	9978.	22.	** 2900.	1028.	.67	10.	138.6	F	12.2	23.6
10	4	2150.	0.	0.	7696.	0.	0.	6668.	7978.	22.	** 2150.	1028.	.84	16.	102.2	F	16.1	18.3
11	4	1380.	284.	332.	7980.	284.	332.	6951.	7980.	20.	** 1380.	1028.	.87	18.	94.5	F	17.0	17.2
12	4	3550.	0.	608.	7648.	0.	608.	6620.	8000.	0.	** 3550.	1028.	.83	16.	104.2	F	16.0	18.6
13	4	1916.	0.	0.	7040.	0.	0.	6012.	8000.	0.	** 1916.	1028.	.75	12.	120.8	F	14.0	21.2
14	4	1304.	588.	0.	7628.	588.	0.	6600.	8000.	0.	** 1304.	1028.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	7628.	7628.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 10.	134.7		12.8	21.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	740. VEH-HRS	932. PASS-HRS	6951. VEH-HRS	8758. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	60. VEH-HRS	76. PASS-HRS	238. VEH-HRS	300. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	800. VEH-HRS	1008. PASS-HRS	7189. VEH-HRS	9058. PASS-HRS
TOTAL TRAV DISTANCE =	7419. VEH-MI.	9348. PASS-MI.	120672. VEH-MI.	152047. PASS-MI.
AVERAGE SYSTEM SPEED =	9. MPH.		17. MPH.	
AVERAGE DENSITY =	135. VPMPL		77. VPMPL	
TOTAL FUEL =	602. GALLONS		7405. GALLONS	
TOTAL EMISSIONS =	166. KILOGRAMS		2010. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	257.	60.13	22.53	1.37	7.19	0.38	8.95
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	257.	60.13	22.53	1.37	7.19	0.38	8.95

FREEWAY SUMMARY TABLE
SIMULATION BEFORE CONTROL

TIME SLICE	FREEWAY TRAVEL TIME VEH-HR	FREEWAY TRAVEL TIME PAS-HR	RAMP DELAY VEH-HR	RAMP DELAY PAS-HR	TOTAL FREEWAY TRAVEL TIME VEH-HR	TOTAL FREEWAY TRAVEL TIME PAS-HR	TOTAL TRAVEL DISTANCE VEH-MI	TOTAL TRAVEL DISTANCE PAS-MI	AVERAGE SPEED MPH	GASOLINE CONSUMED GALLONS	HYDROCARB EMISSIONS KILOGRAMS	CARBON MONOXIDE KILOGRAMS	NITROUS OXIDES KILOGRAMS	BEGIN TIME
1	124.	156.	0.	0.	124.	156.	6944.	8750.	56.2	318.	6.	70.	5.	15:00
2	134.	169.	0.	0.	134.	169.	7520.	9475.	56.2	344.	7.	76.	6.	15:15
3	135.	170.	0.	0.	135.	170.	7548.	9511.	56.0	345.	7.	76.	6.	15:30
4	146.	184.	0.	0.	146.	184.	7843.	9882.	53.8	361.	7.	80.	6.	15:45
5	159.	200.	0.	0.	159.	200.	7705.	9708.	48.6	360.	7.	80.	6.	16:00
6	205.	258.	0.	0.	205.	258.	8123.	10235.	39.7	393.	9.	89.	6.	16:15
7	287.	361.	0.	0.	287.	361.	8183.	10311.	28.5	429.	11.	100.	7.	16:30
8	385.	485.	0.	0.	385.	485.	7920.	9980.	20.6	465.	14.	109.	7.	16:45
9	476.	600.	0.	0.	476.	600.	7701.	9703.	16.2	493.	16.	115.	7.	17:00
10	547.	689.	0.	0.	547.	689.	7481.	9426.	13.7	499.	16.	115.	7.	17:15
11	631.	796.	0.	0.	631.	796.	7347.	9257.	11.6	513.	17.	118.	7.	17:30
12	694.	874.	0.	0.	694.	874.	7372.	9288.	10.6	548.	19.	124.	7.	17:45
13	767.	966.	36.	45.	802.	1011.	7131.	8985.	8.9	558.	20.	127.	7.	18:00
14	780.	983.	75.	94.	855.	1077.	7049.	8882.	8.2	577.	21.	132.	7.	18:15
15	744.	937.	67.	85.	811.	1021.	7386.	9307.	9.1	601.	22.	137.	8.	18:30
16	740.	932.	60.	76.	800.	1008.	7419.	9348.	9.3	602.	22.	137.	8.	18:45
TOTAL	6951.	8758.	238.	300.	7189.	9058.	120672.	152047.	17.4	7405.	220.	1683.	106.	

CONTOUR DIAGRAM OF
SPEED
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ...........................................................................................................   TIME
      .                                                                                                           .
    1 .6666666666666666666666666666666666666555555555555555555555555555555555555555555555555555555555555555555555. - 15:00
    2 .6666666666666666666666666666666666666555555555555555555555555555555555555555555555555555555555555555555555. - 15:15
    3 .6666666666666666666666666666666666666555555555555555555555555555555555555555555555555555555555555555555555. - 15:30
    4 .6666666666666666666666666666666666666555555555555555555555555555555555555555555555555555555555555333355555. - 15:45
    5 .6666666666666666666666666666666666666555555555555555555555555555555555555555555555555555444444111155555555. - 16:00
    6 .6666666666666666666666666666666666666555555555555555555555555555555555555555333333333333111111111155555555. - 16:15
    7 .6666666666666666666666666666666666666555555555554444444444222222222221111111111111111111111155555555. - 16:30
    8 .6666666666666666666666666666666666555553332222222111111111111111111111111111111111111111111111155555555. - 16:45
    9 .6666666666666666666666666666611100000000111111100000000001111111111111111111111111111111111111155555555. - 17:00
   10 .6666666666666111111111111111100000000000011111100000000001111111111111111111111111111111111111155555555. - 17:15
   11 .6666666333333000000000000000000000000001111111000000000001111111111111111111111111111111111111155555555. - 17:30
   12 .2222222000000000000000000000000000000001111111000000000001111111111111111111111111111111111111155555555. - 17:45
   13 .0000000000000000000000000000000000000001111111000000000001111111111111111111111111111111111111155555555. - 18:00
   14 .0000000000000000000000000000000000000001111111000000000001111111111111111111111111111111111111155555555. - 18:15
   15 .0000000000000000000000000000000000000001111111000000000001111111111111111111111111111111111111155555555. - 18:30
   16 .0000000000000000000000000000000000000001111111000000000001111111111111111111111111111111111111155555555. - 18:45
      .                                                                                                           .
      ...........................................................................................................
       :     :    :             : :    : ::    :         :     :    :          :    :   :
       01    02   03            04 05   06 08   09        10    11   12         13   14  15
```

THE DIGIT LEVELS DENOTE THE FIRST DIGIT OF THE OPERATING SPEED (EX. 4 MEANS 40-49 MPH).

CONTOUR DIAGRAM OF
QUEUE LENGTH
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ..........................................................................................................   TIME
      .                                                                                                          .
    1 .                                                                                                          . - 15:00
    2 .                                                                                                          . - 15:15
    3 .                                                                                                          . - 15:30
    4 .                                                                                                 ***      . - 15:45
    5 .                                                                                             *******      . - 16:00
    6 .                                                                                   *******************    . - 16:15
    7 .                                                                   ***************************************    . - 16:30
    8 .                                                   *****************************************************    . - 16:45
    9 .                                       ***************************************************************    . - 17:00
   10 .                                   ***********************************************************************    . - 17:15
   11 .                       ***************************************************************************    . - 17:30
   12 .                   ***************************************************************************************    . - 17:45
   13 .*******************************************************************************************************    . - 18:00
   14 .*******************************************************************************************************    . - 18:15
   15 .*******************************************************************************************************    . - 18:30
   16 .*******************************************************************************************************    . - 18:45
      .                                                                                                          .
      ..........................................................................................................
       :     :    :            :  :    :  ::    :        :     :    :          :    :  :
       01    02   03           04 05   06  08   09       10    11   12         13   14 15
```

BLANK DENOTES MOVING TRAFFIC. ASTERISK DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION.
M DENOTES QUEUED VEHICLES DUE TO MERGING. B DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION AND MERGING. (WHEN BOTH QUEUES EXIST, LENGTH OF DISPLAY REPRESENTS MAINLINE CONGESTION.)

CONTOUR DIAGRAM OF
VOLUME/CAPACITY RATIO
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ..............................................................................................................   TIME
      .                                                                                                              .
    1 .44444444444445555555555555554445555555567777775555555555577777777777777777777777766666677778888888888. - 15:00
    2 .44444444444445555555555555554445555555577777776666666666677777778888877777777777777777777777799999999999. - 15:15
    3 .44444444444445555555555555554445555555577777776666666666688888888888888888888888887777778888**********. - 15:30
    4 .55555555555555555555555555554445555566677777776666666666688888888888888888888888887777778888**********. - 15:45
    5 .44444444444444444444444444444445555555577777776666666666688888888888888888888888887777778888**********. - 16:00
    6 .44444444444445555555555555554445555566688888887777777777999999999999888888888888877777788888**********. - 16:15
    7 .55555555555555555555555555554446666677789999996666666666688888888888888888888888887777778888**********. - 16:30
    8 .55555555555555555555555555554446666655567777776666666666688888888888888888888888887777778888**********. - 16:45
    9 .55555555555555555555555555553334444455567777776666666666688888888888888888888888887777778888**********. - 17:00
   10 .55555555555553333333333333333334444455567777776666666666688888888888888888888888887777778888**********. - 17:15
   11 .55555553333333333333333333332223333355567777776666666666688888888888888888888888887777778888**********. - 17:30
   12 .44444444444443333333333333333334444455577777776666666666688888888888888888888888887777778888**********. - 17:45
   13 .33333333333333333333333333333334444455577777776666666666688888888888888888888888887777778888**********. - 18:00
   14 .33333333333333333333333333333334444455567777776666666666688888888888888888888888887777778888**********. - 18:15
   15 .44444444444444444444444444444333444445557777776666666666688888888888888888888888887777778888**********. - 18:30
   16 .44444444444444444444444444444333444445557777776666666666688888888888888888888888887777778888**********. - 18:45
      .                                                                                                              .
      ..............................................................................................................
       :      :     :             :  :    :  ::     :         :      :    :           :     :   :
       01     02    03            04 05   06  08    09        10     11   12          13    14  15
```

THE DIGIT LEVELS DENOTE V/C IN VALUES FROM 0 TO 10 (CORRESPONDING TO 0.0 TO 1.0). THE ASTERISK DENOTES SATURATION.

No Build 2045 Conditions
PM Peak Period

```
FFFFFFFFFF RRRRRRRRR  EEEEEEEEEE     QQQQQQQ         1111      222222     PPPPPPPPP     EEEEEEEEEE
FFFFFFFFFF RRRRRRRRRR EEEEEEEEEE   Q*A.D.MAY*Q     111111     222  222    PPPPPPPPPP    EEEEEEEEEE
FFF        RRR    RRR EEE         QQQQQ    QQQQQ     1111    222    222   PPP    PPP    EEE
FFF        RRR    RRR EEE        QQQQ        QQQQ    1111           222   PPP    PPP    EEE
FFFFFFF    RRRRRRRRRR EEEEEEE    QQQQ        QQQQ    1111          222    PPPPPPPPPP    EEEEEEE
FFFFFFF    RRRRRRRRR  EEEEEEE    QQQQ        QQQQ    1111        2222     PPPPPPPPP     EEEEEEE
FFF        RRR RRR    EEE        QQQQ    QQQ QQQQ    1111      2222       PPP           EEE
FFF        RRR  RRR   EEE         Q*UC*    QQQQQ     1111     222         PPP           EEE
FFF        RRR   RRR  EEEEEEEEEE   Q*REGENTS*QQ      1111    222          PPP           EEEEEEEEEE
FFF        RRR    RRR EEEEEEEEEE     Q*1999*Q QQQ  11111111  2222222222   PPP           EEEEEEEEEE
```

FREQ12PE 2045 NB PM No Build - v4

1. THIS IS A SIMULATION ONLY EXECUTION.

2. THERE ARE 4.0 TIME SLICES PER HOUR.

3. WEAVING ANALYSIS IS ENGAGED WITH FACTOR = 0.5

4. NO ALTERNATE ROUTE IS PROVIDED.

5. SPEED FLOW DATA IS SUPPLIED BY THE PROGRAM. DEFAULT FREE-FLOW SPEED = 55
   LOWER LIMB (AT V/C=1) = 30

6. FUEL DATA ARE SUPPLIED BY THE PROGRAM.

7. EMISSION RATES SELECTED FROM PROGRAM TABLES: EMFAC2002 2005 - 75 DEGREES F.

FREEWAY AND ARTERIAL DESIGN FEATURES

SUB SEC	NO. LNS	SSEC CAP	SSEC LENGTH	DESIGN SPEED	ORG DES	TRK FAC	SSEC GRAD	PCT TRK	PCT DES TRUCKS	SPECIAL RAMP	FF.SPD. ALT.RTE	CAP. ALT.RTE	ART TYPE	GRADE ALT.RTE	SUBSECTION LOCATION
1	4	8000.	10000.	55	O	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Dummy Link
2	4	7800.	1500.	55	D	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Mainline to 23rd off
3	4	7800.	1118.	55		0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	23rd off to 23rd on diag
4	4	7800.	345.	55	O	0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	23rd on diag to 23rd loo
5	4	7800.	5130.	55	OD	0.99	0.0	13	0	NO	0.0	0.	GOOD	0.0	23rd on loop to 5th off
6	4	7800.	3655.	55	D	0.99	0.0	13	0	NO	0.0	0.	GOOD	0.0	5th off to Oak off
7	4	7800.	1280.	55	D	0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Oak off to Broadway off
8	4	7800.	1570.	55		0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Broadway off to Jacks on
9	5	9000.	1515.	55	OD	0.99	0.0	13	0	YES	0.0	0.	GOOD	0.0	Jacks on to 980 off
10	4	7800.	1190.	55	D	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	980 off to Market off
11	4	7800.	230.	60		0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Market Off to Merge
12	3	5850.	4755.	60		0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Merge to Union on
13	4	8000.	1275.	60	O	0.99	0.0	15	0	YES	0.0	0.	GOOD	0.0	R10 - Union On to ML End
14	4	8000.	2640.	60	D	1.00	0.0	0	0	NO	0.0	0.	GOOD	0.0	Dummy end

ON-RAMP CAPACITY LIMITS

1	2	3	4	5
8000.	1500.	1500.	1900.	1500.

OFF-RAMP CAPACITY LIMITS

1	2	3	4	5	6	7
1500.	1500.	1500.	1500.	3800.	1500.	8000.

ON-RAMP 1 IS THE MAINLINE ORIGIN
OFF-RAMP 7 IS THE MAINLINE DESTINATION

TIME SLICE 1 OF 16

ON-RAMP LOCATIONS
1 4 5 9 13

OFF-RAMP LOCATIONS
2 5 6 7 9 10 14

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1944. 269. 243. 392. 76.

ORIGINAL OUTPUT COUNTS--
215. 107. 135. 162. 1039. 107. 1156.

TOTAL ORIGINAL INPUT = 2924. TOTAL ORIGINAL OUTPUT= 2921.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 2 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1914. 218. 240. 367. 79.

ORIGINAL OUTPUT COUNTS--
234. 107. 150. 183. 976. 128. 1040.

TOTAL ORIGINAL INPUT = 2818. TOTAL ORIGINAL OUTPUT= 2818.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 3 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1984. 229. 266. 348. 82.

ORIGINAL OUTPUT COUNTS--
201. 107. 176. 175. 1069. 127. 1035.

TOTAL ORIGINAL INPUT = 2909. TOTAL ORIGINAL OUTPUT= 2890.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 4 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
2006. 186. 220. 321. 89.

ORIGINAL OUTPUT COUNTS--
239. 106. 179. 164. 1083. 130. 945.

TOTAL ORIGINAL INPUT = 2822. TOTAL ORIGINAL OUTPUT= 2846.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.99
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 5 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1940. 205. 233. 405. 90.

ORIGINAL OUTPUT COUNTS--
226. 111. 161. 195. 1071. 131. 976.

TOTAL ORIGINAL INPUT = 2873. TOTAL ORIGINAL OUTPUT= 2871.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 6 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1912. 200. 238. 420. 91.

ORIGINAL OUTPUT COUNTS--
193. 122. 158. 180. 1054. 122. 1049.

TOTAL ORIGINAL INPUT = 2861. TOTAL ORIGINAL OUTPUT= 2878.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.99
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 7 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1958. 210. 225. 420. 96.

ORIGINAL OUTPUT COUNTS--
252. 98. 126. 181. 937. 129. 1184.

TOTAL ORIGINAL INPUT = 2909. TOTAL ORIGINAL OUTPUT= 2907.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 8 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
2015. 188. 252. 433. 67.

ORIGINAL OUTPUT COUNTS--
265. 116. 157. 187. 1017. 135. 1038.

TOTAL ORIGINAL INPUT = 2955. TOTAL ORIGINAL OUTPUT= 2915.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 9 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1959. 230. 245. 456. 115.

ORIGINAL OUTPUT COUNTS--
300. 103. 135. 234. 1056. 149. 1044.

TOTAL ORIGINAL INPUT = 3005. TOTAL ORIGINAL OUTPUT= 3021.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.99
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 10 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
2079. 202. 239. 430. 106.

ORIGINAL OUTPUT COUNTS--
278. 130. 196. 248. 1088. 177. 940.

TOTAL ORIGINAL INPUT = 3056. TOTAL ORIGINAL OUTPUT= 3057.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 11 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1846. 193. 252. 403. 88.

ORIGINAL OUTPUT COUNTS--
230. 134. 164. 211. 956. 146. 945.

TOTAL ORIGINAL INPUT = 2782. TOTAL ORIGINAL OUTPUT= 2786.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 12 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1849. 197. 253. 403. 73.

ORIGINAL OUTPUT COUNTS--
236. 112. 141. 189. 921. 139. 1015.

TOTAL ORIGINAL INPUT = 2775. TOTAL ORIGINAL OUTPUT= 2753.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 13 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1797. 177. 217. 355. 79.

ORIGINAL OUTPUT COUNTS--
221. 123. 124. 164. 914. 118. 932.

TOTAL ORIGINAL INPUT = 2625. TOTAL ORIGINAL OUTPUT= 2596.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 14 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1675. 180. 212. 395. 64.

ORIGINAL OUTPUT COUNTS--
243. 120. 132. 149. 949. 120. 808.

TOTAL ORIGINAL INPUT = 2526. TOTAL ORIGINAL OUTPUT= 2521.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 15 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1661. 156. 174. 363. 64.

ORIGINAL OUTPUT COUNTS--
194. 101. 118. 162. 876. 101. 900.

TOTAL ORIGINAL INPUT = 2418. TOTAL ORIGINAL OUTPUT= 2452.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.99
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 16 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1700. 152. 195. 329. 70.

ORIGINAL OUTPUT COUNTS--
183. 98. 94. 154. 885. 92. 942.

TOTAL ORIGINAL INPUT = 2446. TOTAL ORIGINAL OUTPUT= 2448.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

***** INPUT HAS BEEN COMPLETED *****

QUEUE COLLISION IN SECTION 4 T2 =0.015

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7772.	0.	7772.	7772.	0.	6693.	8000.	0.	* 2426.	1079.	.84	47.	35.7	F	20.6	11.8
2	4	1500.	0.	860.	7772.	0.	860.	6693.	7800.	0.	** 1500.	1079.	.86	26.	65.6	F	17.5	14.9
3	4	1118.	0.	0.	6912.	0.	0.	5833.	7800.	0.	B* 1118.	1079.	.75	15.	99.0	F	13.7	19.9
4	4	345.	1076.	0.	7988.	1076.	0.	6909.	7800.	0.	BB 345.	891.	.89	20.	87.4	F	16.1	16.9
5	4	5130.	980.	432.	8968.	980.	376.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	540.	8536.	0.	470.	7424.	7800.	0.	0.	0.	.95	52.	35.5	E	21.3	11.5
7	4	1280.	0.	648.	7996.	0.	564.	6954.	7800.	0.	0.	0.	.89	55.	31.6	D	20.5	11.8
8	4	1570.	0.	0.	7348.	0.	0.	6391.	7800.	0.	0.	0.	.82	55.	29.0	D	20.3	11.8
9	5	1515.	1568.	4160.	8916.	1568.	3713.	7959.	8121.	879.	0.	0.	.98	55.	28.9	D	20.8	11.7
10	4	1190.	0.	432.	4756.	0.	386.	4245.	7767.	33.	0.	0.	.55	55.	19.3	C	20.3	11.8
11	4	230.	0.	0.	4324.	0.	0.	3860.	7800.	0.	0.	0.	.49	60.	16.1	B	19.3	12.8
12	3	4755.	0.	0.	4324.	0.	0.	3860.	5850.	0.	0.	0.	.66	60.	21.4	C	19.3	12.8
13	4	1275.	304.	0.	4628.	304.	0.	4164.	8000.	0.	0.	0.	.52	60.	17.3	B	19.1	12.9
14	4	2640.	0.	4628.	4628.	0.	4164.	4164.	8000.	0.	0.	0.	.52	60.	17.3	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 45.	34.6		20.3	12.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	247. VEH-HRS	311. PASS-HRS	247. VEH-HRS	311. PASS-HRS
FREEWAY MERGE DELAY =	3. VEH-HRS	4. PASS-HRS	3. VEH-HRS	4. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	250. VEH-HRS	315. PASS-HRS	250. VEH-HRS	315. PASS-HRS
TOTAL TRAV DISTANCE =	11163. VEH-MI.	14066. PASS-MI.	11163. VEH-MI.	14066. PASS-MI.
AVERAGE SYSTEM SPEED =	45. MPH.		45. MPH.	
AVERAGE DENSITY =	35. VPMPL		35. VPMPL	
TOTAL FUEL =	552. GALLONS		552. GALLONS	
TOTAL EMISSIONS =	137. KILOGRAMS		137. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	22.	2.80	1.09	0.07	0.34	0.02	0.43
		TOTAL	22.	2.80	1.09	0.07	0.34	0.02	0.43

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7660.	0.	7660.	7660.	0.	6807.	8000.	0.	* 6937.	853.	.85	28.	61.8	F	17.8	14.6
2	4	1500.	0.	936.	7660.	0.	936.	6807.	7800.	0.	** 1500.	853.	.87	18.	92.1	F	15.4	17.7
3	4	1118.	0.	0.	6724.	0.	0.	5871.	7800.	0.	** 1118.	853.	.75	12.	117.5	F	12.7	22.0
4	4	345.	876.	0.	7600.	876.	0.	6747.	7800.	0.	** 345.	853.	.86	18.	93.7	F	15.4	17.9
5	4	5130.	964.	428.	8564.	964.	390.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	600.	8136.	0.	547.	7410.	7800.	0.	0.	0.	.95	52.	35.3	E	21.3	11.5
7	4	1280.	0.	736.	7536.	0.	670.	6864.	7800.	0.	0.	0.	.88	55.	31.2	D	20.5	11.8
8	4	1570.	0.	0.	6800.	0.	0.	6193.	7800.	0.	0.	0.	.79	55.	28.2	D	20.3	11.8
9	5	1515.	1468.	3904.	8268.	1468.	3617.	7661.	8172.	828.	0.	0.	.94	55.	27.9	D	20.8	11.7
10	4	1190.	0.	516.	4364.	0.	478.	4044.	7760.	40.	0.	0.	.52	55.	18.4	C	20.3	11.8
11	4	230.	0.	0.	3848.	0.	0.	3566.	7800.	0.	0.	0.	.46	60.	14.9	B	19.3	12.8
12	3	4755.	0.	0.	3848.	0.	0.	3566.	5850.	0.	0.	0.	.61	60.	19.8	C	19.3	12.8
13	4	1275.	316.	0.	4164.	316.	0.	3882.	8000.	0.	0.	0.	.49	60.	16.2	B	19.1	12.9
14	4	2640.	0.	4164.	4164.	0.	3882.	3882.	8000.	0.	0.	0.	.49	60.	16.2	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 36.	43.1		19.1	13.3

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	301. VEH-HRS	379. PASS-HRS	547. VEH-HRS	690. PASS-HRS
FREEWAY MERGE DELAY =	3. VEH-HRS	3. PASS-HRS	5. VEH-HRS	7. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	303. VEH-HRS	382. PASS-HRS	553. VEH-HRS	696. PASS-HRS
TOTAL TRAV DISTANCE =	10734. VEH-MI.	13525. PASS-MI.	21897. VEH-MI.	27591. PASS-MI.
AVERAGE SYSTEM SPEED =	35. MPH.		40. MPH.	
AVERAGE DENSITY =	43. VPMPL		39. VPMPL	
TOTAL FUEL =	563. GALLONS		1115. GALLONS	
TOTAL EMISSIONS =	143. KILOGRAMS		280. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	0.	2.57	1.00	0.06	0.32	0.02	0.39
		TOTAL	0.	2.57	1.00	0.06	0.32	0.02	0.39

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7936.	0.	7936.	7936.	0.	6687.	8000.	0.	**10000.	1249.	.84	17.	96.6	F	15.0	18.3
2	4	1500.	0.	808.	7936.	0.	794.	6687.	7800.	0.	** 1500.	1113.	.86	18.	95.3	F	15.1	18.2
3	4	1118.	0.	0.	7128.	0.	0.	5892.	7800.	0.	B* 1118.	1113.	.76	13.	116.9	F	12.7	21.9
4	4	345.	920.	0.	8048.	920.	0.	6812.	7800.	0.	BB 345.	988.	.87	19.	91.9	F	15.6	17.6
5	4	5130.	1068.	432.	9116.	1068.	370.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	712.	8684.	0.	609.	7430.	7800.	0.	0.	0.	.95	52.	35.5	E	21.3	11.5
7	4	1280.	0.	708.	7972.	0.	606.	6821.	7800.	0.	0.	0.	.87	55.	31.0	D	20.5	11.8
8	4	1570.	0.	0.	7264.	0.	0.	6215.	7800.	0.	0.	0.	.80	55.	28.2	D	20.3	11.8
9	5	1515.	1392.	4304.	8656.	1392.	3782.	7607.	8253.	747.	0.	0.	.92	55.	27.7	D	20.8	11.7
10	4	1190.	0.	516.	4352.	0.	454.	3825.	7763.	37.	0.	0.	.49	55.	17.4	B	20.3	11.8
11	4	230.	0.	0.	3836.	0.	0.	3371.	7800.	0.	0.	0.	.43	60.	14.0	B	19.3	12.8
12	3	4755.	0.	0.	3836.	0.	0.	3371.	5850.	0.	0.	0.	.58	60.	18.7	C	19.3	12.8
13	4	1275.	328.	0.	4164.	328.	0.	3699.	8000.	0.	0.	0.	.46	60.	15.4	B	19.1	12.9
14	4	2640.	0.	4164.	4164.	0.	3699.	3699.	8000.	0.	0.	0.	.46	60.	15.4	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 29.	52.5		18.0	14.5

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	360. VEH-HRS	454. PASS-HRS	908. VEH-HRS	1144. PASS-HRS
FREEWAY MERGE DELAY =	3. VEH-HRS	3. PASS-HRS	8. VEH-HRS	10. PASS-HRS
ON-RAMP MRG/CAP DELAY =	39. VEH-HRS	49. PASS-HRS	39. VEH-HRS	49. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	402. VEH-HRS	506. PASS-HRS	954. VEH-HRS	1203. PASS-HRS
TOTAL TRAV DISTANCE =	10405. VEH-MI.	13110. PASS-MI.	32302. VEH-MI.	40701. PASS-MI.
AVERAGE SYSTEM SPEED =	26. MPH.		36. MPH.	
AVERAGE DENSITY =	52. VPMPL		43. VPMPL	
TOTAL FUEL =	594. GALLONS		1708. GALLONS	
TOTAL EMISSIONS =	157. KILOGRAMS		437. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	312.	39.04	15.45	0.92	4.85	0.26	6.03
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	312.	39.04	15.45	0.92	4.85	0.26	6.03
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	20.	2.51	0.98	0.06	0.31	0.02	0.38
		TOTAL	20.	2.51	0.98	0.06	0.31	0.02	0.38

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	8020.	0.	8020.	8000.	0.	7022.	8000.	0.	**10000.	978.	.88	19.	93.3	F	15.6	17.5
2	4	1500.	0.	948.	8020.	0.	922.	7022.	7800.	0.	** 1500.	778.	.90	20.	86.2	F	16.2	16.6
3	4	1118.	0.	0.	7072.	0.	0.	6100.	7800.	0.	** 1118.	778.	.78	14.	111.3	F	13.3	20.9
4	4	345.	740.	0.	7812.	740.	0.	6840.	7800.	0.	** 345.	778.	.88	19.	91.2	F	15.7	17.4
5	4	5130.	880.	420.	8692.	880.	377.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	708.	8272.	0.	635.	7423.	7800.	0.	0.	0.	.95	52.	35.4	E	21.3	11.5
7	4	1280.	0.	648.	7564.	0.	581.	6788.	7800.	0.	0.	0.	.87	55.	30.9	D	20.5	11.8
8	4	1570.	0.	0.	6916.	0.	0.	6206.	7800.	0.	0.	0.	.80	55.	28.2	D	20.3	11.8
9	5	1515.	1284.	4296.	8200.	1284.	3800.	7490.	8343.	657.	0.	0.	.90	55.	27.2	D	20.8	11.7
10	4	1190.	0.	512.	3904.	0.	468.	3566.	7765.	35.	0.	0.	.46	55.	16.2	B	20.3	11.8
11	4	230.	0.	0.	3392.	0.	0.	3098.	7800.	0.	0.	0.	.40	60.	12.9	B	19.3	12.8
12	3	4755.	0.	0.	3392.	0.	0.	3098.	5850.	0.	0.	0.	.53	60.	17.2	B	19.3	12.8
13	4	1275.	356.	0.	3748.	356.	0.	3454.	8000.	0.	0.	0.	.43	60.	14.4	B	19.1	12.9
14	4	2640.	0.	3748.	3748.	0.	3454.	3454.	8000.	0.	0.	0.	.43	60.	14.4	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 30.	50.6		18.3	14.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	345. VEH-HRS	435. PASS-HRS	1253. VEH-HRS	1579. PASS-HRS
FREEWAY MERGE DELAY =	1. VEH-HRS	1. PASS-HRS	9. VEH-HRS	11. PASS-HRS
ON-RAMP MRG/CAP DELAY =	70. VEH-HRS	89. PASS-HRS	109. VEH-HRS	138. PASS-HRS
OFF-RAMP DELAY =	4. VEH-HRS	5. PASS-HRS	4. VEH-HRS	5. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	420. VEH-HRS	530. PASS-HRS	1375. VEH-HRS	1732. PASS-HRS
TOTAL TRAV DISTANCE =	10420. VEH-MI.	13129. PASS-MI.	42722. VEH-MI.	53830. PASS-MI.
AVERAGE SYSTEM SPEED =	25. MPH.		34. MPH.	
AVERAGE DENSITY =	51. VPMPL		45. VPMPL	
TOTAL FUEL =	599. GALLONS		2307. GALLONS	
TOTAL EMISSIONS =	159. KILOGRAMS		596. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	250.	70.25	27.80	1.66	8.73	0.46	10.85
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	250.	70.25	27.80	1.66	8.73	0.46	10.85
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	0.	0.80	0.31	0.02	0.10	0.01	0.12
		TOTAL	0.	0.80	0.31	0.02	0.10	0.01	0.12
OFF-RAMP	5	OUTPUT POINT	31.	3.88	1.51	0.09	0.48	0.03	0.59

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7752.	0.	7752.	7752.	0.	6956.	8000.	0.	**10000.	796.	.87	18.	95.1	F	15.3	17.8
2	4	1500.	0.	904.	7752.	0.	904.	6956.	7800.	0.	** 1500.	796.	.89	20.	88.0	F	16.0	16.9
3	4	1118.	0.	0.	6848.	0.	0.	6052.	7800.	0.	** 1118.	796.	.78	13.	112.6	F	13.2	21.1
4	4	345.	820.	0.	7668.	820.	0.	6872.	7800.	0.	** 345.	796.	.88	19.	90.3	F	15.8	17.3
5	4	5130.	928.	444.	8596.	928.	403.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	640.	8152.	0.	581.	7397.	7800.	0.	0.	0.	.95	52.	35.2	E	21.3	11.5
7	4	1280.	0.	780.	7512.	0.	708.	6816.	7800.	0.	0.	0.	.87	55.	31.0	D	20.5	11.8
8	4	1570.	0.	0.	6732.	0.	0.	6109.	7800.	0.	0.	0.	.78	55.	27.8	D	20.3	11.8
9	5	1515.	1620.	4288.	8352.	1620.	3800.	7729.	8156.	844.	0.	0.	.95	55.	28.1	D	20.8	11.7
10	4	1190.	0.	520.	4064.	0.	481.	3760.	7756.	44.	0.	0.	.48	55.	17.1	B	20.3	11.8
11	4	230.	0.	0.	3544.	0.	0.	3279.	7800.	0.	0.	0.	.42	60.	13.7	B	19.3	12.8
12	3	4755.	0.	0.	3544.	0.	0.	3279.	5850.	0.	0.	0.	.56	60.	18.2	C	19.3	12.8
13	4	1275.	360.	0.	3904.	360.	0.	3639.	8000.	0.	0.	0.	.45	60.	15.2	B	19.1	12.9
14	4	2640.	0.	3904.	3904.	0.	3639.	3639.	8000.	0.	0.	0.	.45	60.	15.2	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 30.	51.5		18.2	14.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	351. VEH-HRS	442. PASS-HRS	1604. VEH-HRS	2021. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	9. VEH-HRS	11. PASS-HRS
ON-RAMP MRG/CAP DELAY =	56. VEH-HRS	71. PASS-HRS	165. VEH-HRS	208. PASS-HRS
OFF-RAMP DELAY =	13. VEH-HRS	16. PASS-HRS	17. VEH-HRS	21. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	420. VEH-HRS	529. PASS-HRS	1795. VEH-HRS	2261. PASS-HRS
TOTAL TRAV DISTANCE =	10477. VEH-MI.	13201. PASS-MI.	53199. VEH-MI.	67031. PASS-MI.
AVERAGE SYSTEM SPEED =	25. MPH.		33. MPH.	
AVERAGE DENSITY =	51. VPMPL		46. VPMPL	
TOTAL FUEL =	602. GALLONS		2909. GALLONS	
TOTAL EMISSIONS =	160. KILOGRAMS		756. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	199.	56.08	22.20	1.33	6.97	0.37	8.66
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	199.	56.08	22.20	1.33	6.97	0.37	8.66
OFF-RAMP	5	OUTPUT POINT	73.	13.02	5.06	0.30	1.60	0.08	1.99

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7652.	0.	7652.	7652.	0.	6812.	8000.	0.	**10000.	840.	.85	17.	99.0	F	14.9	18.4
2	4	1500.	0.	768.	7652.	0.	768.	6812.	7800.	0.	** 1500.	840.	.87	19.	91.9	F	15.4	17.6
3	4	1118.	0.	0.	6884.	0.	0.	6044.	7800.	0.	** 1118.	840.	.77	13.	112.8	F	13.2	21.2
4	4	345.	804.	0.	7688.	804.	0.	6848.	7800.	0.	** 345.	840.	.88	19.	90.9	F	15.8	17.4
5	4	5130.	952.	484.	8640.	952.	437.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	628.	8156.	0.	567.	7363.	7800.	0.	0.	0.	.94	53.	35.0	D	21.2	11.5
7	4	1280.	0.	720.	7528.	0.	650.	6796.	7800.	0.	0.	0.	.87	55.	30.9	D	20.5	11.8
8	4	1570.	0.	0.	6808.	0.	0.	6146.	7800.	0.	0.	0.	.79	55.	27.9	D	20.3	11.8
9	5	1515.	1676.	4192.	8484.	1676.	3800.	7822.	8098.	902.	0.	0.	.97	55.	28.4	D	20.8	11.7
10	4	1190.	0.	488.	4292.	0.	450.	3957.	7758.	42.	0.	0.	.51	55.	18.0	B	20.3	11.8
11	4	230.	0.	0.	3804.	0.	0.	3507.	7800.	0.	0.	0.	.45	60.	14.6	B	19.3	12.8
12	3	4755.	0.	0.	3804.	0.	0.	3507.	5850.	0.	0.	0.	.60	60.	19.5	C	19.3	12.8
13	4	1275.	364.	0.	4168.	364.	0.	3871.	8000.	0.	0.	0.	.48	60.	16.1	B	19.1	12.9
14	4	2640.	0.	4168.	4168.	0.	3871.	3871.	8000.	0.	0.	0.	.48	60.	16.1	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 29.	53.0		18.0	14.4

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	361. VEH-HRS	455. PASS-HRS	1965. VEH-HRS	2476. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	9. VEH-HRS	11. PASS-HRS
ON-RAMP MRG/CAP DELAY =	51. VEH-HRS	64. PASS-HRS	216. VEH-HRS	273. PASS-HRS
OFF-RAMP DELAY =	20. VEH-HRS	26. PASS-HRS	37. VEH-HRS	47. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	433. VEH-HRS	545. PASS-HRS	2228. VEH-HRS	2807. PASS-HRS
TOTAL TRAV DISTANCE =	10508. VEH-MI.	13240. PASS-MI.	63707. VEH-MI.	80271. PASS-MI.
AVERAGE SYSTEM SPEED =	24. MPH.		32. MPH.	
AVERAGE DENSITY =	53. VPMPL		48. VPMPL	
TOTAL FUEL =	611. GALLONS		3520. GALLONS	
TOTAL EMISSIONS =	163. KILOGRAMS		918. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	210.	51.13	20.24	1.21	6.35	0.33	7.90
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	210.	51.13	20.24	1.21	6.35	0.33	7.90
OFF-RAMP	5	OUTPUT POINT	89.	20.31	7.90	0.48	2.49	0.13	3.10

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7832.	0.	7832.	7832.	0.	7068.	8000.	0.	**10000.	764.	.88	19.	92.1	F	15.7	17.2
2	4	1500.	0.	1008.	7832.	0.	1004.	7068.	7800.	0.	** 1500.	732.	.91	21.	84.9	F	16.3	16.4
3	4	1118.	0.	0.	6824.	0.	0.	6064.	7800.	0.	** 1118.	732.	.78	14.	112.3	F	13.2	21.1
4	4	345.	840.	0.	7664.	840.	0.	6904.	7800.	0.	** 345.	732.	.89	19.	89.4	F	16.0	17.1
5	4	5130.	896.	392.	8560.	896.	357.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	500.	8168.	0.	456.	7443.	7800.	0.	0.	0.	.95	52.	35.6	E	21.3	11.5
7	4	1280.	0.	724.	7668.	0.	660.	6987.	7800.	0.	0.	0.	.90	55.	31.8	D	20.5	11.8
8	4	1570.	0.	0.	6944.	0.	0.	6316.	7800.	0.	* 50.	12.	.81	53.	29.9	F	20.2	12.0
9	5	1515.	1680.	3752.	8624.	1680.	3800.	7996.	7996.	1004.	0.	0.	1.00	55.	29.1	E	20.8	11.7
10	4	1190.	0.	516.	4872.	0.	478.	4517.	7756.	44.	0.	0.	.58	55.	20.5	C	20.3	11.8
11	4	230.	0.	0.	4356.	0.	0.	4039.	7800.	0.	0.	0.	.52	60.	16.8	B	19.3	12.8
12	3	4755.	0.	0.	4356.	0.	0.	4039.	5850.	0.	0.	0.	.69	60.	22.4	C	19.3	12.8
13	4	1275.	384.	0.	4740.	384.	0.	4423.	8000.	0.	0.	0.	.55	60.	18.4	C	19.1	12.9
14	4	2640.	0.	4740.	4740.	0.	4423.	4423.	8000.	0.	0.	0.	.55	60.	18.4	C	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 31.	51.7		18.4	14.0

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	352. VEH-HRS	443. PASS-HRS	2317. VEH-HRS	2920. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	9. VEH-HRS	11. PASS-HRS
ON-RAMP MRG/CAP DELAY =	50. VEH-HRS	63. PASS-HRS	267. VEH-HRS	336. PASS-HRS
OFF-RAMP DELAY =	12. VEH-HRS	16. PASS-HRS	50. VEH-HRS	62. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	414. VEH-HRS	522. PASS-HRS	2642. VEH-HRS	3329. PASS-HRS
TOTAL TRAV DISTANCE =	10960. VEH-MI.	13810. PASS-MI.	74667. VEH-MI.	94081. PASS-MI.
AVERAGE SYSTEM SPEED =	26. MPH.		32. MPH.	
AVERAGE DENSITY =	52. VPMPL		48. VPMPL	
TOTAL FUEL =	619. GALLONS		4139. GALLONS	
TOTAL EMISSIONS =	163. KILOGRAMS		1082. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	191.	50.13	19.84	1.19	6.23	0.33	7.74
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	191.	50.13	19.84	1.19	6.23	0.33	7.74
OFF-RAMP	5	OUTPUT POINT	9.	12.31	4.79	0.29	1.51	0.08	1.88

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QUEUE CLEAR SECTION   8 T2 =0.229
QUEUE OUT OF SECTION 1
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TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	8060.	0.	8060.	8000.	0.	7077.	8000.	0.	**10000.	923.	.88	19.	91.8	F	15.8	17.2
2	4	1500.	0.	1076.	8060.	0.	1041.	7077.	7800.	0.	** 1500.	723.	.91	21.	84.7	F	16.3	16.4
3	4	1118.	0.	0.	6984.	0.	0.	6036.	7800.	0.	** 1118.	723.	.77	13.	113.0	F	13.1	21.2
4	4	345.	752.	0.	7736.	752.	0.	6788.	7800.	0.	** 345.	723.	.87	18.	92.6	F	15.6	17.7
5	4	5130.	1012.	472.	8748.	1012.	421.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	636.	8276.	0.	567.	7379.	7800.	0.	0.	0.	.95	53.	35.1	E	21.3	11.5
7	4	1280.	0.	756.	7640.	0.	674.	6812.	7800.	0.	0.	0.	.87	55.	31.0	D	20.5	11.8
8	4	1570.	0.	0.	6884.	0.	0.	6152.	7800.	0.	0.	-14.	.79	53.	29.2	D	20.2	12.0
9	5	1515.	1732.	4124.	8616.	1732.	3800.	7884.	8033.	967.	0.	0.	.98	55.	28.7	D	20.8	11.7
10	4	1190.	0.	548.	4492.	0.	502.	4110.	7751.	49.	0.	0.	.53	55.	18.7	C	20.3	11.8
11	4	230.	0.	0.	3944.	0.	0.	3609.	7800.	0.	0.	0.	.46	60.	15.0	B	19.3	12.8
12	3	4755.	0.	0.	3944.	0.	0.	3609.	5850.	0.	0.	0.	.62	60.	20.0	C	19.3	12.8
13	4	1275.	268.	0.	4212.	268.	0.	3877.	8000.	0.	0.	0.	.48	60.	16.2	B	19.1	12.9
14	4	2640.	0.	4212.	4212.	0.	3877.	3877.	8000.	0.	0.	0.	.48	60.	16.2	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 31.	51.0		18.4	14.0

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	347. VEH-HRS	437. PASS-HRS	2664. VEH-HRS	3357. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	9. VEH-HRS	11. PASS-HRS
ON-RAMP MRG/CAP DELAY =	55. VEH-HRS	69. PASS-HRS	321. VEH-HRS	405. PASS-HRS
OFF-RAMP DELAY =	1. VEH-HRS	2. PASS-HRS	51. VEH-HRS	64. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	403. VEH-HRS	508. PASS-HRS	3045. VEH-HRS	3837. PASS-HRS
TOTAL TRAV DISTANCE =	10692. VEH-MI.	13472. PASS-MI.	85360. VEH-MI.	107553. PASS-MI.
AVERAGE SYSTEM SPEED =	27. MPH.		32. MPH.	
AVERAGE DENSITY =	51. VPMPL		49. VPMPL	
TOTAL FUEL =	603. GALLONS		4742. GALLONS	
TOTAL EMISSIONS =	159. KILOGRAMS		1240. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	246.	54.59	21.61	1.29	6.78	0.36	8.43
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	246.	54.59	21.61	1.29	6.78	0.36	8.43
OFF-RAMP	5	OUTPUT POINT	2.	1.44	0.56	0.03	0.18	0.01	0.22

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7832.	0.	7832.	7832.	0.	7087.	8000.	0.	**10000.	745.	.89	19.	91.5	F	15.8	17.1
2	4	1500.	0.	1192.	7832.	0.	1187.	7087.	7800.	0.	** 1500.	713.	.91	21.	84.4	F	16.3	16.3
3	4	1118.	0.	0.	6640.	0.	0.	5900.	7800.	0.	** 1118.	713.	.76	13.	116.7	F	12.7	21.8
4	4	345.	920.	0.	7560.	920.	0.	6820.	7800.	0.	** 345.	713.	.87	19.	91.7	F	15.7	17.5
5	4	5130.	980.	412.	8540.	980.	376.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	532.	8128.	0.	486.	7424.	7800.	0.	0.	0.	.95	52.	35.4	E	21.3	11.5
7	4	1280.	0.	932.	7596.	0.	851.	6938.	7800.	0.	0.	0.	.89	55.	31.5	D	20.5	11.8
8	4	1570.	0.	0.	6664.	0.	0.	6086.	7800.	0.	0.	0.	.78	55.	27.7	D	20.3	11.8
9	5	1515.	1824.	4204.	8488.	1824.	3800.	7910.	8008.	992.	0.	0.	.99	55.	28.8	D	20.8	11.7
10	4	1190.	0.	592.	4284.	0.	552.	3992.	7744.	56.	0.	0.	.52	55.	18.1	C	20.3	11.8
11	4	230.	0.	0.	3692.	0.	0.	3441.	7800.	0.	0.	0.	.44	60.	14.3	B	19.3	12.8
12	3	4755.	0.	0.	3692.	0.	0.	3441.	5850.	0.	0.	0.	.59	60.	19.1	C	19.3	12.8
13	4	1275.	460.	0.	4152.	460.	0.	3901.	8000.	0.	0.	0.	.49	60.	16.3	B	19.1	12.9
14	4	2640.	0.	4152.	4152.	0.	3901.	3901.	8000.	0.	0.	0.	.49	60.	16.3	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F		AVG = 31.	50.8	18.4	14.0

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	346. VEH-HRS	436. PASS-HRS	3010. VEH-HRS	3793. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	9. VEH-HRS	11. PASS-HRS
ON-RAMP MRG/CAP DELAY =	54. VEH-HRS	68. PASS-HRS	375. VEH-HRS	473. PASS-HRS
OFF-RAMP DELAY =	4. VEH-HRS	5. PASS-HRS	55. VEH-HRS	70. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	405. VEH-HRS	510. PASS-HRS	3449. VEH-HRS	4346. PASS-HRS
TOTAL TRAV DISTANCE =	10663. VEH-MI.	13435. PASS-MI.	96022. VEH-MI.	120988. PASS-MI.
AVERAGE SYSTEM SPEED =	26. MPH.		32. MPH.	
AVERAGE DENSITY =	51. VPMPL		49. VPMPL	
TOTAL FUEL =	602. GALLONS		5344. GALLONS	
TOTAL EMISSIONS =	159. KILOGRAMS		1399. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	186.	53.99	21.37	1.28	6.71	0.35	8.34
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	186.	53.99	21.37	1.28	6.71	0.35	8.34
OFF-RAMP	5	OUTPUT POINT	32.	4.29	1.67	0.10	0.53	0.03	0.65

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	8312.	0.	8312.	8000.	0.	7076.	8000.	0.	**10000.	924.	.88	19.	91.8	F	15.7	17.2
2	4	1500.	0.	1112.	8312.	0.	1044.	7076.	7800.	0.	** 1500.	724.	.91	21.	84.7	F	16.3	16.4
3	4	1118.	0.	0.	7200.	0.	0.	6032.	7800.	0.	** 1118.	724.	.77	13.	113.1	F	13.1	21.2
4	4	345.	812.	0.	8012.	812.	0.	6844.	7800.	0.	** 345.	724.	.88	19.	91.0	F	15.7	17.4
5	4	5130.	956.	520.	8968.	956.	452.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	784.	8448.	0.	682.	7348.	7800.	0.	0.	0.	.94	53.	34.8	D	21.2	11.5
7	4	1280.	0.	988.	7664.	0.	859.	6666.	7800.	0.	0.	0.	.85	55.	30.3	D	20.5	11.8
8	4	1570.	0.	0.	6676.	0.	0.	5807.	7800.	0.	0.	0.	.74	55.	26.4	D	20.3	11.8
9	5	1515.	1720.	4352.	8396.	1720.	3800.	7527.	8091.	909.	0.	0.	.93	55.	27.4	D	20.8	11.7
10	4	1190.	0.	708.	4044.	0.	635.	3625.	7737.	63.	0.	0.	.47	55.	16.5	B	20.3	11.8
11	4	230.	0.	0.	3336.	0.	0.	2991.	7800.	0.	0.	0.	.38	60.	12.5	B	19.3	12.8
12	3	4755.	0.	0.	3336.	0.	0.	2991.	5850.	0.	0.	0.	.51	60.	16.6	B	19.3	12.8
13	4	1275.	424.	0.	3760.	424.	0.	3415.	8000.	0.	0.	0.	.43	60.	14.2	B	19.1	12.9
14	4	2640.	0.	3760.	3760.	0.	3415.	3415.	8000.	0.	0.	0.	.43	60.	14.2	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 30.	50.0		18.4	14.1

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	341. VEH-HRS	430. PASS-HRS	3351. VEH-HRS	4223. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	9. VEH-HRS	11. PASS-HRS
ON-RAMP MRG/CAP DELAY =	62. VEH-HRS	78. PASS-HRS	437. VEH-HRS	551. PASS-HRS
OFF-RAMP DELAY =	11. VEH-HRS	14. PASS-HRS	66. VEH-HRS	84. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	414. VEH-HRS	522. PASS-HRS	3863. VEH-HRS	4868. PASS-HRS
TOTAL TRAV DISTANCE =	10369. VEH-MI.	13064. PASS-MI.	106391. VEH-MI.	134052. PASS-MI.
AVERAGE SYSTEM SPEED =	25. MPH.		32. MPH.	
AVERAGE DENSITY =	50. VPMPL		49. VPMPL	
TOTAL FUEL =	594. GALLONS		5937. GALLONS	
TOTAL EMISSIONS =	157. KILOGRAMS		1556. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	309.	61.92	24.51	1.47	7.69	0.40	9.56
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	309.	61.92	24.51	1.47	7.69	0.40	9.56
OFF-RAMP	5	OUTPUT POINT	57.	11.14	4.33	0.26	1.37	0.07	1.70

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7384.	0.	7384.	7384.	0.	6936.	8000.	0.	**10000.	448.	.87	18.	95.6	F	15.3	17.9
2	4	1500.	0.	920.	7384.	0.	920.	6936.	7800.	0.	** 1500.	448.	.89	20.	88.5	F	15.9	17.0
3	4	1118.	0.	0.	6464.	0.	0.	6016.	7800.	0.	** 1118.	448.	.77	13.	113.6	F	13.1	21.3
4	4	345.	776.	0.	7240.	776.	0.	6792.	7800.	0.	** 345.	448.	.87	18.	92.5	F	15.6	17.7
5	4	5130.	1008.	536.	8248.	1008.	507.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	652.	7712.	0.	617.	7293.	7800.	0.	0.	0.	.94	53.	34.4	D	21.2	11.6
7	4	1280.	0.	844.	7060.	0.	798.	6677.	7800.	0.	0.	0.	.86	55.	30.3	D	20.5	11.8
8	4	1570.	0.	0.	6216.	0.	0.	5878.	7800.	0.	0.	0.	.75	55.	26.7	D	20.3	11.8
9	5	1515.	1612.	3820.	7828.	1612.	3800.	7490.	8109.	891.	0.	0.	.92	55.	27.2	D	20.8	11.7
10	4	1190.	0.	584.	4008.	0.	559.	3835.	7747.	53.	0.	0.	.50	55.	17.4	B	20.3	11.8
11	4	230.	0.	0.	3424.	0.	0.	3276.	7800.	0.	0.	0.	.42	60.	13.7	B	19.3	12.8
12	3	4755.	0.	0.	3424.	0.	0.	3276.	5850.	0.	0.	0.	.56	60.	18.2	C	19.3	12.8
13	4	1275.	352.	0.	3776.	352.	0.	3628.	8000.	0.	0.	0.	.45	60.	15.1	B	19.1	12.9
14	4	2640.	0.	3776.	3776.	0.	3628.	3628.	8000.	0.	0.	0.	.45	60.	15.1	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 30.	51.5		18.2	14.3

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	351. VEH-HRS	443. PASS-HRS	3703. VEH-HRS	4665. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	9. VEH-HRS	11. PASS-HRS
ON-RAMP MRG/CAP DELAY =	53. VEH-HRS	66. PASS-HRS	490. VEH-HRS	617. PASS-HRS
OFF-RAMP DELAY =	10. VEH-HRS	12. PASS-HRS	76. VEH-HRS	96. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	414. VEH-HRS	521. PASS-HRS	4277. VEH-HRS	5389. PASS-HRS
TOTAL TRAV DISTANCE =	10404. VEH-MI.	13109. PASS-MI.	116795. VEH-MI.	147161. PASS-MI.
AVERAGE SYSTEM SPEED =	25. MPH.		32. MPH.	
AVERAGE DENSITY =	52. VPMPL		49. VPMPL	
TOTAL FUEL =	598. GALLONS		6535. GALLONS	
TOTAL EMISSIONS =	158. KILOGRAMS		1714. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	112.	52.64	20.84	1.25	6.54	0.34	8.13
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	112.	52.64	20.84	1.25	6.54	0.34	8.13
OFF-RAMP	5	OUTPUT POINT	21.	9.79	3.81	0.23	1.20	0.06	1.49

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7396.	0.	7396.	7396.	0.	6952.	8000.	0.	**10000.	444.	.87	18.	95.2	F	15.3	17.8
2	4	1500.	0.	952.	7396.	0.	952.	6952.	7800.	0.	** 1500.	444.	.89	20.	88.1	F	15.9	16.9
3	4	1118.	0.	0.	6444.	0.	0.	6000.	7800.	0.	** 1118.	444.	.77	13.	114.0	F	13.0	21.4
4	4	345.	792.	0.	7236.	792.	0.	6792.	7800.	0.	** 345.	444.	.87	18.	92.5	F	15.6	17.7
5	4	5130.	1008.	452.	8244.	1008.	428.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	568.	7792.	0.	537.	7372.	7800.	0.	0.	0.	.95	53.	35.0	E	21.2	11.5
7	4	1280.	0.	760.	7224.	0.	719.	6835.	7800.	0.	0.	0.	.88	55.	31.1	D	20.5	11.8
8	4	1570.	0.	0.	6464.	0.	0.	6116.	7800.	0.	0.	0.	.78	55.	27.8	D	20.3	11.8
9	5	1515.	1612.	3712.	8076.	1612.	3552.	7728.	8065.	935.	0.	0.	.96	55.	28.1	D	20.8	11.7
10	4	1190.	0.	564.	4364.	0.	540.	4176.	7751.	49.	0.	0.	.54	55.	19.0	C	20.3	11.8
11	4	230.	0.	0.	3800.	0.	0.	3636.	7800.	0.	0.	0.	.47	60.	15.2	B	19.3	12.8
12	3	4755.	0.	0.	3800.	0.	0.	3636.	5850.	0.	0.	0.	.62	60.	20.2	C	19.3	12.8
13	4	1275.	292.	0.	4092.	292.	0.	3928.	8000.	0.	0.	0.	.49	60.	16.4	B	19.1	12.9
14	4	2640.	0.	4092.	4092.	0.	3928.	3928.	8000.	0.	0.	0.	.49	60.	16.4	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 30.	52.0		18.2	14.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	354. VEH-HRS	446. PASS-HRS	4057. VEH-HRS	5112. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	9. VEH-HRS	11. PASS-HRS
ON-RAMP MRG/CAP DELAY =	28. VEH-HRS	35. PASS-HRS	518. VEH-HRS	652. PASS-HRS
OFF-RAMP DELAY =	3. VEH-HRS	3. PASS-HRS	79. VEH-HRS	99. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	385. VEH-HRS	485. PASS-HRS	4662. VEH-HRS	5874. PASS-HRS
TOTAL TRAV DISTANCE =	10629. VEH-MI.	13393. PASS-MI.	127424. VEH-MI.	160554. PASS-MI.
AVERAGE SYSTEM SPEED =	28. MPH.		31. MPH.	
AVERAGE DENSITY =	52. VPMPL		49. VPMPL	
TOTAL FUEL =	595. GALLONS		7130. GALLONS	
TOTAL EMISSIONS =	156. KILOGRAMS		1870. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	111.	27.88	11.03	0.66	3.46	0.18	4.31
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	111.	27.88	11.03	0.66	3.46	0.18	4.31
OFF-RAMP	5	OUTPUT POINT	0.	2.63	1.02	0.06	0.32	0.02	0.40

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7188.	0.	7188.	7188.	0.	7116.	8000.	0.	**10000.	72.	.89	20.	90.7	F	15.9	17.0
2	4	1500.	0.	892.	7188.	0.	892.	7116.	7800.	0.	** 1500.	72.	.91	21.	83.6	F	16.4	16.2
3	4	1118.	0.	0.	6296.	0.	0.	6224.	7800.	0.	** 1118.	72.	.80	14.	107.9	F	13.8	20.3
4	4	345.	708.	0.	7004.	708.	0.	6932.	7800.	0.	** 345.	72.	.89	20.	88.6	F	16.1	17.0
5	4	5130.	868.	496.	7872.	868.	491.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	500.	7376.	0.	495.	7309.	7800.	0.	0.	0.	.94	53.	34.5	D	21.2	11.6
7	4	1280.	0.	664.	6876.	0.	658.	6813.	7800.	0.	0.	0.	.87	55.	31.0	D	20.5	11.8
8	4	1570.	0.	0.	6212.	0.	0.	6155.	7800.	0.	0.	0.	.79	55.	28.0	D	20.3	11.8
9	5	1515.	1420.	3700.	7632.	1420.	3672.	7575.	8219.	781.	0.	0.	.92	55.	27.5	D	20.8	11.7
10	4	1190.	0.	480.	3932.	0.	476.	3903.	7761.	39.	0.	0.	.50	55.	17.7	B	20.3	11.8
11	4	230.	0.	0.	3452.	0.	0.	3426.	7800.	0.	0.	0.	.44	60.	14.3	B	19.3	12.8
12	3	4755.	0.	0.	3452.	0.	0.	3426.	5850.	0.	0.	0.	.59	60.	19.0	C	19.3	12.8
13	4	1275.	316.	0.	3768.	316.	0.	3742.	8000.	0.	0.	0.	.47	60.	15.6	B	19.1	12.9
14	4	2640.	0.	3768.	3768.	0.	3742.	3742.	8000.	0.	0.	0.	.47	60.	15.6	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 31.	50.0		18.5	14.0

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	341. VEH-HRS	429. PASS-HRS	4398. VEH-HRS	5541. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	9. VEH-HRS	11. PASS-HRS
ON-RAMP MRG/CAP DELAY =	16. VEH-HRS	20. PASS-HRS	534. VEH-HRS	673. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	79. VEH-HRS	99. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	357. VEH-HRS	450. PASS-HRS	5019. VEH-HRS	6324. PASS-HRS
TOTAL TRAV DISTANCE =	10613. VEH-MI.	13372. PASS-MI.	138037. VEH-MI.	173927. PASS-MI.
AVERAGE SYSTEM SPEED =	30. MPH.		31. MPH.	
AVERAGE DENSITY =	50. VPMPL		49. VPMPL	
TOTAL FUEL =	581. GALLONS		7711. GALLONS	
TOTAL EMISSIONS =	151. KILOGRAMS		2021. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	18.	16.13	6.38	0.38	2.00	0.11	2.49
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	18.	16.13	6.38	0.38	2.00	0.11	2.49

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6696.	0.	6696.	6696.	0.	7204.	8000.	0.	* 7136.	-508.	.90	22.	80.9	F	16.6	16.0
2	4	1500.	0.	972.	6696.	0.	972.	7204.	7800.	0.	** 1500.	-508.	.92	22.	81.2	F	16.7	15.8
3	4	1118.	0.	0.	5724.	0.	0.	6232.	7800.	0.	** 1118.	-508.	.80	14.	107.7	F	13.8	20.2
4	4	345.	720.	0.	6444.	720.	0.	6952.	7800.	0.	** 345.	-508.	.89	20.	88.1	F	16.1	16.8
5	4	5130.	848.	480.	7292.	848.	513.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	528.	6812.	0.	565.	7287.	7800.	0.	0.	0.	.93	53.	34.4	D	21.2	11.6
7	4	1280.	0.	596.	6284.	0.	638.	6722.	7800.	0.	0.	0.	.86	55.	30.6	D	20.5	11.8
8	4	1570.	0.	0.	5688.	0.	0.	6084.	7800.	0.	0.	0.	.78	55.	27.7	D	20.3	11.8
9	5	1515.	1580.	3804.	7268.	1580.	3800.	7664.	8190.	810.	0.	0.	.94	55.	27.9	D	20.8	11.7
10	4	1190.	0.	480.	3464.	0.	506.	3653.	7757.	43.	0.	0.	.47	55.	16.6	B	20.3	11.8
11	4	230.	0.	0.	2984.	0.	0.	3147.	7800.	0.	0.	0.	.40	60.	13.1	B	19.3	12.8
12	3	4755.	0.	0.	2984.	0.	0.	3147.	5850.	0.	0.	0.	.54	60.	17.5	B	19.3	12.8
13	4	1275.	256.	0.	3240.	256.	0.	3403.	8000.	0.	0.	0.	.43	60.	14.2	B	19.1	12.9
14	4	2640.	0.	3240.	3240.	0.	3403.	3403.	8000.	0.	0.	0.	.43	60.	14.2	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F		AVG = 33.		46.8	18.8	13.6

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	317. VEH-HRS	400. PASS-HRS	4715. VEH-HRS	5941. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	9. VEH-HRS	11. PASS-HRS
ON-RAMP MRG/CAP DELAY =	2. VEH-HRS	3. PASS-HRS	536. VEH-HRS	675. PASS-HRS
OFF-RAMP DELAY =	7. VEH-HRS	8. PASS-HRS	85. VEH-HRS	108. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	326. VEH-HRS	411. PASS-HRS	5345. VEH-HRS	6735. PASS-HRS
TOTAL TRAV DISTANCE =	10476. VEH-MI.	13200. PASS-MI.	148513. VEH-MI.	187127. PASS-MI.
AVERAGE SYSTEM SPEED =	32. MPH.		31. MPH.	
AVERAGE DENSITY =	47. VPMPL		49. VPMPL	
TOTAL FUEL =	562. GALLONS		8273. GALLONS	
TOTAL EMISSIONS =	144. KILOGRAMS		2165. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	0.	2.25	0.89	0.05	0.28	0.01	0.35
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	0.	2.25	0.89	0.05	0.28	0.01	0.35
OFF-RAMP	5	OUTPUT POINT	53.	6.60	2.57	0.15	0.81	0.04	1.01

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6640.	0.	6640.	6640.	0.	7240.	8000.	0.	* 3673.	-600.	.90	29.	63.5	F	17.8	14.4
2	4	1500.	0.	764.	6640.	0.	764.	7240.	7800.	0.	** 1500.	-600.	.93	23.	80.3	F	16.8	15.7
3	4	1118.	0.	0.	5876.	0.	0.	6476.	7800.	0.	** 1118.	-600.	.83	16.	101.1	F	14.5	19.1
4	4	345.	628.	0.	6504.	628.	0.	7104.	7800.	0.	** 345.	-600.	.91	21.	84.0	F	16.6	16.2
5	4	5130.	696.	400.	7200.	696.	433.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	464.	6800.	0.	503.	7367.	7800.	0.	0.	0.	.94	53.	35.0	D	21.2	11.5
7	4	1280.	0.	636.	6336.	0.	689.	6864.	7800.	0.	0.	0.	.88	55.	31.2	D	20.5	11.8
8	4	1570.	0.	0.	5700.	0.	0.	6175.	7800.	0.	0.	0.	.79	55.	28.1	D	20.3	11.8
9	5	1515.	1448.	3456.	7148.	1448.	3800.	7623.	8207.	793.	0.	0.	.93	55.	27.7	D	20.8	11.7
10	4	1190.	0.	400.	3692.	0.	427.	3937.	7765.	35.	0.	0.	.51	55.	17.9	B	20.3	11.8
11	4	230.	0.	0.	3292.	0.	0.	3511.	7800.	0.	0.	0.	.45	60.	14.6	B	19.3	12.8
12	3	4755.	0.	0.	3292.	0.	0.	3511.	5850.	0.	0.	0.	.60	60.	19.5	C	19.3	12.8
13	4	1275.	256.	0.	3548.	256.	0.	3767.	8000.	0.	0.	0.	.47	60.	15.7	B	19.1	12.9
14	4	2640.	0.	3548.	3548.	0.	3767.	3767.	8000.	0.	0.	0.	.47	60.	15.7	B	22.7	12.1
TOTAL		36203. =	6.9 MILES										MAX(V/C) = 1.00	LOWEST LOS = F	AVG = 38.	42.3		19.3	13.1

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	283. VEH-HRS	356. PASS-HRS	4998. VEH-HRS	6297. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	9. VEH-HRS	11. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	536. VEH-HRS	675. PASS-HRS
OFF-RAMP DELAY =	10. VEH-HRS	12. PASS-HRS	95. VEH-HRS	120. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	292. VEH-HRS	368. PASS-HRS	5637. VEH-HRS	7103. PASS-HRS
TOTAL TRAV DISTANCE =	10611. VEH-MI.	13369. PASS-MI.	159124. VEH-MI.	200496. PASS-MI.
AVERAGE SYSTEM SPEED =	36. MPH.		32. MPH.	
AVERAGE DENSITY =	42. VPMPL		49. VPMPL	
TOTAL FUEL =	553. GALLONS		8826. GALLONS	
TOTAL EMISSIONS =	140. KILOGRAMS		2306. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	5	OUTPUT POINT	24.	9.62	3.74	0.23	1.18	0.06	1.47

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6800.	0.	6800.	6800.	0.	7144.	8000.	0.	* 1752.	-344.	.89	37.	48.6	F	18.9	13.2
2	4	1500.	0.	732.	6800.	0.	732.	7144.	7800.	0.	** 1500.	-344.	.92	22.	82.9	F	16.5	16.1
3	4	1118.	0.	0.	6068.	0.	0.	6412.	7800.	0.	** 1118.	-344.	.82	16.	102.8	F	14.3	19.4
4	4	345.	608.	0.	6676.	608.	0.	7020.	7800.	0.	** 345.	-344.	.90	20.	86.2	F	16.4	16.5
5	4	5130.	780.	392.	7456.	780.	410.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	3655.	0.	376.	7064.	0.	393.	7390.	7800.	0.	0.	0.	.95	53.	35.2	E	21.3	11.5
7	4	1280.	0.	616.	6688.	0.	644.	6997.	7800.	0.	0.	0.	.90	55.	31.8	D	20.5	11.8
8	4	1570.	0.	0.	6072.	0.	0.	6352.	7800.	0.	0.	0.	.81	55.	28.9	D	20.3	11.8
9	5	1515.	1312.	3536.	7384.	1312.	3670.	7664.	8280.	720.	0.	0.	.93	55.	27.9	D	20.8	11.7
10	4	1190.	0.	364.	3848.	0.	378.	3994.	7772.	28.	0.	0.	.51	55.	18.2	C	20.3	11.8
11	4	230.	0.	0.	3484.	0.	0.	3616.	7800.	0.	0.	0.	.46	60.	15.1	B	19.3	12.8
12	3	4755.	0.	0.	3484.	0.	0.	3616.	5850.	0.	0.	0.	.62	60.	20.1	C	19.3	12.8
13	4	1275.	280.	0.	3764.	280.	0.	3896.	8000.	0.	0.	0.	.49	60.	16.2	B	19.1	12.9
14	4	2640.	0.	3764.	3764.	0.	3896.	3896.	8000.	0.	0.	0.	.49	60.	16.2	B	22.7	12.1
TOTAL		36203. =	6.9 MILES										MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 41.	38.6	19.7	12.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	259. VEH-HRS	326. PASS-HRS	5256. VEH-HRS	6623. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	9. VEH-HRS	11. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	536. VEH-HRS	675. PASS-HRS
OFF-RAMP DELAY =	3. VEH-HRS	4. PASS-HRS	98. VEH-HRS	124. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	262. VEH-HRS	330. PASS-HRS	5899. VEH-HRS	7433. PASS-HRS
TOTAL TRAV DISTANCE =	10646. VEH-MI.	13413. PASS-MI.	169770. VEH-MI.	213910. PASS-MI.
AVERAGE SYSTEM SPEED =	41. MPH.		32. MPH.	
AVERAGE DENSITY =	39. VPMPL		48. VPMPL	
TOTAL FUEL =	542. GALLONS		9368. GALLONS	
TOTAL EMISSIONS =	136. KILOGRAMS		2442. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	5	OUTPUT POINT	0.	3.02	1.17	0.07	0.37	0.02	0.46

FREEWAY SUMMARY TABLE
SIMULATION BEFORE CONTROL

TIME SLICE	FREEWAY TRAVEL TIME		RAMP DELAY		TOTAL FREEWAY TRAVEL TIME		TOTAL TRAVEL DISTANCE		AVERAGE SPEED	GASOLINE CONSUMED	HYDROCARB EMISSIONS	CARBON MONOXIDE	NITROUS OXIDES	BEGIN TIME
	VEH-HR	PAS-HR	VEH-HR	PAS-HR	VEH-HR	PAS-HR	VEH-MI	PAS-MI	MPH	GALLONS	KILOGRAMS	KILOGRAMS	KILOGRAMS	
1	247.	311.	3.	4.	250.	315.	11163.	14066.	44.7	552.	11.	117.	9.	6:00
2	301.	379.	3.	3.	303.	382.	10734.	13525.	35.4	563.	13.	122.	9.	6:15
3	360.	454.	42.	52.	402.	506.	10405.	13110.	25.9	594.	15.	132.	9.	6:30
4	345.	435.	75.	94.	420.	530.	10420.	13129.	24.8	599.	16.	134.	9.	6:45
5	351.	442.	69.	87.	420.	529.	10477.	13201.	24.9	602.	16.	135.	9.	7:00
6	361.	455.	71.	90.	433.	545.	10508.	13240.	24.3	611.	16.	137.	9.	7:15
7	352.	443.	62.	79.	414.	522.	10960.	13810.	26.5	619.	16.	138.	10.	7:30
8	347.	437.	56.	71.	403.	508.	10692.	13472.	26.5	603.	15.	134.	9.	7:45
9	346.	436.	58.	73.	405.	510.	10663.	13435.	26.4	602.	15.	134.	9.	8:00
10	341.	430.	73.	92.	414.	522.	10369.	13064.	25.0	594.	15.	133.	9.	8:15
11	351.	443.	62.	79.	414.	521.	10404.	13109.	25.2	598.	15.	134.	9.	8:30
12	354.	446.	31.	38.	385.	485.	10629.	13393.	27.6	595.	15.	132.	9.	8:45
13	341.	429.	16.	20.	357.	450.	10613.	13372.	29.7	581.	14.	128.	9.	9:00
14	317.	400.	9.	11.	326.	411.	10476.	13200.	32.1	562.	13.	122.	9.	9:15
15	283.	356.	10.	12.	292.	368.	10611.	13369.	36.3	553.	12.	119.	9.	9:30
16	259.	326.	3.	4.	262.	330.	10646.	13413.	40.7	542.	11.	116.	9.	9:45
TOTAL	5256.	6623.	643.	810.	5899.	7433.	169770.	213910.	32.3	9368.	229.	2067.	146.	

CONTOUR DIAGRAM OF
QUEUE LENGTH
BEFORE ENTRY CONTROL

```
TIME                                                                                                  BEGIN
SLICE ..........................................................................................      TIME
      .                                                                                          .
    1 .                    ***********BBBB                                                       . -  6:00
    2 .        ****************************                                                       . -  6:15
    3 .********************************BBBB                                                       . -  6:30
    4 .************************************                                                       . -  6:45
    5 .************************************                                                       . -  7:00
    6 .************************************                                                       . -  7:15
    7 .************************************                          *                            . -  7:30
    8 .************************************                                                       . -  7:45
    9 .************************************                                                       . -  8:00
   10 .************************************                                                       . -  8:15
   11 .************************************                                                       . -  8:30
   12 .************************************                                                       . -  8:45
   13 .************************************                                                       . -  9:00
   14 .        ****************************                                                       . -  9:15
   15 .                ********************                                                       . -  9:30
   16 .                      *************                                                       . -  9:45
      .                                                                                          .
      ..........................................................................................
       :                        :  :  ::           :        :  :  :  :  ::          :  :
       01                       02 03 05           06       07 08 09 10 12          13 14
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BLANK DENOTES MOVING TRAFFIC. ASTERISK DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION.
M DENOTES QUEUED VEHICLES DUE TO MERGING. B DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION AND MERGING. (WHEN BOTH QUEUES EXIST, LENGTH OF DISPLAY REPRESENTS MAINLINE CONGESTION.)

CONTOUR DIAGRAM OF
VOLUME/CAPACITY RATIO
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ..................................................................................................................  TIME
      .                                                                                                                .
    1 .8888888888888888888888888888888887778**************99999999998888888899995554666666666666655555555555. -  6:00
    2 .8888888888888888888888888888888887778**************99999999998888777799995554666666666666644444444444. -  6:15
    3 .8888888888888888888888888888888887778**************99999999998888777799994444555555555555544444444444. -  6:30
    4 .8888888888888888888888888888899997778**************99999999998888777788884443555555555555544444444444. -  6:45
    5 .8888888888888888888888888888888887778**************99999999998888777799994444555555555555544444444444. -  7:00
    6 .8888888888888888888888888888888887778**************99999999998888777799995554555555555555544444444444. -  7:15
    7 .8888888888888888888888888888899997778**************99999999998888888****5555666666666666655555555555. -  7:30
    8 .8888888888888888888888888888899997778**************99999999998888777799995554666666666666644444444444. -  7:45
    9 .8888888888888888888888888888899997778**************99999999998888777799995554555555555555544444444444. -  8:00
   10 .8888888888888888888888888888899997778**************99999999998888777799994443555555555555544444444444. -  8:15
   11 .8888888888888888888888888888888887778**************99999999998888777799994444555555555555544444444444. -  8:30
   12 .8888888888888888888888888888888887778**************99999999998888777799995554666666666666644444444444. -  8:45
   13 .8888888888888888888888888888899997778**************99999999998888777799995554555555555555544444444444. -  9:00
   14 .9999999999999999999999999999999997778**************99999999998888777799994444555555555555544444444444. -  9:15
   15 .9999999999999999999999999999999998889**************99999999998888777799995554666666666666644444444444. -  9:30
   16 .8888888888888888888888888888899998888**************99999999998888888899995554666666666666644444444444. -  9:45
      .                                                                                                                .
      ..................................................................................................................
       :                          :   :  ::            :         :   :   :   :  ::            :   :
       01                         02  03  05           06        07  08  09  10  12           13  14
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THE DIGIT LEVELS DENOTE V/C IN VALUES FROM 0 TO 10 (CORRESPONDING TO 0.0 TO 1.0). THE ASTERISK DENOTES SATURATION.

```
FFFFFFFFFF RRRRRRRRR  EEEEEEEEEE     QQQQQQQ         1111      222222     PPPPPPPPP     EEEEEEEEEE
FFFFFFFFFF RRRRRRRRRR EEEEEEEEEE   Q*A.D.MAY*Q     111111     222  222    PPPPPPPPPP    EEEEEEEEEE
FFF        RRR    RRR EEE         QQQQQ    QQQQQ     1111    222    222   PPP    PPP    EEE
FFF        RRR    RRR EEE        QQQQ        QQQQ    1111           222   PPP    PPP    EEE
FFFFFFF    RRRRRRRRRR EEEEEEE    QQQQ        QQQQ    1111          222    PPPPPPPPPP    EEEEEEE
FFFFFFF    RRRRRRRRR  EEEEEEE    QQQQ        QQQQ    1111        2222     PPPPPPPPP     EEEEEEE
FFF        RRR RRR    EEE        QQQQ    QQQ QQQQ    1111      2222       PPP           EEE
FFF        RRR  RRR   EEE         Q*UC*    QQQQQ     1111     222         PPP           EEE
FFF        RRR   RRR  EEEEEEEEEE   Q*REGENTS*QQ      1111    222          PPP           EEEEEEEEEE
FFF        RRR    RRR EEEEEEEEEE     Q*1999*Q QQQ  11111111  2222222222   PPP           EEEEEEEEEE
```

FREQ12PE SB 2045 PM No Build

1. THIS IS A SIMULATION ONLY EXECUTION.

2. THERE ARE 4.0 TIME SLICES PER HOUR.

3. WEAVING ANALYSIS IS ENGAGED WITH FACTOR = 0.5

4. NO ALTERNATE ROUTE IS PROVIDED.

5. SPEED FLOW DATA IS SUPPLIED BY THE PROGRAM. DEFAULT FREE-FLOW SPEED = 60
   LOWER LIMB (AT V/C=1) = 30

6. FUEL DATA ARE SUPPLIED BY THE PROGRAM.

7. EMISSION RATES SELECTED FROM PROGRAM TABLES: EMFAC2002 2005 - 75 DEGREES F.

FREEWAY AND ARTERIAL DESIGN FEATURES

SUB SEC	NO. LNS	SSEC CAP	SSEC LENGTH	DESIGN SPEED	ORG DES	TRK FAC	SSEC GRAD	PCT TRK	PCT DES TRUCKS	SPECIAL RAMP	FF.SPD. ALT.RTE	CAP. ALT.RTE	ART TYPE	GRADE ALT.RTE	SUBSECTION LOCATION
1	4	8000.	2000.	60	O	0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Dummy Link
2	4	8000.	1887.	60	D	0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Main to Union off
3	3	6000.	4825.	60		0.94	0.0	6	0	NO	0.0	0.	GOOD	0.0	Union off to Union on
4	4	8000.	1045.	60	O	0.99	0.0	9	0	YES	0.0	0.	GOOD	0.0	Union on to Merge
5	3	6000.	1555.	60		0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Merge to 980 on
6	5	10000.	800.	55	O	0.94	0.0	6	0	YES	0.0	0.	GOOD	0.0	980 on to Merge
7	4	8000.	160.	55		0.94	0.0	6	0	NO	0.0	0.	GOOD	0.0	Merge to Broadway on
8	4	8000.	1730.	55	O	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Broadway on to Oak on
9	5	10000.	2900.	55	O	0.93	0.0	7	0	YES	0.0	0.	GOOD	0.0	Oak on to merge
10	4	8000.	2150.	55		0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Merge to Embarc on
11	4	8000.	1380.	55	OD	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Embarc on to Embarc off
12	4	8000.	3550.	55	D	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Embarc off to 23rd off
13	4	8000.	1916.	55		0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	23rd off to 23rd on
14	4	8000.	1304.	55	O	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	23rd on to Mainline
15	4	6600.	3000.	55	OD	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Dummy Lnk With Dummy Rmp

ON-RAMP CAPACITY LIMITS

1	2	3	4	5	6	7	8
8000.	1500.	3000.	1500.	1500.	1500.	1500.	2000.

OFF-RAMP CAPACITY LIMITS

1	2	3	4
3000.	1500.	1500.	6600.

ON-RAMP 1 IS THE MAINLINE ORIGIN
OFF-RAMP 4 IS THE MAINLINE DESTINATION

DISTRIBUTION OF VEHICLE OCCUPANCY

ON RAMP NUMBER	PASSENGERS PER VEHICLE 1	2	3 OR MORE	BUSES	AVERAGE CARPOOL (3+) OCCUPANCY	AVERAGE BUS OCCUPANCY
1	0.800	0.150	0.050	0.000	3.20	40.
2	0.800	0.150	0.050	0.000	3.20	40.
3	0.800	0.150	0.050	0.000	3.20	40.
4	0.800	0.150	0.050	0.000	3.20	40.
5	0.800	0.150	0.050	0.000	3.20	40.
6	0.800	0.150	0.050	0.000	3.20	40.
7	0.800	0.150	0.050	0.000	3.20	40.
8	0.800	0.150	0.050	0.000	3.20	40.

TIME SLICE 1 OF 16

ON-RAMP LOCATIONS
1 4 6 8 9 11 14 15

OFF-RAMP LOCATIONS
2 11 12 15

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1032. 95. 587. 141. 231. 109. 212. 200.

ORIGINAL OUTPUT COUNTS--
176. 131. 179. 2000.

TOTAL ORIGINAL INPUT = 2607. TOTAL ORIGINAL OUTPUT= 2486.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.05
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 2 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
929. 62. 561. 132. 231. 91. 203. 100.

ORIGINAL OUTPUT COUNTS--
173. 143. 165. 1731.

TOTAL ORIGINAL INPUT = 2309. TOTAL ORIGINAL OUTPUT= 2212.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.04
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 3 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
948. 88. 618. 144. 232. 110. 193. 100.

ORIGINAL OUTPUT COUNTS--
185. 116. 158. 1844.

TOTAL ORIGINAL INPUT = 2433. TOTAL ORIGINAL OUTPUT= 2303.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.06
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 4 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1005. 98. 554. 124. 232. 98. 175. 75.

ORIGINAL OUTPUT COUNTS--
193. 100. 158. 1782.

TOTAL ORIGINAL INPUT = 2361. TOTAL ORIGINAL OUTPUT= 2233.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.06
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 5 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1026. 113. 563. 140. 253. 133. 192. 25.

ORIGINAL OUTPUT COUNTS--
184. 126. 159. 1945.

TOTAL ORIGINAL INPUT = 2445. TOTAL ORIGINAL OUTPUT= 2414.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 6 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1016. 86. 525. 106. 253. 118. 189. 50.

ORIGINAL OUTPUT COUNTS--
235. 114. 144. 1809.

TOTAL ORIGINAL INPUT = 2343. TOTAL ORIGINAL OUTPUT= 2302.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 7 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1030. 113. 610. 128. 253. 136. 205. 38.

ORIGINAL OUTPUT COUNTS--
249. 111. 134. 1968.

TOTAL ORIGINAL INPUT = 2513. TOTAL ORIGINAL OUTPUT= 2462.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 8 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1093. 95. 532. 139. 253. 137. 176. 50.

ORIGINAL OUTPUT COUNTS--
388. 112. 124. 1812.

TOTAL ORIGINAL INPUT = 2475. TOTAL ORIGINAL OUTPUT= 2436.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 9 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1050. 109. 563. 165. 278. 162. 199. 150.

ORIGINAL OUTPUT COUNTS--
376. 113. 112. 1906.

TOTAL ORIGINAL INPUT = 2676. TOTAL ORIGINAL OUTPUT= 2507.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.07
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

9 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 10 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1039. 88. 624. 126. 249. 147. 203. 200.

ORIGINAL OUTPUT COUNTS--
400. 119. 117. 1863.

TOTAL ORIGINAL INPUT = 2676. TOTAL ORIGINAL OUTPUT= 2499.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.07
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

9 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 11 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1055. 82. 597. 108. 246. 135. 199. 250.

ORIGINAL OUTPUT COUNTS--
418. 104. 123. 1841.

TOTAL ORIGINAL INPUT = 2672. TOTAL ORIGINAL OUTPUT= 2486.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.07
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

9 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 12 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1000. 75. 466. 84. 237. 130. 213. 100.

ORIGINAL OUTPUT COUNTS--
379. 108. 143. 1509.

TOTAL ORIGINAL INPUT = 2305. TOTAL ORIGINAL OUTPUT= 2139.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.08
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

9 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 13 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
985. 80. 469. 99. 236. 139. 202. 125.

ORIGINAL OUTPUT COUNTS--
247. 102. 125. 1908.

TOTAL ORIGINAL INPUT = 2335. TOTAL ORIGINAL OUTPUT= 2382.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.98
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 14 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1045. 76. 509. 74. 229. 122. 168. 0.

ORIGINAL OUTPUT COUNTS--
247. 103. 140. 1729.

TOTAL ORIGINAL INPUT = 2223. TOTAL ORIGINAL OUTPUT= 2219.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 15 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
964. 73. 429. 83. 202. 126. 174. 0.

ORIGINAL OUTPUT COUNTS--
210. 98. 160. 1529.

TOTAL ORIGINAL INPUT = 2051. TOTAL ORIGINAL OUTPUT= 1997.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.03
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 16 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
921. 77. 453. 85. 185. 85. 143. 0.

ORIGINAL OUTPUT COUNTS--
180. 117. 193. 1346.

TOTAL ORIGINAL INPUT = 1949. TOTAL ORIGINAL OUTPUT= 1836.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.06
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

***** INPUT HAS BEEN COMPLETED *****

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4128.	0.	4128.	4128.	0.	4128.	8000.	0.	0.	0.	.52	60.	17.2	B	20.4	12.6
2	4	1887.	0.	740.	4128.	0.	740.	4128.	8000.	0.	0.	0.	.52	60.	17.2	B	20.4	12.6
3	3	4825.	0.	0.	3388.	0.	0.	3388.	6000.	0.	0.	0.	.56	60.	18.8	C	21.1	12.4
4	4	1045.	380.	0.	3768.	380.	0.	3768.	8000.	0.	0.	0.	.47	60.	15.7	B	20.4	12.6
5	3	1555.	0.	0.	3768.	0.	0.	3768.	6000.	0.	0.	0.	.63	60.	20.9	C	20.4	12.6
6	5	800.	2348.	0.	6116.	2348.	0.	6116.	10000.	0.	0.	0.	.61	55.	22.2	C	22.6	11.5
7	4	160.	0.	0.	6116.	0.	0.	6116.	8000.	0.	0.	0.	.76	55.	27.8	D	22.6	11.5
8	4	1730.	564.	0.	6680.	564.	0.	6680.	8000.	0.	0.	0.	.83	55.	30.4	D	22.3	11.5
9	5	2900.	928.	0.	7608.	928.	0.	7251.	9950.	50.	* 105.	357.	.73	55.	26.6	F	22.3	11.5
10	4	2150.	0.	0.	7608.	0.	0.	7251.	7950.	50.	** 2150.	357.	.91	29.	62.2	F	20.1	13.7
11	4	1380.	432.	548.	8040.	432.	524.	7683.	7683.	317.	0.	0.	1.00	50.	38.4	E	23.4	11.1
12	4	3550.	0.	752.	7492.	0.	719.	5671.	8000.	0.	* 1443.	1489.	.71	46.	31.0	F	21.8	11.9
13	4	1916.	0.	0.	6740.	0.	0.	4952.	8000.	0.	** 1916.	1489.	.62	15.	80.2	F	14.9	17.7
14	4	1304.	848.	0.	7588.	848.	0.	5800.	8000.	0.	** 1304.	1489.	.73	13.	111.7	F	14.3	20.4
15	4	3000.	800.	8388.	8388.	800.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 39.		34.6		20.5	12.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	208. VEH-HRS	262. PASS-HRS	208. VEH-HRS	262. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	208. VEH-HRS	262. PASS-HRS	208. VEH-HRS	262. PASS-HRS
TOTAL TRAV DISTANCE =	8134. VEH-MI.	10249. PASS-MI.	8134. VEH-MI.	10249. PASS-MI.
AVERAGE SYSTEM SPEED =	39. MPH.		39. MPH.	
AVERAGE DENSITY =	35. VPMPL		35. VPMPL	
TOTAL FUEL =	397. GALLONS		397. GALLONS	
TOTAL EMISSIONS =	104. KILOGRAMS		104. KILOGRAMS	

QUEUE COLLISION IN SECTION 11 T2 =0.196

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3720.	0.	3720.	3720.	0.	3720.	8000.	0.	0.	0.	.46	60.	15.5	B	20.4	12.6
2	4	1887.	0.	724.	3720.	0.	724.	3720.	8000.	0.	0.	0.	.46	60.	15.5	B	20.4	12.6
3	3	4825.	0.	0.	2996.	0.	0.	2996.	6000.	0.	0.	0.	.50	60.	16.6	B	21.1	12.4
4	4	1045.	248.	0.	3244.	248.	0.	3244.	8000.	0.	0.	0.	.41	60.	13.5	B	20.4	12.6
5	3	1555.	0.	0.	3244.	0.	0.	3244.	6000.	0.	0.	0.	.54	60.	18.0	C	20.4	12.6
6	5	800.	2244.	0.	5488.	2244.	0.	5488.	10000.	0.	0.	0.	.55	55.	20.0	C	22.6	11.5
7	4	160.	0.	0.	5488.	0.	0.	5488.	8000.	0.	0.	0.	.69	55.	24.9	C	22.6	11.5
8	4	1730.	528.	0.	6016.	528.	0.	6016.	8000.	0.	0.	0.	.75	55.	27.3	D	22.3	11.5
9	5	2900.	924.	0.	6940.	924.	0.	6940.	9940.	60.	0.	0.	.70	55.	25.4	C	22.3	11.5
10	4	2150.	0.	0.	6940.	0.	0.	6386.	7940.	60.	* 759.	554.	.80	30.	53.4	F	19.9	13.7
11	4	1380.	364.	596.	7304.	364.	630.	6750.	7732.	268.	** 1380.	975.	.87	33.	51.0	F	21.1	12.9
12	4	3550.	0.	692.	6708.	0.	732.	6120.	8000.	0.	** 3550.	975.	.76	15.	101.1	F	15.3	19.0
13	4	1916.	0.	0.	6016.	0.	0.	5388.	8000.	0.	** 1916.	975.	.67	10.	137.8	F	12.4	23.4
14	4	1304.	812.	0.	6828.	812.	0.	6200.	8000.	0.	** 1304.	975.	.77	13.	115.7	F	14.5	20.4
15	4	3000.	400.	7228.	7228.	400.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 28.	45.4		18.9	14.3

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	265. VEH-HRS	333. PASS-HRS	473. VEH-HRS	596. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	265. VEH-HRS	333. PASS-HRS	473. VEH-HRS	596. PASS-HRS
TOTAL TRAV DISTANCE =	7536. VEH-MI.	9496. PASS-MI.	15670. VEH-MI.	19745. PASS-MI.
AVERAGE SYSTEM SPEED =	28. MPH.		33. MPH.	
AVERAGE DENSITY =	45. VPMPL		40. VPMPL	
TOTAL FUEL =	398. GALLONS		794. GALLONS	
TOTAL EMISSIONS =	108. KILOGRAMS		212. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3792.	0.	3792.	3792.	0.	3792.	8000.	0.	0.	0.	.47	60.	15.8	B	20.4	12.6
2	4	1887.	0.	780.	3792.	0.	780.	3792.	8000.	0.	0.	0.	.47	60.	15.8	B	20.4	12.6
3	3	4825.	0.	0.	3012.	0.	0.	3012.	6000.	0.	0.	0.	.50	60.	16.7	B	21.1	12.4
4	4	1045.	356.	0.	3368.	356.	0.	3368.	8000.	0.	0.	0.	.42	60.	14.0	B	20.4	12.6
5	3	1555.	0.	0.	3368.	0.	0.	3368.	6000.	0.	0.	0.	.56	60.	18.7	C	20.4	12.6
6	5	800.	2472.	0.	5840.	2472.	0.	5840.	10000.	0.	0.	0.	.58	55.	21.2	C	22.6	11.5
7	4	160.	0.	0.	5840.	0.	0.	5840.	8000.	0.	0.	0.	.73	55.	26.5	D	22.6	11.5
8	4	1730.	576.	0.	6416.	576.	0.	6416.	8000.	0.	0.	0.	.80	55.	29.2	D	22.3	11.5
9	5	2900.	928.	0.	7344.	928.	0.	6135.	9953.	47.	* 1861.	1209.	.62	26.	47.7	F	18.3	14.3
10	4	2150.	0.	0.	7344.	0.	0.	6135.	7953.	47.	** 2150.	1209.	.77	14.	106.4	F	15.0	19.5
11	4	1380.	440.	492.	7784.	440.	487.	6575.	7699.	301.	** 1380.	1123.	.85	17.	94.8	F	16.6	17.8
12	4	3550.	0.	668.	7292.	0.	661.	6089.	8000.	0.	** 3550.	1123.	.76	13.	118.7	F	14.2	20.9
13	4	1916.	0.	0.	6624.	0.	0.	5428.	8000.	0.	** 1916.	1123.	.68	10.	136.7	F	12.6	23.3
14	4	1304.	772.	0.	7396.	772.	0.	6200.	8000.	0.	** 1304.	1123.	.77	13.	115.7	F	14.5	20.4
15	4	3000.	400.	7796.	7796.	400.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 23.	55.6		17.6	15.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	326. VEH-HRS	411. PASS-HRS	799. VEH-HRS	1007. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	326. VEH-HRS	411. PASS-HRS	799. VEH-HRS	1007. PASS-HRS
TOTAL TRAV DISTANCE =	7464. VEH-MI.	9404. PASS-MI.	23134. VEH-MI.	29149. PASS-MI.
AVERAGE SYSTEM SPEED =	23. MPH.		29. MPH.	
AVERAGE DENSITY =	56. VPMPL		45. VPMPL	
TOTAL FUEL =	424. GALLONS		1218. GALLONS	
TOTAL EMISSIONS =	117. KILOGRAMS		329. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4016.	0.	4016.	4016.	0.	4016.	8000.	0.	0.	0.	.50	60.	16.7	B	20.4	12.6
2	4	1887.	0.	816.	4016.	0.	816.	4016.	8000.	0.	0.	0.	.50	60.	16.7	B	20.4	12.6
3	3	4825.	0.	0.	3200.	0.	0.	3200.	6000.	0.	0.	0.	.53	60.	17.8	B	21.1	12.4
4	4	1045.	392.	0.	3592.	392.	0.	3592.	8000.	0.	0.	0.	.45	60.	15.0	B	20.4	12.6
5	3	1555.	0.	0.	3592.	0.	0.	3592.	6000.	0.	0.	0.	.60	60.	20.0	C	20.4	12.6
6	5	800.	2220.	0.	5812.	2220.	0.	5812.	10000.	0.	0.	0.	.58	55.	21.1	C	22.6	11.5
7	4	160.	0.	0.	5812.	0.	0.	5812.	8000.	0.	0.	0.	.73	55.	26.4	D	22.6	11.5
8	4	1730.	496.	0.	6308.	496.	0.	5372.	8000.	0.	* 1399.	936.	.67	30.	44.5	F	19.5	13.6
9	5	2900.	928.	0.	7236.	928.	0.	6300.	9959.	41.	** 2900.	936.	.63	9.	133.5	F	11.6	23.5
10	4	2150.	0.	0.	7236.	0.	0.	6300.	7959.	41.	** 2150.	936.	.79	14.	111.5	F	15.0	19.8
11	4	1380.	392.	420.	7628.	392.	420.	6692.	7803.	197.	** 1380.	936.	.86	18.	95.3	F	16.7	17.6
12	4	3550.	0.	672.	7208.	0.	672.	6272.	8000.	0.	** 3550.	936.	.78	14.	113.7	F	14.8	20.1
13	4	1916.	0.	0.	6536.	0.	0.	5600.	8000.	0.	** 1916.	936.	.70	11.	132.0	F	13.0	22.7
14	4	1304.	700.	0.	7236.	700.	0.	6300.	8000.	0.	** 1304.	936.	.79	14.	113.0	F	14.9	20.0
15	4	3000.	300.	7536.	7536.	300.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 19.	64.5		16.6	16.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	386. VEH-HRS	486. PASS-HRS	1185. VEH-HRS	1493. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	386. VEH-HRS	486. PASS-HRS	1185. VEH-HRS	1493. PASS-HRS
TOTAL TRAV DISTANCE =	7522. VEH-MI.	9478. PASS-MI.	30656. VEH-MI.	38626. PASS-MI.
AVERAGE SYSTEM SPEED =	19. MPH.		26. MPH.	
AVERAGE DENSITY =	64. VPMPL		50. VPMPL	
TOTAL FUEL =	453. GALLONS		1671. GALLONS	
TOTAL EMISSIONS =	126. KILOGRAMS		455. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4100.	0.	4100.	4100.	0.	4100.	8000.	0.	0.	0.	.51	60.	17.1	B	20.4	12.6
2	4	1887.	0.	744.	4100.	0.	744.	4100.	8000.	0.	0.	0.	.51	60.	17.1	B	20.4	12.6
3	3	4825.	0.	0.	3356.	0.	0.	3356.	6000.	0.	0.	0.	.56	60.	18.6	C	21.1	12.4
4	4	1045.	452.	0.	3808.	452.	0.	2454.	8000.	0.	* 129.	1354.	.31	57.	10.7	F	20.3	12.6
5	3	1555.	0.	0.	3808.	0.	0.	2454.	6000.	0.	** 1555.	1354.	.41	16.	50.9	F	15.5	16.1
6	5	800.	2248.	0.	6056.	2248.	0.	4702.	10000.	0.	** 800.	1354.	.47	8.	122.0	F	10.8	22.5
7	4	160.	0.	0.	6056.	0.	0.	4702.	8000.	0.	** 160.	1354.	.59	8.	138.7	F	10.9	24.1
8	4	1730.	560.	0.	6616.	560.	0.	5262.	8000.	0.	** 1730.	1354.	.66	9.	140.1	F	11.8	23.9
9	5	2900.	1012.	0.	7628.	1012.	0.	6274.	9950.	50.	** 2900.	1354.	.63	9.	146.4	F	10.9	24.9
10	4	2150.	0.	0.	7628.	0.	0.	6274.	7950.	50.	** 2150.	1354.	.79	14.	111.9	F	14.9	19.9
11	4	1380.	528.	508.	8156.	528.	474.	6802.	7605.	395.	** 1380.	803.	.89	20.	85.3	F	17.8	16.3
12	4	3550.	0.	640.	7648.	0.	597.	6329.	8000.	0.	** 3550.	803.	.79	14.	112.2	F	15.0	19.8
13	4	1916.	0.	0.	7008.	0.	0.	5732.	8000.	0.	** 1916.	803.	.72	11.	128.4	F	13.2	22.2
14	4	1304.	768.	0.	7776.	768.	0.	6500.	8000.	0.	** 1304.	803.	.81	15.	107.5	F	15.7	19.0
15	4	3000.	100.	7876.	7876.	100.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 17.	75.0		15.6	17.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	454. VEH-HRS	572. PASS-HRS	1638. VEH-HRS	2064. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	454. VEH-HRS	572. PASS-HRS	1638. VEH-HRS	2064. PASS-HRS
TOTAL TRAV DISTANCE =	7491. VEH-MI.	9439. PASS-MI.	38147. VEH-MI.	48065. PASS-MI.
AVERAGE SYSTEM SPEED =	17. MPH.		23. MPH.	
AVERAGE DENSITY =	75. VPMPL		55. VPMPL	
TOTAL FUEL =	481. GALLONS		2152. GALLONS	
TOTAL EMISSIONS =	133. KILOGRAMS		588. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4060.	0.	4060.	4060.	0.	4060.	8000.	0.	0.	0.	.51	60.	16.9	B	20.4	12.6
2	4	1887.	0.	956.	4060.	0.	956.	4060.	8000.	0.	0.	0.	.51	60.	16.9	B	20.4	12.6
3	3	4825.	0.	0.	3104.	0.	0.	2344.	6000.	0.	* 515.	760.	.39	52.	15.1	F	20.7	12.6
4	4	1045.	344.	0.	3448.	344.	0.	2688.	8000.	0.	** 1045.	760.	.34	5.	137.0	F	10.4	23.3
5	3	1555.	0.	0.	3448.	0.	0.	2688.	6000.	0.	** 1555.	760.	.45	5.	186.9	F	8.0	29.6
6	5	800.	2100.	0.	5548.	2100.	0.	4788.	10000.	0.	** 800.	760.	.48	5.	180.2	F	8.4	28.7
7	4	160.	0.	0.	5548.	0.	0.	4788.	8000.	0.	** 160.	760.	.60	8.	154.1	F	10.3	25.7
8	4	1730.	424.	0.	5972.	424.	0.	5212.	8000.	0.	** 1730.	760.	.65	9.	142.6	F	11.6	24.2
9	5	2900.	1012.	0.	6984.	1012.	0.	6224.	9950.	50.	** 2900.	760.	.63	8.	147.5	F	10.8	25.1
10	4	2150.	0.	0.	6984.	0.	0.	6224.	7950.	50.	** 2150.	760.	.78	14.	113.2	F	14.8	20.1
11	4	1380.	468.	464.	7452.	468.	464.	6692.	7681.	319.	** 1380.	760.	.87	18.	90.9	F	17.0	17.2
12	4	3550.	0.	584.	6988.	0.	584.	6228.	8000.	0.	** 3550.	760.	.78	14.	114.9	F	14.6	20.3
13	4	1916.	0.	0.	6404.	0.	0.	5644.	8000.	0.	** 1916.	760.	.71	11.	130.8	F	13.0	22.5
14	4	1304.	756.	0.	7160.	756.	0.	6400.	8000.	0.	** 1304.	760.	.80	15.	110.2	F	15.3	19.5
15	4	3000.	200.	7360.	7360.	200.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 14.	88.6		14.6	18.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	523. VEH-HRS	659. PASS-HRS	2161. VEH-HRS	2723. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	523. VEH-HRS	659. PASS-HRS	2161. VEH-HRS	2723. PASS-HRS
TOTAL TRAV DISTANCE =	7258. VEH-MI.	9145. PASS-MI.	45405. VEH-MI.	57210. PASS-MI.
AVERAGE SYSTEM SPEED =	14. MPH.		21. MPH.	
AVERAGE DENSITY =	89. VPMPL		61. VPMPL	
TOTAL FUEL =	498. GALLONS		2649. GALLONS	
TOTAL EMISSIONS =	137. KILOGRAMS		725. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4124.	0.	4124.	4124.	0.	4124.	8000.	0.	0.	0.	.52	60.	17.2	B	20.4	12.6
2	4	1887.	0.	1016.	4124.	0.	1016.	4124.	8000.	0.	0.	0.	.52	60.	17.2	B	20.4	12.6
3	3	4825.	0.	0.	3108.	0.	0.	1624.	6000.	0.	* 3651.	1484.	.27	8.	70.5	F	14.6	17.1
4	4	1045.	452.	0.	3560.	452.	0.	2076.	8000.	0.	** 1045.	1484.	.26	2.	228.0	F	8.0	29.6
5	3	1555.	0.	0.	3560.	0.	0.	2076.	6000.	0.	** 1555.	1484.	.35	3.	209.2	F	8.0	29.6
6	5	800.	2436.	0.	5996.	2436.	0.	4512.	10000.	0.	** 800.	1484.	.45	5.	186.2	F	8.3	29.1
7	4	160.	0.	0.	5996.	0.	0.	4512.	8000.	0.	** 160.	1484.	.56	7.	161.7	F	9.6	26.7
8	4	1730.	512.	0.	6508.	512.	0.	5024.	8000.	0.	** 1730.	1484.	.63	9.	147.7	F	10.9	25.0
9	5	2900.	1012.	0.	7520.	1012.	0.	6036.	9956.	44.	** 2900.	1484.	.61	8.	151.8	F	10.3	25.7
10	4	2150.	0.	0.	7520.	0.	0.	6036.	7956.	44.	** 2150.	1484.	.76	13.	118.6	F	14.1	20.9
11	4	1380.	544.	452.	8064.	544.	430.	6580.	7673.	327.	** 1380.	1093.	.86	18.	93.7	F	16.7	17.6
12	4	3550.	0.	548.	7612.	0.	521.	6149.	8000.	0.	** 3550.	1093.	.77	13.	117.1	F	14.4	20.6
13	4	1916.	0.	0.	7064.	0.	0.	5628.	8000.	0.	** 1916.	1093.	.70	11.	131.3	F	13.0	22.6
14	4	1304.	820.	0.	7884.	820.	0.	6448.	8000.	0.	** 1304.	1093.	.81	15.	108.9	F	15.5	19.3
15	4	3000.	152.	8036.	8036.	152.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 11.		103.5		14.0	19.6

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	613. VEH-HRS	773. PASS-HRS	2774. VEH-HRS	3496. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	613. VEH-HRS	773. PASS-HRS	2774. VEH-HRS	3496. PASS-HRS
TOTAL TRAV DISTANCE =	6948. VEH-MI.	8754. PASS-MI.	52353. VEH-MI.	65964. PASS-MI.
AVERAGE SYSTEM SPEED =	11. MPH.		19. MPH.	
AVERAGE DENSITY =	103. VPMPL		67. VPMPL	
TOTAL FUEL =	498. GALLONS		3147. GALLONS	
TOTAL EMISSIONS =	136. KILOGRAMS		861. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4368.	0.	4368.	4368.	0.	4368.	8000.	0.	0.	0.	.55	60.	18.2	C	20.4	12.6
2	4	1887.	0.	1576.	4368.	0.	1576.	3608.	8000.	0.	* 469.	760.	.45	44.	20.6	F	19.4	13.1
3	3	4825.	0.	0.	2792.	0.	0.	2032.	6000.	0.	** 4825.	760.	.34	4.	188.6	F	8.9	27.2
4	4	1045.	380.	0.	3172.	380.	0.	2412.	8000.	0.	** 1045.	760.	.30	3.	218.8	F	8.0	29.6
5	3	1555.	0.	0.	3172.	0.	0.	2412.	6000.	0.	** 1555.	760.	.40	4.	196.9	F	8.0	29.6
6	5	800.	2128.	0.	5300.	2128.	0.	4540.	10000.	0.	** 800.	760.	.45	5.	185.6	F	8.3	29.1
7	4	160.	0.	0.	5300.	0.	0.	4540.	8000.	0.	** 160.	760.	.57	7.	160.9	F	9.7	26.6
8	4	1730.	556.	0.	5856.	556.	0.	5096.	8000.	0.	** 1730.	760.	.64	9.	145.8	F	11.1	24.7
9	5	2900.	1012.	0.	6868.	1012.	0.	6108.	9950.	50.	** 2900.	760.	.61	8.	150.0	F	10.5	25.4
10	4	2150.	0.	0.	6868.	0.	0.	6108.	7950.	50.	** 2150.	760.	.77	13.	116.4	F	14.4	20.6
11	4	1380.	544.	460.	7412.	544.	460.	6652.	7644.	356.	** 1380.	760.	.87	18.	90.7	F	17.0	17.2
12	4	3550.	0.	496.	6952.	0.	496.	6192.	8000.	0.	** 3550.	760.	.77	13.	115.9	F	14.5	20.4
13	4	1916.	0.	0.	6456.	0.	0.	5696.	8000.	0.	** 1916.	760.	.71	11.	129.4	F	13.2	22.3
14	4	1304.	704.	0.	7160.	704.	0.	6400.	8000.	0.	** 1304.	760.	.80	15.	110.2	F	15.3	19.5
15	4	3000.	200.	7360.	7360.	200.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 10.		120.9		13.4	20.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	667. VEH-HRS	840. PASS-HRS	3441. VEH-HRS	4336. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	667. VEH-HRS	840. PASS-HRS	3441. VEH-HRS	4336. PASS-HRS
TOTAL TRAV DISTANCE =	6986. VEH-MI.	8802. PASS-MI.	59339. VEH-MI.	74767. PASS-MI.
AVERAGE SYSTEM SPEED =	10. MPH.		17. MPH.	
AVERAGE DENSITY =	121. VPMPL		74. VPMPL	
TOTAL FUEL =	521. GALLONS		3668. GALLONS	
TOTAL EMISSIONS =	141. KILOGRAMS		1002. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4200.	0.	4200.	4200.	0.	2651.	8000.	0.	* 1206.	1549.	.33	22.	29.6	F	17.9	14.1
2	4	1887.	0.	1604.	4200.	0.	1604.	2651.	8000.	0.	** 1887.	1549.	.33	4.	154.5	F	9.7	24.7
3	3	4825.	0.	0.	2596.	0.	0.	1047.	6000.	0.	** 4825.	1549.	.17	1.	246.5	F	8.3	29.1
4	4	1045.	436.	0.	3032.	436.	0.	1483.	8000.	0.	** 1045.	1549.	.19	2.	244.2	F	8.0	29.6
5	3	1555.	0.	0.	3032.	0.	0.	1483.	6000.	0.	** 1555.	1549.	.25	2.	230.7	F	8.0	29.6
6	5	800.	2252.	0.	5284.	2252.	0.	3735.	10000.	0.	** 800.	1549.	.37	4.	203.2	F	8.3	29.1
7	4	160.	0.	0.	5284.	0.	0.	3735.	8000.	0.	** 160.	1549.	.47	5.	182.8	F	8.3	28.9
8	4	1730.	656.	0.	5940.	656.	0.	4391.	8000.	0.	** 1730.	1549.	.55	7.	165.0	F	9.3	27.2
9	5	2900.	1108.	0.	7048.	1108.	0.	5499.	9947.	53.	** 2900.	1549.	.55	7.	163.2	F	9.3	27.1
10	4	2150.	0.	0.	7048.	0.	0.	5499.	7947.	53.	** 2150.	1549.	.69	10.	132.9	F	12.8	22.9
11	4	1380.	648.	480.	7696.	648.	473.	6147.	7589.	411.	** 1380.	1443.	.81	15.	102.5	F	15.6	19.1
12	4	3550.	0.	476.	7216.	0.	469.	5673.	8000.	0.	** 3550.	1443.	.71	11.	130.0	F	13.1	22.4
13	4	1916.	0.	0.	6740.	0.	0.	5204.	8000.	0.	** 1916.	1443.	.65	9.	142.8	F	11.5	24.2
14	4	1304.	796.	0.	7536.	796.	0.	6000.	8000.	0.	** 1304.	1443.	.75	12.	121.1	F	13.9	21.2
15	4	3000.	600.	8136.	8136.	600.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG =	7.	149.5		12.3	21.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	824. VEH-HRS	1038. PASS-HRS	4265. VEH-HRS	5374. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	824. VEH-HRS	1038. PASS-HRS	4265. VEH-HRS	5374. PASS-HRS
TOTAL TRAV DISTANCE =	6044. VEH-MI.	7615. PASS-MI.	65382. VEH-MI.	82381. PASS-MI.
AVERAGE SYSTEM SPEED =	7. MPH.		15. MPH.	
AVERAGE DENSITY =	149. VPMPL		82. VPMPL	
TOTAL FUEL =	492. GALLONS		4160. GALLONS	
TOTAL EMISSIONS =	131. KILOGRAMS		1134. KILOGRAMS	

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4152.	0.	4152.	4152.	0.	2768.	8000.	0.	** 2000.	1384.	.35	4.	190.2	F	8.5	28.0
2	4	1887.	0.	1712.	4152.	0.	1712.	2768.	8000.	0.	** 1887.	1384.	.35	3.	209.2	F	8.0	29.6
3	3	4825.	0.	0.	2440.	0.	0.	1056.	6000.	0.	** 4825.	1384.	.18	1.	246.2	F	8.3	29.1
4	4	1045.	352.	0.	2792.	352.	0.	1408.	8000.	0.	** 1045.	1384.	.18	1.	246.2	F	8.0	29.6
5	3	1555.	0.	0.	2792.	0.	0.	1408.	6000.	0.	** 1555.	1384.	.23	2.	233.4	F	8.0	29.6
6	5	800.	2496.	0.	5288.	2496.	0.	3904.	10000.	0.	** 800.	1384.	.39	4.	199.5	F	8.3	29.1
7	4	160.	0.	0.	5288.	0.	0.	3904.	8000.	0.	** 160.	1384.	.49	5.	178.2	F	8.5	28.5
8	4	1730.	508.	0.	5796.	508.	0.	4412.	8000.	0.	** 1730.	1384.	.55	7.	164.4	F	9.3	27.2
9	5	2900.	996.	0.	6792.	996.	0.	5408.	9947.	53.	** 2900.	1384.	.54	7.	165.2	F	9.2	27.4
10	4	2150.	0.	0.	6792.	0.	0.	5408.	7947.	53.	** 2150.	1384.	.68	10.	135.4	F	12.6	23.2
11	4	1380.	588.	508.	7380.	588.	508.	5996.	7588.	412.	** 1380.	1384.	.79	14.	106.6	F	15.0	19.9
12	4	3550.	0.	500.	6872.	0.	500.	5488.	8000.	0.	** 3550.	1384.	.69	10.	135.1	F	12.7	23.0
13	4	1916.	0.	0.	6372.	0.	0.	4988.	8000.	0.	** 1916.	1384.	.62	8.	148.7	F	10.8	25.1
14	4	1304.	812.	0.	7184.	812.	0.	5800.	8000.	0.	** 1304.	1384.	.73	11.	126.6	F	13.4	22.0
15	4	3000.	800.	7984.	7984.	800.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG =	6.	165.3		11.5	23.0

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	905. VEH-HRS	1140. PASS-HRS	5170. VEH-HRS	6514. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	43. VEH-HRS	54. PASS-HRS	43. VEH-HRS	54. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	948. VEH-HRS	1194. PASS-HRS	5213. VEH-HRS	6569. PASS-HRS
TOTAL TRAV DISTANCE =	5827. VEH-MI.	7342. PASS-MI.	71209. VEH-MI.	89723. PASS-MI.
AVERAGE SYSTEM SPEED =	6. MPH.		14. MPH.	
AVERAGE DENSITY =	165. VPMPL		90. VPMPL	
TOTAL FUEL =	523. GALLONS		4683. GALLONS	
TOTAL EMISSIONS =	140. KILOGRAMS		1274. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	346.	43.25	16.20	0.99	5.18	0.27	6.44
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	346.	43.25	16.20	0.99	5.18	0.27	6.44

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4216.	0.	4216.	4216.	0.	2904.	8000.	0.	** 2000.	1312.	.36	4.	205.4	F	8.0	29.6
2	4	1887.	0.	1796.	4216.	0.	1796.	2904.	8000.	0.	** 1887.	1312.	.36	4.	205.4	F	8.0	29.6
3	3	4825.	0.	0.	2420.	0.	0.	1108.	6000.	0.	** 4825.	1312.	.18	2.	244.3	F	8.3	29.1
4	4	1045.	328.	0.	2748.	328.	0.	1436.	8000.	0.	** 1045.	1312.	.18	1.	245.4	F	8.0	29.6
5	3	1555.	0.	0.	2748.	0.	0.	1436.	6000.	0.	** 1555.	1312.	.24	2.	232.4	F	8.0	29.6
6	5	800.	2388.	0.	5136.	2388.	0.	3824.	10000.	0.	** 800.	1312.	.38	4.	201.2	F	8.3	29.1
7	4	160.	0.	0.	5136.	0.	0.	3824.	8000.	0.	** 160.	1312.	.48	5.	180.4	F	8.4	28.7
8	4	1730.	432.	0.	5568.	432.	0.	4256.	8000.	0.	** 1730.	1312.	.53	6.	168.6	F	9.0	27.7
9	5	2900.	984.	0.	6552.	984.	0.	5240.	9950.	50.	** 2900.	1312.	.53	6.	168.9	F	8.9	27.8
10	4	2150.	0.	0.	6552.	0.	0.	5240.	7950.	50.	** 2150.	1312.	.66	9.	140.0	F	11.8	24.0
11	4	1380.	540.	452.	7092.	540.	452.	5780.	7675.	325.	** 1380.	1312.	.75	13.	115.6	F	14.0	21.1
12	4	3550.	0.	524.	6640.	0.	524.	5328.	8000.	0.	** 3550.	1312.	.67	10.	139.4	F	12.1	23.7
13	4	1916.	0.	0.	6116.	0.	0.	4804.	8000.	0.	** 1916.	1312.	.60	8.	153.7	F	10.2	25.8
14	4	1304.	796.	0.	6912.	796.	0.	5600.	8000.	0.	** 1304.	1312.	.70	11.	132.0	F	13.0	22.7
15	4	3000.	1000.	7912.	7912.	1000.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG =	6.	168.2		11.1	23.5

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	920. VEH-HRS	1159. PASS-HRS	6090. VEH-HRS	7673. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	84. VEH-HRS	106. PASS-HRS	128. VEH-HRS	161. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	1004. VEH-HRS	1265. PASS-HRS	6217. VEH-HRS	7834. PASS-HRS
TOTAL TRAV DISTANCE =	5732. VEH-MI.	7222. PASS-MI.	76941. VEH-MI.	96946. PASS-MI.
AVERAGE SYSTEM SPEED =	6. MPH.		13. MPH.	
AVERAGE DENSITY =	168. VPMPL		97. VPMPL	
TOTAL FUEL =	548. GALLONS		5232. GALLONS	
TOTAL EMISSIONS =	147. KILOGRAMS		1422. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	328.	84.25	31.57	1.92	10.08	0.53	12.54
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	328.	84.25	31.57	1.92	10.08	0.53	12.54

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4000.	0.	4000.	4000.	0.	4092.	8000.	0.	* 1965.	-92.	.51	6.	172.9	F	8.6	28.5
2	4	1887.	0.	1632.	4000.	0.	1632.	4092.	8000.	0.	** 1887.	-92.	.51	6.	173.1	F	8.6	28.5
3	3	4825.	0.	0.	2368.	0.	0.	2460.	6000.	0.	** 4825.	-92.	.41	4.	195.2	F	8.3	29.1
4	4	1045.	300.	0.	2668.	300.	0.	2760.	8000.	0.	** 1045.	-92.	.34	3.	209.4	F	8.0	29.6
5	3	1555.	0.	0.	2668.	0.	0.	2760.	6000.	0.	** 1555.	-92.	.46	5.	184.3	F	8.0	29.6
6	5	800.	1860.	0.	4528.	1860.	0.	4620.	10000.	0.	** 800.	-92.	.46	5.	183.9	F	8.3	29.0
7	4	160.	0.	0.	4528.	0.	0.	4620.	8000.	0.	** 160.	-92.	.58	7.	158.7	F	9.9	26.3
8	4	1730.	336.	0.	4864.	336.	0.	4956.	8000.	0.	** 1730.	-92.	.62	8.	149.6	F	10.7	25.3
9	5	2900.	948.	0.	5812.	948.	0.	5904.	9949.	51.	** 2900.	-92.	.59	8.	154.5	F	10.1	26.0
10	4	2150.	0.	0.	5812.	0.	0.	5904.	7949.	51.	** 2150.	-92.	.74	12.	121.9	F	13.8	21.5
11	4	1380.	524.	464.	6336.	524.	464.	6428.	7670.	330.	** 1380.	-92.	.84	16.	97.7	F	16.2	18.3
12	4	3550.	0.	616.	5872.	0.	616.	5964.	8000.	0.	** 3550.	-92.	.75	12.	122.1	F	13.8	21.4
13	4	1916.	0.	0.	5256.	0.	0.	5348.	8000.	0.	** 1916.	-92.	.67	10.	138.9	F	12.2	23.6
14	4	1304.	852.	0.	6108.	852.	0.	6200.	8000.	0.	** 1304.	-92.	.77	13.	115.7	F	14.5	20.4
15	4	3000.	400.	6508.	6508.	400.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG =	9.	143.6		11.7	22.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	791. VEH-HRS	997. PASS-HRS	6881. VEH-HRS	8670. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	41. VEH-HRS	52. PASS-HRS	169. VEH-HRS	212. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	832. VEH-HRS	1049. PASS-HRS	7050. VEH-HRS	8882. PASS-HRS
TOTAL TRAV DISTANCE =	6910. VEH-MI.	8707. PASS-MI.	83852. VEH-MI.	105653. PASS-MI.
AVERAGE SYSTEM SPEED =	8. MPH.		12. MPH.	
AVERAGE DENSITY =	144. VPMPL		101. VPMPL	
TOTAL FUEL =	607. GALLONS		5839. GALLONS	
TOTAL EMISSIONS =	163. KILOGRAMS		1585. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	0.	41.00	15.36	0.94	4.91	0.26	6.10
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	0.	41.00	15.36	0.94	4.91	0.26	6.10

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3940.	0.	3940.	3940.	0.	3060.	8000.	0.	** 2000.	880.	.38	4.	201.2	F	8.0	29.6
2	4	1887.	0.	968.	3940.	0.	968.	3060.	8000.	0.	** 1887.	880.	.38	4.	201.2	F	8.0	29.6
3	3	4825.	0.	0.	2972.	0.	0.	2092.	6000.	0.	** 4825.	880.	.35	3.	208.6	F	8.3	29.1
4	4	1045.	324.	0.	3296.	324.	0.	2416.	8000.	0.	** 1045.	880.	.30	3.	218.7	F	8.0	29.6
5	3	1555.	0.	0.	3296.	0.	0.	2416.	6000.	0.	** 1555.	880.	.40	4.	196.8	F	8.0	29.6
6	5	800.	1880.	0.	5176.	1880.	0.	4296.	10000.	0.	** 800.	880.	.43	4.	190.9	F	8.3	29.1
7	4	160.	0.	0.	5176.	0.	0.	4296.	8000.	0.	** 160.	880.	.54	6.	167.5	F	9.2	27.4
8	4	1730.	400.	0.	5576.	400.	0.	4696.	8000.	0.	** 1730.	880.	.59	7.	156.6	F	9.9	26.2
9	5	2900.	940.	0.	6516.	940.	0.	5636.	9959.	41.	** 2900.	880.	.57	7.	160.6	F	9.5	26.8
10	4	2150.	0.	0.	6516.	0.	0.	5636.	7959.	41.	** 2150.	880.	.71	11.	129.6	F	13.1	22.5
11	4	1380.	556.	404.	7072.	556.	404.	6192.	7710.	290.	** 1380.	880.	.80	15.	105.6	F	15.4	19.4
12	4	3550.	0.	496.	6668.	0.	496.	5788.	8000.	0.	** 3550.	880.	.72	11.	126.9	F	13.4	22.0
13	4	1916.	0.	0.	6172.	0.	0.	5292.	8000.	0.	** 1916.	880.	.66	9.	140.4	F	11.9	23.9
14	4	1304.	808.	0.	6980.	808.	0.	6100.	8000.	0.	** 1304.	880.	.76	13.	118.4	F	14.2	20.8
15	4	3000.	500.	7480.	7480.	500.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00		LOWEST LOS = F		AVG = 8.	153.2		11.5	23.0

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	844. VEH-HRS	1063. PASS-HRS	7725. VEH-HRS	9733. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	28. VEH-HRS	35. PASS-HRS	196. VEH-HRS	247. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	871. VEH-HRS	1098. PASS-HRS	7921. VEH-HRS	9980. PASS-HRS
TOTAL TRAV DISTANCE =	6438. VEH-MI.	8112. PASS-MI.	90289. VEH-MI.	113765. PASS-MI.
AVERAGE SYSTEM SPEED =	7. MPH.		12. MPH.	
AVERAGE DENSITY =	153. VPMPL		105. VPMPL	
TOTAL FUEL =	570. GALLONS		6409. GALLONS	
TOTAL EMISSIONS =	152. KILOGRAMS		1737. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	220.	27.50	10.30	0.63	3.29	0.17	4.09
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	220.	27.50	10.30	0.63	3.29	0.17	4.09

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4180.	0.	4180.	4180.	0.	3852.	8000.	0.	** 2000.	328.	.48	5.	179.6	F	8.2	29.2
2	4	1887.	0.	988.	4180.	0.	988.	3852.	8000.	0.	** 1887.	328.	.48	5.	179.6	F	8.2	29.2
3	3	4825.	0.	0.	3192.	0.	0.	2864.	6000.	0.	** 4825.	328.	.48	5.	180.5	F	8.4	28.7
4	4	1045.	304.	0.	3496.	304.	0.	3168.	8000.	0.	** 1045.	328.	.40	4.	198.3	F	8.0	29.6
5	3	1555.	0.	0.	3496.	0.	0.	3168.	6000.	0.	** 1555.	328.	.53	6.	169.5	F	8.8	28.1
6	5	800.	2032.	0.	5528.	2032.	0.	5200.	10000.	0.	** 800.	328.	.52	6.	171.2	F	8.9	27.8
7	4	160.	0.	0.	5528.	0.	0.	5200.	8000.	0.	** 160.	328.	.65	9.	142.9	F	11.7	24.1
8	4	1730.	296.	0.	5824.	296.	0.	5496.	8000.	0.	** 1730.	328.	.69	10.	134.9	F	12.7	23.0
9	5	2900.	916.	0.	6740.	916.	0.	6412.	9959.	41.	** 2900.	328.	.64	9.	143.7	F	11.3	24.5
10	4	2150.	0.	0.	6740.	0.	0.	6412.	7959.	41.	** 2150.	328.	.81	15.	108.5	F	15.5	19.3
11	4	1380.	488.	412.	7228.	488.	412.	6900.	7739.	261.	** 1380.	328.	.89	20.	87.3	F	17.7	16.4
12	4	3550.	0.	560.	6816.	0.	560.	6488.	8000.	0.	** 3550.	328.	.81	15.	107.8	F	15.7	19.1
13	4	1916.	0.	0.	6256.	0.	0.	5928.	8000.	0.	** 1916.	328.	.74	12.	123.1	F	13.7	21.5
14	4	1304.	672.	0.	6928.	672.	0.	6600.	8000.	0.	** 1304.	328.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	6928.	6928.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 10.	134.1		12.5	21.6

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	739. VEH-HRS	932. PASS-HRS	8464. VEH-HRS	10665. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	38. VEH-HRS	48. PASS-HRS	234. VEH-HRS	295. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	777. VEH-HRS	979. PASS-HRS	8698. VEH-HRS	10959. PASS-HRS
TOTAL TRAV DISTANCE =	7397. VEH-MI.	9320. PASS-MI.	97687. VEH-MI.	123085. PASS-MI.
AVERAGE SYSTEM SPEED =	10. MPH.		12. MPH.	
AVERAGE DENSITY =	134. VPMPL		107. VPMPL	
TOTAL FUEL =	606. GALLONS		7015. GALLONS	
TOTAL EMISSIONS =	165. KILOGRAMS		1902. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	82.	37.75	14.14	0.86	4.52	0.24	5.62
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	82.	37.75	14.14	0.86	4.52	0.24	5.62

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3856.	0.	3856.	3856.	0.	4172.	8000.	0.	* 1371.	-316.	.52	7.	149.8	F	9.4	26.1
2	4	1887.	0.	864.	3856.	0.	864.	4172.	8000.	0.	** 1887.	-316.	.52	6.	170.9	F	8.7	28.3
3	3	4825.	0.	0.	2992.	0.	0.	3308.	6000.	0.	** 4825.	-316.	.55	7.	164.4	F	9.4	27.0
4	4	1045.	288.	0.	3280.	288.	0.	3596.	8000.	0.	** 1045.	-316.	.45	5.	186.6	F	8.0	29.6
5	3	1555.	0.	0.	3280.	0.	0.	3596.	6000.	0.	** 1555.	-316.	.60	8.	154.0	F	10.0	26.2
6	5	800.	1716.	0.	4996.	1716.	0.	5312.	10000.	0.	** 800.	-316.	.53	6.	168.8	F	9.1	27.5
7	4	160.	0.	0.	4996.	0.	0.	5312.	8000.	0.	** 160.	-316.	.66	9.	139.9	F	12.1	23.7
8	4	1730.	332.	0.	5328.	332.	0.	5644.	8000.	0.	** 1730.	-316.	.71	11.	130.8	F	13.0	22.5
9	5	2900.	808.	0.	6136.	808.	0.	6452.	9962.	38.	** 2900.	-316.	.65	9.	142.9	F	11.4	24.3
10	4	2150.	0.	0.	6136.	0.	0.	6452.	7962.	38.	** 2150.	-316.	.81	15.	107.5	F	15.6	19.1
11	4	1380.	504.	400.	6640.	504.	400.	6956.	7752.	248.	** 1380.	-316.	.90	20.	86.3	F	17.8	16.2
12	4	3550.	0.	652.	6240.	0.	652.	6556.	8000.	0.	** 3550.	-316.	.82	15.	106.0	F	15.8	18.8
13	4	1916.	0.	0.	5588.	0.	0.	5904.	8000.	0.	** 1916.	-316.	.74	12.	123.7	F	13.7	21.6
14	4	1304.	696.	0.	6284.	696.	0.	6600.	8000.	0.	** 1304.	-316.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	6284.	6284.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 11.		127.1		12.8	21.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	703. VEH-HRS	886. PASS-HRS	9167. VEH-HRS	11551. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	10. VEH-HRS	13. PASS-HRS	244. VEH-HRS	307. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	714. VEH-HRS	899. PASS-HRS	9411. VEH-HRS	11858. PASS-HRS
TOTAL TRAV DISTANCE =	7645. VEH-MI.	9633. PASS-MI.	105332. VEH-MI.	132718. PASS-MI.
AVERAGE SYSTEM SPEED =	11. MPH.		11. MPH.	
AVERAGE DENSITY =	127. VPMPL		109. VPMPL	
TOTAL FUEL =	599. GALLONS		7615. GALLONS	
TOTAL EMISSIONS =	164. KILOGRAMS		2066. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	0.	10.25	3.84	0.23	1.23	0.06	1.53
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	0.	10.25	3.84	0.23	1.23	0.06	1.53

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3684.	0.	3684.	3684.	0.	3684.	8000.	0.	0.	0.	.46	20.	46.5	F	15.5	16.5
2	4	1887.	0.	764.	3684.	0.	764.	4568.	8000.	0.	* 1243.	-884.	.57	7.	153.9	F	9.7	26.3
3	3	4825.	0.	0.	2920.	0.	0.	3804.	6000.	0.	** 4825.	-884.	.63	9.	146.4	F	11.2	24.7
4	4	1045.	308.	0.	3228.	308.	0.	4112.	8000.	0.	** 1045.	-884.	.51	6.	172.5	F	8.6	28.4
5	3	1555.	0.	0.	3228.	0.	0.	4112.	6000.	0.	** 1555.	-884.	.69	10.	135.2	F	12.4	23.3
6	5	800.	1812.	0.	5040.	1812.	0.	5924.	10000.	0.	** 800.	-884.	.59	8.	155.5	F	10.2	25.9
7	4	160.	0.	0.	5040.	0.	0.	5924.	8000.	0.	** 160.	-884.	.74	12.	123.2	F	13.9	21.4
8	4	1730.	344.	0.	5384.	344.	0.	6268.	8000.	0.	** 1730.	-884.	.78	14.	113.8	F	14.8	20.1
9	5	2900.	736.	0.	6120.	736.	0.	7004.	9956.	44.	** 2900.	-884.	.70	11.	130.7	F	13.0	22.6
10	4	2150.	0.	0.	6120.	0.	0.	7004.	7956.	44.	** 2150.	-884.	.88	19.	92.2	F	17.3	16.8
11	4	1380.	344.	500.	6464.	344.	500.	7348.	7815.	185.	** 1380.	-884.	.94	24.	77.9	F	18.9	14.8
12	4	3550.	0.	820.	5964.	0.	820.	6848.	8000.	0.	** 3550.	-884.	.86	17.	98.0	F	16.6	17.7
13	4	1916.	0.	0.	5144.	0.	0.	6028.	8000.	0.	** 1916.	-884.	.75	13.	120.4	F	14.0	21.1
14	4	1304.	572.	0.	5716.	572.	0.	6600.	8000.	0.	** 1304.	-884.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	5716.	5716.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 13.	109.6		14.3	19.6

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	608. VEH-HRS	766. PASS-HRS	9775. VEH-HRS	12317. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	244. VEH-HRS	307. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	608. VEH-HRS	766. PASS-HRS	10019. VEH-HRS	12624. PASS-HRS
TOTAL TRAV DISTANCE =	8128. VEH-MI.	10241. PASS-MI.	113460. VEH-MI.	142960. PASS-MI.
AVERAGE SYSTEM SPEED =	13. MPH.		12. MPH.	
AVERAGE DENSITY =	110. VPMPL		109. VPMPL	
TOTAL FUEL =	568. GALLONS		8183. GALLONS	
TOTAL EMISSIONS =	159. KILOGRAMS		2225. KILOGRAMS	

FREEWAY SUMMARY TABLE
SIMULATION BEFORE CONTROL

TIME SLICE	FREEWAY TRAVEL TIME VEH-HR	FREEWAY TRAVEL TIME PAS-HR	RAMP DELAY VEH-HR	RAMP DELAY PAS-HR	TOTAL FREEWAY TRAVEL TIME VEH-HR	TOTAL FREEWAY TRAVEL TIME PAS-HR	TOTAL TRAVEL DISTANCE VEH-MI	TOTAL TRAVEL DISTANCE PAS-MI	AVERAGE SPEED MPH	GASOLINE CONSUMED GALLONS	HYDROCARB EMISSIONS KILOGRAMS	CARBON MONOXIDE KILOGRAMS	NITROUS OXIDES KILOGRAMS	BEGIN TIME
1	208.	262.	0.	0.	208.	262.	8134.	10249.	39.1	397.	9.	89.	6.	14:30
2	265.	333.	0.	0.	265.	333.	7536.	9496.	28.5	398.	10.	91.	6.	14:45
3	326.	411.	0.	0.	326.	411.	7464.	9404.	22.9	424.	12.	98.	6.	15:00
4	386.	486.	0.	0.	386.	486.	7522.	9478.	19.5	453.	14.	106.	7.	15:15
5	454.	572.	0.	0.	454.	572.	7491.	9439.	16.5	481.	15.	111.	7.	15:30
6	523.	659.	0.	0.	523.	659.	7258.	9145.	13.9	498.	16.	114.	7.	15:45
7	613.	773.	0.	0.	613.	773.	6948.	8754.	11.3	498.	17.	113.	7.	16:00
8	667.	840.	0.	0.	667.	840.	6986.	8802.	10.5	521.	18.	117.	7.	16:15
9	824.	1038.	0.	0.	824.	1038.	6044.	7615.	7.3	492.	17.	108.	6.	16:30
10	905.	1140.	43.	54.	948.	1194.	5827.	7342.	6.1	523.	19.	115.	6.	16:45
11	920.	1159.	84.	106.	1004.	1265.	5732.	7222.	5.7	548.	21.	120.	7.	17:00
12	791.	997.	41.	52.	832.	1049.	6910.	8707.	8.3	607.	22.	134.	7.	17:15
13	844.	1063.	28.	35.	871.	1098.	6438.	8112.	7.4	570.	21.	125.	7.	17:30
14	739.	932.	38.	48.	777.	979.	7397.	9320.	9.5	606.	22.	136.	8.	17:45
15	703.	886.	10.	13.	714.	899.	7645.	9633.	10.7	599.	21.	135.	8.	18:00
16	608.	766.	0.	0.	608.	766.	8128.	10241.	13.4	568.	19.	132.	8.	18:15
TOTAL	9775.	12317.	244.	307.	10019.	12624.	113460.	142960.	11.6	8183.	274.	1844.	108.	

CONTOUR DIAGRAM OF
SPEED
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ...........................................................................................................   TIME
      .                                                                                                             .
    1 .6666666666666666666666666666666666666555555555555555555555222222225555544444444444441111111111555555555555. - 14:30
    2 .6666666666666666666666666666666666666555555555555555555555222222223333311111111111100000011115555555555555. - 14:45
    3 .6666666666666666666666666666666666666555555555555222222222211111111111111111111111100000011115555555555555. - 15:00
    4 .6666666666666666666666666666666666666555533333330000000000111111111111111111111111111111111115555555555555. - 15:15
    5 .6666666666666666666666666666655511111000000000000000000011111111111111111111111111111111111115555555555555. - 15:30
    6 .6666666666666555555555555555500000000000000000000000000000111111111111111111111111111111111115555555555555. - 15:45
    7 .6666666666666000000000000000000000000000000000000000000000111111111111111111111111111111111115555555555555. - 16:00
    8 .6666666444444000000000000000000000000000000000000000000000111111111111111111111111111111111115555555555555. - 16:15
    9 .2222222000000000000000000000000000000000000000000000000000111111111111111111111111100000011115555555555555. - 16:30
   10 .0000000000000000000000000000000000000000000000000000000000000111111111111111111100000011115555555555555. - 16:45
   11 .0000000000000000000000000000000000000000000000000000000000000111110000000000000000011115555555555555. - 17:00
   12 .0000000000000000000000000000000000000000000000000000000000111111111111111111111100000011115555555555555. - 17:15
   13 .0000000000000000000000000000000000000000000000000000000000111111111111111111111100000011115555555555555. - 17:30
   14 .0000000000000000000000000000000000000000000111111000000000011111111111111111111111111111115555555555555. - 17:45
   15 .0000000000000000000000000000000000000000111111000000000011111112222211111111111111111111115555555555555. - 18:00
   16 .1111111000000000000000000000000111110001111111111111111111111111222221111111111111111111115555555555555. - 18:15
      .                                                                                                             .
      ...............................................................................................................
       :     :    :             : :    : ::    :         :     :    :          :    :   :
       01    02   03            04 05   06 08   09        10    11   12         13   14  15
```

THE DIGIT LEVELS DENOTE THE FIRST DIGIT OF THE OPERATING SPEED (EX. 4 MEANS 40-49 MPH).

CONTOUR DIAGRAM OF
QUEUE LENGTH
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ..........................................................................................................   TIME
      .                                                                                                          .
    1 .                                                        ********           ***************          . - 14:30
    2 .                                                            ******************************          . - 14:45
    3 .                                                  ****************************************          . - 15:00
    4 .                                          ************************************************          . - 15:15
    5 .                                 ***********************************************************          . - 15:30
    6 .                             ***********************************************************          . - 15:45
    7 .                 ***********************************************************************          . - 16:00
    8 .             ***********************************************************************          . - 16:15
    9 .   ***********************************************************************************          . - 16:30
   10 .***********************************************************************************          . - 16:45
   11 .***********************************************************************************          . - 17:00
   12 .***********************************************************************************          . - 17:15
   13 .***********************************************************************************          . - 17:30
   14 .***********************************************************************************          . - 17:45
   15 .  ***********************************************************************************          . - 18:00
   16 .        ***********************************************************************************          . - 18:15
      .                                                                                                          .
      ..........................................................................................................
       :     :    :            :  :    :  ::    :        :     :    :          :    :  :
       01    02   03           04 05   06  08   09       10    11   12         13   14 15
```

BLANK DENOTES MOVING TRAFFIC. ASTERISK DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION.
M DENOTES QUEUED VEHICLES DUE TO MERGING. B DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION AND MERGING. (WHEN BOTH QUEUES EXIST, LENGTH OF DISPLAY REPRESENTS MAINLINE CONGESTION.)

CONTOUR DIAGRAM OF
VOLUME/CAPACITY RATIO
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ...........................................................................................................   TIME
      .                                                                                                          .
    1 .555555555555555555555555555544466666666678888887777777777999999*****7777777777776666667777**********. - 14:30
    2 .444444444444444444444444444444555555555677777766666666666888888888888777777777777766666677 77**********. - 14:45
    3 .444444444444455555555555555555444555555555788888866666666666777777778888877777777777776666667777**********. - 15:00
    4 .555555555555555555555555555555444555555555766666666666666666777777788888777777777777766666677 77**********. - 15:15
    5 .555555555555555555555555555553334444444456666666666666666677777778888877777777777777777778888**********. - 15:30
    6 .555555555555533333333333333333334444444456666666666666666677777778888877777777777777777778888**********. - 15:45
    7 .555555555555522222222222222222333334445666666666666666677777778888877777777777777777778888**********. - 16:00
    8 .555555544444433333333333333333334444444456666666666666666677777778888877777777777777777778888**********. - 16:15
    9 .333333333333311111111111111111222223334555555555555555566666668888877777777777766666677 77**********. - 16:30
   10 .333333333333311111111111111111222223334555555555555555566666667777766666666666666666677 77**********. - 16:45
   11 .333333333333311111111111111111222223334555555555555555566666667777766666666666666666666666**********. - 17:00
   12 .555555555555544444444444444433344444444566666655555555557777777888887777777777776666667777**********. - 17:15
   13 .333333333333333333333333333333344444444555555555555555557777777888887777777777776666667777**********. - 17:30
   14 .444444444444444444444444444433355555555566666666666666666888888888888888888888888777778888**********. - 17:45
   15 .555555555555555555555555555544455555555567777776666666666888888888888888888888888777778888**********. - 18:00
   16 .444444455555566666666666666655566666555777777777777777778888888999998888888888887777778888**********. - 18:15
      .                                                                                                          .
      ...........................................................................................................
       :     :    :             : :    : ::    :         :     :    :          :    :   :
       01    02   03            04 05   06 08   09        10    11   12         13   14  15
```

THE DIGIT LEVELS DENOTE V/C IN VALUES FROM 0 TO 10 (CORRESPONDING TO 0.0 TO 1.0). THE ASTERISK DENOTES SATURATION.

Build 2045 Conditions
AM Peak Period

```
FFFFFFFFFF RRRRRRRRR  EEEEEEEEEE     QQQQQQQ         1111      222222     PPPPPPPPP     EEEEEEEEEE
FFFFFFFFFF RRRRRRRRRR EEEEEEEEEE   Q*A.D.MAY*Q     111111     222  222    PPPPPPPPPP    EEEEEEEEEE
FFF        RRR    RRR EEE         QQQQQ    QQQQQ     1111    222    222   PPP    PPP    EEE
FFF        RRR    RRR EEE        QQQQ        QQQQ    1111           222   PPP    PPP    EEE
FFFFFFF    RRRRRRRRRR EEEEEEE    QQQQ        QQQQ    1111          222    PPPPPPPPPP    EEEEEEE
FFFFFFF    RRRRRRRRR  EEEEEEE    QQQQ        QQQQ    1111        2222     PPPPPPPPP     EEEEEEE
FFF        RRR RRR    EEE        QQQQ    QQQ QQQQ    1111      2222       PPP           EEE
FFF        RRR  RRR   EEE         Q*UC*    QQQQQ     1111     222         PPP           EEE
FFF        RRR   RRR  EEEEEEEEEE   Q*REGENTS*QQ      1111    222          PPP           EEEEEEEEEE
FFF        RRR    RRR EEEEEEEEEE     Q*1999*Q QQQ  11111111  2222222222   PPP           EEEEEEEEEE
```

FREQ12PE 2045 NB AM - Build v9

1. THIS IS A SIMULATION ONLY EXECUTION.

2. THERE ARE 4.0 TIME SLICES PER HOUR.

3. WEAVING ANALYSIS IS ENGAGED WITH FACTOR = 0.5

4. NO ALTERNATE ROUTE IS PROVIDED.

5. SPEED FLOW DATA IS SUPPLIED BY THE PROGRAM. DEFAULT FREE-FLOW SPEED = 55
   LOWER LIMB (AT V/C=1) = 30

6. FUEL DATA ARE SUPPLIED BY THE PROGRAM.

7. EMISSION RATES SELECTED FROM PROGRAM TABLES: EMFAC2002 2005 - 75 DEGREES F.

FREEWAY AND ARTERIAL DESIGN FEATURES

SUB SEC	NO. LNS	SSEC CAP	SSEC LENGTH	DESIGN SPEED	ORG DES	TRK FAC	SSEC GRAD	PCT TRK TRUCKS	PCT DES RAMP	SPECIAL	FF.SPD. ALT.RTE	CAP. ALT.RTE	ART TYPE	GRADE ALT.RTE	SUBSECTION LOCATION
1	4	8000.	10000.	55	O	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Dummy Link
2	4	7800.	1500.	55	D	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Mainline to 23rd off
3	4	7800.	1118.	55		0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	23rd off to 23rd on diag
4	4	7800.	345.	55	O	0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	23rd on diag to 23rd loo
5	4	7800.	5130.	55	OD	0.99	0.0	13	0	NO	0.0	0.	GOOD	0.0	23rd on loop to 5th off
6	4	7800.	2055.	55		0.99	0.0	13	0	NO	0.0	0.	GOOD	0.0	5th off to lane add
7	5	9750.	1828.	55	D	0.99	0.0	13	0	NO	0.0	0.	GOOD	0.0	5th lane add to Oak off
8	4	7800.	1280.	55		0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Oak off to Broadway off
9	4	7800.	1570.	55		0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Broadway off to Jacks on
10	5	9000.	1515.	55	OD	0.99	0.0	13	0	YES	0.0	0.	GOOD	0.0	Jacks on to 980 off
11	4	7800.	1190.	55	D	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	980 off to Market off
12	4	7800.	230.	55		0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Market Off to Merge
13	3	5850.	4755.	55		0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Merge to Union on
14	4	8000.	1275.	55	O	0.99	0.0	15	0	YES	0.0	0.	GOOD	0.0	R10 - Union On to ML End
15	4	8000.	2640.	55	D	1.00	0.0	0	0	NO	0.0	0.	GOOD	0.0	Dummy end

ON-RAMP CAPACITY LIMITS

1	2	3	4	5
8000.	1500.	1500.	2000.	1500.

OFF-RAMP CAPACITY LIMITS

1	2	3	4	5	6
1500.	1500.	3000.	3600.	1500.	8000.

ON-RAMP 1 IS THE MAINLINE ORIGIN
OFF-RAMP 6 IS THE MAINLINE DESTINATION

TIME SLICE 1 OF 16

ON-RAMP LOCATIONS
1 4 5 10 14

OFF-RAMP LOCATIONS
2 5 7 10 11 15

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1302. 123. 136. 230. 74.

ORIGINAL OUTPUT COUNTS--
167. 37. 144. 327. 115. 1090.

TOTAL ORIGINAL INPUT = 1865. TOTAL ORIGINAL OUTPUT= 1880.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.99
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 2 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1548. 131. 168. 248. 82.

ORIGINAL OUTPUT COUNTS--
177. 51. 190. 401. 139. 1223.

TOTAL ORIGINAL INPUT = 2177. TOTAL ORIGINAL OUTPUT= 2181.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 3 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1721. 186. 223. 307. 107.

ORIGINAL OUTPUT COUNTS--
177. 60. 242. 510. 147. 1351.

TOTAL ORIGINAL INPUT = 2544. TOTAL ORIGINAL OUTPUT= 2487.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 4 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1821. 201. 199. 361. 118.

ORIGINAL OUTPUT COUNTS--
246. 79. 309. 542. 163. 1398.

TOTAL ORIGINAL INPUT = 2700. TOTAL ORIGINAL OUTPUT= 2737.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.99
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 5 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1834. 194. 221. 442. 139.

ORIGINAL OUTPUT COUNTS--
244. 73. 301. 525. 211. 1484.

TOTAL ORIGINAL INPUT = 2830. TOTAL ORIGINAL OUTPUT= 2838.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 6 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1907. 245. 260. 525. 151.

ORIGINAL OUTPUT COUNTS--
237. 70. 355. 662. 242. 1528.

TOTAL ORIGINAL INPUT = 3088. TOTAL ORIGINAL OUTPUT= 3094.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 7 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1911. 307. 291. 549. 158.

ORIGINAL OUTPUT COUNTS--
267. 90. 450. 732. 182. 1498.

TOTAL ORIGINAL INPUT = 3216. TOTAL ORIGINAL OUTPUT= 3219.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 8 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1799. 377. 336. 505. 130.

ORIGINAL OUTPUT COUNTS--
187. 95. 487. 825. 195. 1339.

TOTAL ORIGINAL INPUT = 3147. TOTAL ORIGINAL OUTPUT= 3128.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 9 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1770. 336. 334. 540. 128.

ORIGINAL OUTPUT COUNTS--
225. 87. 500. 786. 189. 1190.

TOTAL ORIGINAL INPUT = 3108. TOTAL ORIGINAL OUTPUT= 2977.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.04
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 10 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1662. 346. 313. 493. 136.

ORIGINAL OUTPUT COUNTS--
195. 89. 476. 768. 188. 1160.

TOTAL ORIGINAL INPUT = 2950. TOTAL ORIGINAL OUTPUT= 2876.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.03
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 11 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1503. 331. 294. 502. 113.

ORIGINAL OUTPUT COUNTS--
200. 92. 516. 777. 186. 1159.

TOTAL ORIGINAL INPUT = 2743. TOTAL ORIGINAL OUTPUT= 2930.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.94
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 12 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1590. 305. 308. 525. 103.

ORIGINAL OUTPUT COUNTS--
222. 78. 438. 755. 188. 1167.

TOTAL ORIGINAL INPUT = 2831. TOTAL ORIGINAL OUTPUT= 2848.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.99
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 13 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1540. 280. 248. 436. 95.

ORIGINAL OUTPUT COUNTS--
204. 80. 429. 715. 145. 1099.

TOTAL ORIGINAL INPUT = 2599. TOTAL ORIGINAL OUTPUT= 2672.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.97
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 14 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1563. 249. 223. 409. 108.

ORIGINAL OUTPUT COUNTS--
215. 77. 349. 669. 132. 1057.

TOTAL ORIGINAL INPUT = 2552. TOTAL ORIGINAL OUTPUT= 2499.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 15 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1534. 229. 210. 385. 91.

ORIGINAL OUTPUT COUNTS--
187. 82. 307. 628. 130. 1040.

TOTAL ORIGINAL INPUT = 2449. TOTAL ORIGINAL OUTPUT= 2374.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.03
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 16 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1573. 219. 200. 380. 85.

ORIGINAL OUTPUT COUNTS--
245. 102. 335. 669. 137. 1021.

TOTAL ORIGINAL INPUT = 2457. TOTAL ORIGINAL OUTPUT= 2509.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.98
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

***** INPUT HAS BEEN COMPLETED *****

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	5208.	0.	5208.	5208.	0.	5208.	8000.	0.	0.	0.	.65	55.	23.7	C	20.3	11.8
2	4	1500.	0.	664.	5208.	0.	664.	5208.	7800.	0.	0.	0.	.67	55.	23.7	C	20.3	11.8
3	4	1118.	0.	0.	4544.	0.	0.	4544.	7800.	0.	0.	0.	.58	55.	20.7	C	20.3	11.8
4	4	345.	492.	0.	5036.	492.	0.	5036.	7800.	0.	0.	0.	.65	55.	22.9	C	20.5	11.8
5	4	5130.	548.	148.	5584.	548.	148.	5584.	7800.	0.	0.	0.	.72	55.	25.4	C	20.8	11.7
6	4	2055.	0.	0.	5436.	0.	0.	5436.	7800.	0.	0.	0.	.70	55.	24.7	C	20.8	11.7
7	5	1828.	0.	572.	5436.	0.	572.	5436.	9750.	0.	0.	0.	.56	55.	19.8	C	20.8	11.7
8	4	1280.	0.	0.	4864.	0.	0.	4864.	7800.	0.	0.	0.	.62	55.	22.1	C	20.5	11.8
9	4	1570.	0.	0.	4864.	0.	0.	4864.	7800.	0.	0.	0.	.62	55.	22.1	C	20.3	11.8
10	5	1515.	920.	1300.	5784.	920.	1300.	5784.	8248.	752.	0.	0.	.70	55.	21.0	C	20.8	11.7
11	4	1190.	0.	452.	4484.	0.	452.	4484.	7768.	32.	0.	0.	.58	55.	20.4	C	20.3	11.8
12	4	230.	0.	0.	4032.	0.	0.	4032.	7800.	0.	0.	0.	.52	55.	18.3	C	20.5	11.8
13	3	4755.	0.	0.	4032.	0.	0.	4032.	5850.	0.	0.	0.	.69	55.	24.4	C	20.5	11.8
14	4	1275.	296.	0.	4328.	296.	0.	4328.	8000.	0.	0.	0.	.54	55.	19.7	C	20.3	11.8
15	4	2640.	0.	4328.	4328.	0.	4328.	4328.	8000.	0.	0.	0.	.54	55.	19.7	C	24.4	11.2
TOTAL		36431. =	6.9 MILES							MAX(V/C) = 0.72	LOWEST LOS = C		AVG = 55.		23.0		20.7	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	156. VEH-HRS	197. PASS-HRS	156. VEH-HRS	197. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	156. VEH-HRS	197. PASS-HRS	156. VEH-HRS	197. PASS-HRS
TOTAL TRAV DISTANCE =	8592. VEH-MI.	10826. PASS-MI.	8592. VEH-MI.	10826. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	23. VPMPL		23. VPMPL	
TOTAL FUEL =	415. GALLONS		415. GALLONS	
TOTAL EMISSIONS =	101. KILOGRAMS		101. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6196.	0.	6196.	6196.	0.	6196.	8000.	0.	0.	0.	.77	55.	28.2	D	20.3	11.8
2	4	1500.	0.	708.	6196.	0.	708.	6196.	7800.	0.	0.	0.	.79	55.	28.2	D	20.3	11.8
3	4	1118.	0.	0.	5488.	0.	0.	5488.	7800.	0.	0.	0.	.70	55.	24.9	C	20.3	11.8
4	4	345.	524.	0.	6012.	524.	0.	6012.	7800.	0.	0.	0.	.77	55.	27.3	D	20.5	11.8
5	4	5130.	672.	204.	6684.	672.	204.	6684.	7800.	0.	0.	0.	.86	55.	30.4	D	20.8	11.7
6	4	2055.	0.	0.	6480.	0.	0.	6480.	7800.	0.	0.	0.	.83	55.	29.5	D	20.8	11.7
7	5	1828.	0.	760.	6480.	0.	760.	6480.	9750.	0.	0.	0.	.66	55.	23.6	C	20.8	11.7
8	4	1280.	0.	0.	5720.	0.	0.	5720.	7800.	0.	0.	0.	.73	55.	26.0	C	20.5	11.8
9	4	1570.	0.	0.	5720.	0.	0.	5720.	7800.	0.	0.	0.	.73	55.	26.0	D	20.3	11.8
10	5	1515.	992.	1600.	6712.	992.	1600.	6712.	8197.	803.	0.	0.	.82	55.	24.4	C	20.8	11.7
11	4	1190.	0.	556.	5112.	0.	556.	5112.	7763.	37.	0.	0.	.66	55.	23.2	C	20.3	11.8
12	4	230.	0.	0.	4556.	0.	0.	4556.	7800.	0.	0.	0.	.58	55.	20.7	C	20.5	11.8
13	3	4755.	0.	0.	4556.	0.	0.	4556.	5850.	0.	0.	0.	.78	55.	27.6	D	20.5	11.8
14	4	1275.	328.	0.	4884.	328.	0.	4884.	8000.	0.	0.	0.	.61	55.	22.2	C	20.3	11.8
15	4	2640.	0.	4884.	4884.	0.	4884.	4884.	8000.	0.	0.	0.	.61	55.	22.2	C	24.4	11.2
TOTAL		36431. =	6.9 MILES						MAX(V/C) = 0.86		LOWEST LOS = D		AVG = 55.		27.0		20.7	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	184. VEH-HRS	231. PASS-HRS	340. VEH-HRS	428. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	184. VEH-HRS	231. PASS-HRS	340. VEH-HRS	428. PASS-HRS
TOTAL TRAV DISTANCE =	10099. VEH-MI.	12725. PASS-MI.	18692. VEH-MI.	23552. PASS-MI.
AVERAGE SYSTEM SPEED =	55. MPH.		55. MPH.	
AVERAGE DENSITY =	27. VPMPL		25. VPMPL	
TOTAL FUEL =	488. GALLONS		903. GALLONS	
TOTAL EMISSIONS =	119. KILOGRAMS		220. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6884.	0.	6884.	6884.	0.	6884.	8000.	0.	0.	0.	.86	55.	31.3	D	20.3	11.8
2	4	1500.	0.	724.	6884.	0.	724.	6884.	7800.	0.	0.	0.	.88	55.	31.3	D	20.3	11.8
3	4	1118.	0.	0.	6160.	0.	0.	6160.	7800.	0.	0.	0.	.79	55.	28.0	D	20.3	11.8
4	4	345.	744.	0.	6904.	744.	0.	6904.	7800.	0.	0.	0.	.89	55.	31.4	D	20.5	11.8
5	4	5130.	888.	244.	7792.	888.	244.	7792.	7800.	0.	0.	0.	.99	50.	38.9	E	21.8	11.3
6	4	2055.	0.	0.	7548.	0.	0.	7548.	7800.	0.	0.	0.	.97	52.	36.5	E	21.4	11.4
7	5	1828.	0.	992.	7548.	0.	992.	7548.	9750.	0.	0.	0.	.77	55.	27.4	D	20.8	11.7
8	4	1280.	0.	0.	6556.	0.	0.	6556.	7800.	0.	0.	0.	.84	55.	29.8	D	20.5	11.8
9	4	1570.	0.	0.	6556.	0.	0.	6556.	7800.	0.	0.	0.	.84	55.	29.8	D	20.3	11.8
10	5	1515.	1228.	2084.	7784.	1228.	2084.	7784.	8046.	954.	0.	0.	.97	55.	28.3	D	20.8	11.7
11	4	1190.	0.	600.	5700.	0.	600.	5700.	7758.	42.	0.	0.	.73	55.	25.9	C	20.3	11.8
12	4	230.	0.	0.	5100.	0.	0.	5100.	7800.	0.	0.	0.	.65	55.	23.2	C	20.5	11.8
13	3	4755.	0.	0.	5100.	0.	0.	5100.	5850.	0.	0.	0.	.87	55.	30.9	D	20.5	11.8
14	4	1275.	428.	0.	5528.	428.	0.	5528.	8000.	0.	0.	0.	.69	55.	25.1	C	20.3	11.8
15	4	2640.	0.	5528.	5528.	0.	5528.	5528.	8000.	0.	0.	0.	.69	55.	25.1	C	24.4	11.2
TOTAL		36431. =	6.9 MILES						MAX(V/C) = 0.99		LOWEST LOS = E			AVG = 54.	31.2		20.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	213. VEH-HRS	268. PASS-HRS	552. VEH-HRS	696. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	213. VEH-HRS	268. PASS-HRS	552. VEH-HRS	696. PASS-HRS
TOTAL TRAV DISTANCE =	11460. VEH-MI.	14440. PASS-MI.	30152. VEH-MI.	37992. PASS-MI.
AVERAGE SYSTEM SPEED =	54. MPH.		55. MPH.	
AVERAGE DENSITY =	31. VPMPL		27. VPMPL	
TOTAL FUEL =	548. GALLONS		1451. GALLONS	
TOTAL EMISSIONS =	134. KILOGRAMS		354. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7284.	0.	7284.	7284.	0.	7284.	8000.	0.	0.	0.	.91	54.	33.9	D	20.6	11.7
2	4	1500.	0.	972.	7284.	0.	972.	7284.	7800.	0.	0.	0.	.93	53.	34.4	D	20.7	11.6
3	4	1118.	0.	0.	6312.	0.	0.	6204.	7800.	0.	* 215.	108.	.80	49.	31.9	F	19.9	12.2
4	4	345.	800.	0.	7112.	800.	0.	7004.	7800.	0.	** 345.	108.	.90	24.	72.5	F	17.3	15.3
5	4	5130.	796.	312.	7908.	796.	308.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	7596.	0.	0.	7492.	7800.	0.	0.	0.	.96	52.	36.0	E	21.4	11.5
7	5	1828.	0.	1220.	7596.	0.	1203.	7492.	9750.	0.	0.	0.	.77	55.	27.2	D	20.8	11.7
8	4	1280.	0.	0.	6376.	0.	0.	6289.	7800.	0.	0.	0.	.81	55.	28.6	D	20.5	11.8
9	4	1570.	0.	0.	6376.	0.	0.	6289.	7800.	0.	0.	0.	.81	55.	28.6	D	20.3	11.8
10	5	1515.	1448.	2140.	7824.	1448.	2116.	7737.	7881.	1119.	0.	0.	.98	55.	28.1	D	20.8	11.7
11	4	1190.	0.	644.	5684.	0.	637.	5621.	7747.	53.	0.	0.	.73	55.	25.5	C	20.3	11.8
12	4	230.	0.	0.	5040.	0.	0.	4984.	7800.	0.	0.	0.	.64	55.	22.7	C	20.5	11.8
13	3	4755.	0.	0.	5040.	0.	0.	4984.	5850.	0.	0.	0.	.85	55.	30.2	D	20.5	11.8
14	4	1275.	472.	0.	5512.	472.	0.	5456.	8000.	0.	0.	0.	.68	55.	24.8	C	20.3	11.8
15	4	2640.	0.	5512.	5512.	0.	5456.	5456.	8000.	0.	0.	0.	.68	55.	24.8	C	24.4	11.2
TOTAL		36431. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 53.	32.3		20.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	220. VEH-HRS	278. PASS-HRS	773. VEH-HRS	974. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	220. VEH-HRS	278. PASS-HRS	773. VEH-HRS	974. PASS-HRS
TOTAL TRAV DISTANCE =	11595. VEH-MI.	14610. PASS-MI.	41747. VEH-MI.	52601. PASS-MI.
AVERAGE SYSTEM SPEED =	53. MPH.		54. MPH.	
AVERAGE DENSITY =	32. VPMPL		28. VPMPL	
TOTAL FUEL =	554. GALLONS		2005. GALLONS	
TOTAL EMISSIONS =	135. KILOGRAMS		489. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7336.	0.	7336.	7336.	0.	7336.	8000.	0.	0.	0.	.92	54.	34.3	D	20.6	11.7
2	4	1500.	0.	972.	7336.	0.	972.	7336.	7800.	0.	0.	0.	.94	53.	34.8	D	20.7	11.6
3	4	1118.	0.	0.	6364.	0.	0.	6144.	7800.	0.	* 1110.	220.	.79	20.	75.9	F	15.7	17.0
4	4	345.	776.	0.	7140.	776.	0.	6920.	7800.	0.	** 345.	220.	.89	19.	89.0	F	16.0	17.0
5	4	5130.	880.	292.	8020.	880.	284.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	7728.	0.	0.	7516.	7800.	0.	0.	0.	.96	52.	36.2	E	21.4	11.5
7	5	1828.	0.	1200.	7728.	0.	1167.	7516.	9750.	0.	0.	0.	.77	55.	27.3	D	20.8	11.7
8	4	1280.	0.	0.	6528.	0.	0.	5803.	7800.	0.	* 420.	546.	.74	49.	29.3	F	20.1	12.1
9	4	1570.	0.	0.	6528.	0.	0.	5803.	7800.	0.	** 1570.	546.	.74	18.	80.7	F	14.9	17.9
10	5	1515.	1772.	2096.	8300.	1772.	1913.	7575.	7575.	1425.	0.	0.	1.00	55.	27.5	E	20.8	11.7
11	4	1190.	0.	840.	6204.	0.	767.	5662.	7721.	79.	0.	0.	.73	55.	25.7	C	20.3	11.8
12	4	230.	0.	0.	5364.	0.	0.	4895.	7800.	0.	0.	0.	.63	55.	22.3	C	20.5	11.8
13	3	4755.	0.	0.	5364.	0.	0.	4895.	5850.	0.	0.	0.	.84	55.	29.7	D	20.5	11.8
14	4	1275.	556.	0.	5920.	556.	0.	5451.	8000.	0.	0.	0.	.68	55.	24.8	C	20.3	11.8
15	4	2640.	0.	5920.	5920.	0.	5451.	5451.	8000.	0.	0.	0.	.68	55.	24.8	C	24.4	11.2
TOTAL		36431. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 47.	36.1		20.5	12.1

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	248. VEH-HRS	313. PASS-HRS	1021. VEH-HRS	1287. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	248. VEH-HRS	313. PASS-HRS	1021. VEH-HRS	1287. PASS-HRS
TOTAL TRAV DISTANCE =	11573. VEH-MI.	14583. PASS-MI.	53321. VEH-MI.	67184. PASS-MI.
AVERAGE SYSTEM SPEED =	47. MPH.		52. MPH.	
AVERAGE DENSITY =	36. VPMPL		30. VPMPL	
TOTAL FUEL =	566. GALLONS		2571. GALLONS	
TOTAL EMISSIONS =	140. KILOGRAMS		628. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7632.	0.	7632.	7632.	0.	6782.	8000.	0.	* 3106.	850.	.85	43.	39.0	F	20.0	12.3
2	4	1500.	0.	948.	7632.	0.	948.	6782.	7800.	0.	** 1500.	850.	.87	20.	82.8	F	16.1	16.7
3	4	1118.	0.	0.	6684.	0.	0.	5834.	7800.	0.	** 1118.	850.	.75	12.	118.5	F	12.6	22.1
4	4	345.	980.	0.	7664.	980.	0.	6814.	7800.	0.	B* 345.	850.	.87	19.	91.9	F	15.6	17.6
5	4	5130.	1036.	280.	8700.	1036.	251.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	8420.	0.	0.	7549.	7800.	0.	0.	0.	.97	52.	36.5	E	21.4	11.4
7	5	1828.	0.	1416.	8420.	0.	1269.	6729.	9750.	0.	* 1427.	820.	.69	27.	50.4	F	17.6	14.7
8	4	1280.	0.	0.	7004.	0.	0.	5460.	7800.	0.	** 1280.	820.	.70	12.	116.1	F	12.5	22.1
9	4	1570.	0.	0.	7004.	0.	0.	5460.	7800.	0.	** 1570.	820.	.70	11.	128.7	F	11.8	23.6
10	5	1515.	2100.	2640.	9104.	2000.	2163.	7460.	7460.	1540.	0.	0.	1.00	55.	27.1	E	20.8	11.7
11	4	1190.	0.	968.	6464.	0.	793.	5296.	7706.	94.	0.	0.	.69	55.	24.1	C	20.3	11.8
12	4	230.	0.	0.	5496.	0.	0.	4503.	7800.	0.	0.	0.	.58	55.	20.5	C	20.5	11.8
13	3	4755.	0.	0.	5496.	0.	0.	4503.	5850.	0.	0.	0.	.77	55.	27.3	D	20.5	11.8
14	4	1275.	604.	0.	6100.	604.	0.	5107.	8000.	0.	0.	0.	.64	55.	23.2	C	20.3	11.8
15	4	2640.	0.	6100.	6100.	0.	5107.	5107.	8000.	0.	0.	0.	.64	55.	23.2	C	24.4	11.2
TOTAL		36431. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 34.	46.4		19.1	13.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	332. VEH-HRS	418. PASS-HRS	1353. VEH-HRS	1705. PASS-HRS
FREEWAY MERGE DELAY =	2. VEH-HRS	2. PASS-HRS	2. VEH-HRS	2. PASS-HRS
ON-RAMP MRG/CAP DELAY =	3. VEH-HRS	4. PASS-HRS	3. VEH-HRS	4. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	336. VEH-HRS	424. PASS-HRS	1358. VEH-HRS	1711. PASS-HRS
TOTAL TRAV DISTANCE =	11330. VEH-MI.	14275. PASS-MI.	64650. VEH-MI.	81459. PASS-MI.
AVERAGE SYSTEM SPEED =	34. MPH.		48. MPH.	
AVERAGE DENSITY =	46. VPMPL		33. VPMPL	
TOTAL FUEL =	594. GALLONS		3165. GALLONS	
TOTAL EMISSIONS =	151. KILOGRAMS		779. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	12.	1.55	0.60	0.04	0.19	0.01	0.24
		TOTAL	12.	1.55	0.60	0.04	0.19	0.01	0.24
ON-RAMP	4	RAMP	25.	3.13	1.21	0.07	0.38	0.02	0.48
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	25.	3.13	1.21	0.07	0.38	0.02	0.48

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7648.	0.	7648.	7648.	0.	6831.	8000.	0.	* 7464.	817.	.85	26.	65.6	F	17.4	15.0
2	4	1500.	0.	1068.	7648.	0.	1068.	6831.	7800.	0.	B* 1500.	817.	.88	19.	91.4	F	15.5	17.5
3	4	1118.	0.	0.	6580.	0.	0.	5763.	7800.	0.	BB 1118.	817.	.74	12.	120.5	F	12.4	22.4
4	4	345.	1232.	0.	7812.	1232.	0.	6995.	7800.	0.	BB 345.	805.	.90	20.	86.9	F	16.3	16.6
5	4	5130.	1164.	360.	8976.	1164.	313.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	8616.	0.	0.	7119.	7800.	0.	* 1550.	368.	.91	39.	45.1	F	20.2	12.5
7	5	1828.	0.	1800.	8616.	0.	1564.	7119.	9750.	0.	** 1828.	368.	.73	12.	118.0	F	12.8	22.0
8	4	1280.	0.	0.	6816.	0.	0.	5555.	7800.	0.	** 1280.	368.	.71	11.	126.1	F	12.1	23.1
9	4	1570.	0.	0.	6816.	0.	0.	5555.	7800.	0.	** 1570.	368.	.71	11.	126.1	F	11.9	23.3
10	5	1515.	2192.	2928.	9008.	2000.	2453.	7555.	7555.	1445.	0.	0.	1.00	55.	27.5	E	20.8	11.7
11	4	1190.	0.	728.	6080.	0.	613.	5103.	7728.	72.	0.	0.	.66	55.	23.2	C	20.3	11.8
12	4	230.	0.	0.	5352.	0.	0.	4490.	7800.	0.	0.	0.	.58	55.	20.4	C	20.5	11.8
13	3	4755.	0.	0.	5352.	0.	0.	4490.	5850.	0.	0.	0.	.77	55.	27.2	D	20.5	11.8
14	4	1275.	632.	0.	5984.	632.	0.	5122.	8000.	0.	0.	0.	.64	55.	23.3	C	20.3	11.8
15	4	2640.	0.	5984.	5984.	0.	5122.	5122.	8000.	0.	0.	0.	.64	55.	23.3	C	24.4	11.2
TOTAL		36431. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F		AVG = 27.	58.2	17.8	14.6

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	415. VEH-HRS	523. PASS-HRS	1768. VEH-HRS	2228. PASS-HRS
FREEWAY MERGE DELAY =	13. VEH-HRS	16. PASS-HRS	14. VEH-HRS	18. PASS-HRS
ON-RAMP MRG/CAP DELAY =	12. VEH-HRS	15. PASS-HRS	15. VEH-HRS	19. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	440. VEH-HRS	555. PASS-HRS	1798. VEH-HRS	2266. PASS-HRS
TOTAL TRAV DISTANCE =	11142. VEH-MI.	14039. PASS-MI.	75792. VEH-MI.	95498. PASS-MI.
AVERAGE SYSTEM SPEED =	25. MPH.		43. MPH.	
AVERAGE DENSITY =	58. VPMPL		36. VPMPL	
TOTAL FUEL =	635. GALLONS		3801. GALLONS	
TOTAL EMISSIONS =	167. KILOGRAMS		946. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	102.	12.77	4.96	0.30	1.57	0.08	1.95
		TOTAL	102.	12.77	4.96	0.30	1.57	0.08	1.95
ON-RAMP	4	RAMP	73.	12.25	4.76	0.29	1.50	0.08	1.87
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	73.	12.25	4.76	0.29	1.50	0.08	1.87

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7196.	0.	7196.	7196.	0.	6437.	8000.	0.	B*10000.	759.	.80	16.	100.7	F	14.5	19.1
2	4	1500.	0.	752.	7196.	0.	752.	6437.	7800.	0.	BB 1500.	759.	.83	16.	102.1	F	14.4	19.3
3	4	1118.	0.	0.	6444.	0.	0.	5685.	7800.	0.	BB 1118.	759.	.73	12.	122.6	F	12.2	22.8
4	4	345.	1508.	0.	7952.	1500.	0.	7185.	7800.	0.	BB 345.	615.	.92	22.	81.7	F	16.8	15.9
5	4	5130.	1344.	384.	9296.	1200.	322.	7599.	7800.	0.	* 1414.	201.	.97	46.	40.9	F	21.4	11.5
6	4	2055.	0.	0.	8912.	0.	0.	7277.	7800.	0.	** 2055.	201.	.93	23.	77.4	F	17.4	15.2
7	5	1828.	0.	1960.	8912.	0.	1645.	7277.	9750.	0.	** 1828.	201.	.75	12.	118.9	F	12.8	22.0
8	4	1280.	0.	0.	6952.	0.	0.	5632.	7800.	0.	** 1280.	201.	.72	11.	124.0	F	12.2	22.9
9	4	1570.	0.	0.	6952.	0.	0.	5632.	7800.	0.	** 1570.	201.	.72	11.	124.0	F	12.1	23.0
10	5	1515.	2020.	3320.	8972.	2000.	2812.	7632.	7632.	1368.	0.	0.	1.00	55.	27.8	E	20.8	11.7
11	4	1190.	0.	784.	5652.	0.	665.	4820.	7724.	76.	0.	0.	.62	55.	21.9	C	20.3	11.8
12	4	230.	0.	0.	4868.	0.	0.	4154.	7800.	0.	0.	0.	.53	55.	18.9	C	20.5	11.8
13	3	4755.	0.	0.	4868.	0.	0.	4154.	5850.	0.	0.	0.	.71	55.	25.2	C	20.5	11.8
14	4	1275.	520.	0.	5388.	520.	0.	4674.	8000.	0.	0.	0.	.58	55.	21.2	C	20.3	11.8
15	4	2640.	0.	5388.	5388.	0.	4674.	4674.	8000.	0.	0.	0.	.58	55.	21.2	C	24.4	11.2
TOTAL		36431. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 22.	69.7		16.5	16.1

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	491. VEH-HRS	619. PASS-HRS	2259. VEH-HRS	2847. PASS-HRS
FREEWAY MERGE DELAY =	31. VEH-HRS	39. PASS-HRS	45. VEH-HRS	57. PASS-HRS
ON-RAMP MRG/CAP DELAY =	47. VEH-HRS	60. PASS-HRS	63. VEH-HRS	79. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	569. VEH-HRS	717. PASS-HRS	2367. VEH-HRS	2983. PASS-HRS
TOTAL TRAV DISTANCE =	10613. VEH-MI.	13372. PASS-MI.	86405. VEH-MI.	108870. PASS-MI.
AVERAGE SYSTEM SPEED =	19. MPH.		38. MPH.	
AVERAGE DENSITY =	70. VPMPL		40. VPMPL	
TOTAL FUEL =	673. GALLONS		4473. GALLONS	
TOTAL EMISSIONS =	183. KILOGRAMS		1129. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	190.	23.71	9.39	0.56	2.95	0.16	3.66
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	190.	23.71	9.39	0.56	2.95	0.16	3.66
ON-RAMP	2	RAMP	2.	0.25	0.10	0.01	0.03	0.00	0.04
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	2.	0.25	0.10	0.01	0.03	0.00	0.04
ON-RAMP	3	RAMP	36.	4.50	1.75	0.11	0.55	0.03	0.69
		FREEWAY	248.	31.05	12.07	0.73	3.81	0.20	4.74
		TOTAL	284.	35.55	13.82	0.83	4.36	0.23	5.42
ON-RAMP	4	RAMP	78.	18.88	7.34	0.44	2.32	0.12	2.88
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	78.	18.88	7.34	0.44	2.32	0.12	2.88

QUEUE SPLIT SECTION 5
QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7080.	0.	7080.	7080.	0.	6630.	8000.	0.	B*10000.	450.	.83	16.	104.0	F	14.5	19.2
2	4	1500.	0.	940.	7080.	0.	940.	6630.	7800.	0.	BB 1500.	450.	.85	17.	96.9	F	14.9	18.5
3	4	1118.	0.	0.	6140.	0.	0.	5690.	7800.	0.	BB 1118.	450.	.73	12.	122.5	F	12.2	22.7
4	4	345.	1344.	0.	7484.	1352.	0.	7042.	7800.	0.	BB 345.	450.	.90	21.	85.6	F	16.4	16.5
5	4	5130.	1336.	364.	8820.	1200.	322.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	8456.	0.	0.	7506.	7800.	0.	* 1799.	-28.	.96	27.	70.6	F	18.3	14.2
7	5	1828.	0.	2088.	8456.	0.	1843.	7506.	9750.	0.	** 1828.	-28.	.77	13.	113.9	F	13.4	21.2
8	4	1280.	0.	0.	6368.	0.	0.	5662.	7800.	0.	** 1280.	-28.	.73	11.	123.2	F	12.3	22.7
9	4	1570.	0.	0.	6368.	0.	0.	5662.	7800.	0.	** 1570.	-28.	.73	11.	123.2	F	12.2	22.8
10	5	1515.	2160.	3284.	8528.	2000.	2944.	7662.	7662.	1338.	0.	0.	1.00	55.	27.9	E	20.8	11.7
11	4	1190.	0.	788.	5244.	0.	706.	4718.	7719.	81.	0.	0.	.61	55.	21.4	C	20.3	11.8
12	4	230.	0.	0.	4456.	0.	0.	4012.	7800.	0.	0.	0.	.51	55.	18.2	C	20.5	11.8
13	3	4755.	0.	0.	4456.	0.	0.	4012.	5850.	0.	0.	0.	.69	55.	24.3	C	20.5	11.8
14	4	1275.	512.	0.	4968.	512.	0.	4524.	8000.	0.	0.	0.	.57	55.	20.6	C	20.3	11.8
15	4	2640.	0.	4968.	4968.	0.	4524.	4524.	8000.	0.	0.	0.	.57	55.	20.6	C	24.4	11.2
TOTAL		36431. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 22.	69.3		16.7	16.0

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	484. VEH-HRS	610. PASS-HRS	2744. VEH-HRS	3457. PASS-HRS
FREEWAY MERGE DELAY =	45. VEH-HRS	57. PASS-HRS	90. VEH-HRS	114. PASS-HRS
ON-RAMP MRG/CAP DELAY =	76. VEH-HRS	95. PASS-HRS	138. VEH-HRS	174. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	605. VEH-HRS	762. PASS-HRS	2973. VEH-HRS	3745. PASS-HRS
TOTAL TRAV DISTANCE =	10666. VEH-MI.	13439. PASS-MI.	97071. VEH-MI.	122310. PASS-MI.
AVERAGE SYSTEM SPEED =	18. MPH.		35. MPH.	
AVERAGE DENSITY =	69. VPMPL		44. VPMPL	
TOTAL FUEL =	688. GALLONS		5161. GALLONS	
TOTAL EMISSIONS =	189. KILOGRAMS		1318. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	112.	37.77	14.95	0.89	4.69	0.25	5.83
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	112.	37.77	14.95	0.89	4.69	0.25	5.83
ON-RAMP	3	RAMP	70.	13.25	5.15	0.31	1.63	0.09	2.02
		FREEWAY	359.	44.87	17.44	1.05	5.51	0.29	6.85
		TOTAL	429.	58.12	22.60	1.36	7.13	0.38	8.87
ON-RAMP	4	RAMP	118.	24.50	9.52	0.57	3.01	0.16	3.74
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	118.	24.50	9.52	0.57	3.01	0.16	3.74

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6648.	0.	6648.	6648.	0.	6438.	8000.	0.	BB10000.	210.	.80	15.	109.2	F	14.0	20.0
2	4	1500.	0.	800.	6648.	0.	800.	6438.	7800.	0.	BB 1500.	210.	.83	16.	102.1	F	14.4	19.3
3	4	1118.	0.	0.	5848.	0.	0.	5638.	7800.	0.	BB 1118.	210.	.72	11.	123.9	F	12.1	22.9
4	4	345.	1384.	0.	7232.	1384.	0.	7022.	7800.	0.	BB 345.	210.	.90	20.	86.2	F	16.4	16.5
5	4	5130.	1252.	364.	8484.	1200.	334.	7784.	7784.	16.	0.	0.	1.00	50.	38.9	E	21.8	11.3
6	4	2055.	0.	0.	8120.	0.	0.	7463.	7800.	0.	* 1696.	-12.	.96	27.	68.4	F	18.4	14.0
7	5	1828.	0.	1956.	8120.	0.	1796.	7463.	9750.	0.	** 1828.	-12.	.77	13.	114.8	F	13.3	21.3
8	4	1280.	0.	0.	6164.	0.	0.	5667.	7800.	0.	** 1280.	-12.	.73	12.	123.1	F	12.3	22.7
9	4	1570.	0.	0.	6164.	0.	0.	5667.	7800.	0.	** 1570.	-12.	.73	12.	123.1	F	12.2	22.8
10	5	1515.	1972.	3148.	8136.	2000.	2964.	7667.	7667.	1333.	0.	0.	1.00	55.	27.9	E	20.8	11.7
11	4	1190.	0.	776.	4988.	0.	729.	4703.	7717.	83.	0.	0.	.61	55.	21.4	C	20.3	11.8
12	4	230.	0.	0.	4212.	0.	0.	3973.	7800.	0.	0.	0.	.51	55.	18.1	C	20.5	11.8
13	3	4755.	0.	0.	4212.	0.	0.	3973.	5850.	0.	0.	0.	.68	55.	24.1	C	20.5	11.8
14	4	1275.	544.	0.	4756.	544.	0.	4517.	8000.	0.	0.	0.	.56	55.	20.5	C	20.3	11.8
15	4	2640.	0.	4756.	4756.	0.	4517.	4517.	8000.	0.	0.	0.	.56	55.	20.5	C	24.4	11.2
TOTAL		36431. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 21.	70.9		16.4	16.3

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	495. VEH-HRS	624. PASS-HRS	3239. VEH-HRS	4081. PASS-HRS
FREEWAY MERGE DELAY =	59. VEH-HRS	74. PASS-HRS	149. VEH-HRS	187. PASS-HRS
ON-RAMP MRG/CAP DELAY =	68. VEH-HRS	86. PASS-HRS	207. VEH-HRS	261. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	622. VEH-HRS	784. PASS-HRS	3595. VEH-HRS	4530. PASS-HRS
TOTAL TRAV DISTANCE =	10536. VEH-MI.	13275. PASS-MI.	107607. VEH-MI.	135585. PASS-MI.
AVERAGE SYSTEM SPEED =	17. MPH.		33. MPH.	
AVERAGE DENSITY =	71. VPMPL		46. VPMPL	
TOTAL FUEL =	690. GALLONS		5851. GALLONS	
TOTAL EMISSIONS =	191. KILOGRAMS		1509. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	53.	20.63	8.16	0.49	2.56	0.13	3.19
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	53.	20.63	8.16	0.49	2.56	0.13	3.19
ON-RAMP	3	RAMP	83.	19.13	7.44	0.45	2.35	0.12	2.92
		FREEWAY	468.	58.54	22.76	1.37	7.18	0.38	8.93
		TOTAL	551.	77.66	30.19	1.82	9.53	0.50	11.85
ON-RAMP	4	RAMP	111.	28.63	11.13	0.67	3.51	0.19	4.37
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	111.	28.63	11.13	0.67	3.51	0.19	4.37

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6008.	0.	6008.	6008.	0.	6304.	8000.	0.	BM 8907.	-296.	.79	15.	108.6	F	13.7	20.2
2	4	1500.	0.	748.	6008.	0.	748.	6304.	7800.	0.	BB 1500.	-296.	.81	15.	105.7	F	14.1	19.8
3	4	1118.	0.	0.	5260.	0.	0.	5556.	7800.	0.	BB 1118.	-296.	.71	11.	126.1	F	11.9	23.3
4	4	345.	1324.	0.	6584.	1324.	0.	6880.	7800.	0.	BB 345.	-296.	.88	19.	90.0	F	15.9	17.2
5	4	5130.	1176.	344.	7760.	1200.	345.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	7416.	0.	0.	7608.	7800.	0.	* 228.	-153.	.98	36.	52.4	F	19.9	12.6
7	5	1828.	0.	1932.	7416.	0.	1937.	7608.	9750.	0.	** 1828.	-153.	.78	14.	111.7	F	13.6	20.8
8	4	1280.	0.	0.	5484.	0.	0.	5671.	7800.	0.	** 1280.	-153.	.73	12.	123.0	F	12.3	22.7
9	4	1570.	0.	0.	5484.	0.	0.	5671.	7800.	0.	** 1570.	-153.	.73	12.	123.0	F	12.2	22.8
10	5	1515.	2008.	2912.	7492.	2000.	2980.	7671.	7671.	1329.	0.	0.	1.00	55.	27.9	E	20.8	11.7
11	4	1190.	0.	696.	4580.	0.	714.	4691.	7717.	83.	0.	0.	.61	55.	21.3	C	20.3	11.8
12	4	230.	0.	0.	3884.	0.	0.	3977.	7800.	0.	0.	0.	.51	55.	18.1	C	20.5	11.8
13	3	4755.	0.	0.	3884.	0.	0.	3977.	5850.	0.	0.	0.	.68	55.	24.1	C	20.5	11.8
14	4	1275.	452.	0.	4336.	452.	0.	4429.	8000.	0.	0.	0.	.55	55.	20.1	C	20.3	11.8
15	4	2640.	0.	4336.	4336.	0.	4429.	4429.	8000.	0.	0.	0.	.55	55.	20.1	C	24.4	11.2
TOTAL		36431. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 21.	69.9		16.4	16.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	487. VEH-HRS	614. PASS-HRS	3727. VEH-HRS	4696. PASS-HRS
FREEWAY MERGE DELAY =	67. VEH-HRS	85. PASS-HRS	216. VEH-HRS	272. PASS-HRS
ON-RAMP MRG/CAP DELAY =	55. VEH-HRS	69. PASS-HRS	261. VEH-HRS	329. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	609. VEH-HRS	768. PASS-HRS	4204. VEH-HRS	5297. PASS-HRS
TOTAL TRAV DISTANCE =	10457. VEH-MI.	13176. PASS-MI.	118064. VEH-MI.	148761. PASS-MI.
AVERAGE SYSTEM SPEED =	17. MPH.		32. MPH.	
AVERAGE DENSITY =	70. VPMPL		49. VPMPL	
TOTAL FUEL =	684. GALLONS		6535. GALLONS	
TOTAL EMISSIONS =	188. KILOGRAMS		1697. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	0.	6.57	2.60	0.16	0.82	0.04	1.01
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	0.	6.57	2.60	0.16	0.82	0.04	1.01
ON-RAMP	3	RAMP	77.	20.00	7.78	0.47	2.45	0.13	3.05
		FREEWAY	538.	67.30	26.16	1.57	8.26	0.44	10.27
		TOTAL	615.	87.30	33.94	2.04	10.71	0.56	13.32
ON-RAMP	4	RAMP	113.	28.00	10.89	0.66	3.44	0.18	4.27
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	113.	28.00	10.89	0.66	3.44	0.18	4.27

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6364.	0.	6364.	6364.	0.	6485.	8000.	0.	BM 8402.	-121.	.81	17.	97.5	F	14.7	18.7
2	4	1500.	0.	884.	6364.	0.	884.	6485.	7800.	0.	BB 1500.	-121.	.83	16.	100.8	F	14.5	19.1
3	4	1118.	0.	0.	5480.	0.	0.	5601.	7800.	0.	BB 1118.	-121.	.72	11.	124.9	F	12.0	23.1
4	4	345.	1220.	0.	6700.	1220.	0.	6821.	7800.	0.	BB 345.	-121.	.87	19.	91.7	F	15.7	17.5
5	4	5130.	1232.	312.	7932.	1200.	308.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	7620.	0.	0.	7374.	7800.	0.	* 1187.	118.	.95	37.	49.5	F	19.9	12.6
7	5	1828.	0.	1744.	7620.	0.	1721.	7374.	9750.	0.	** 1828.	118.	.76	13.	116.8	F	13.1	21.6
8	4	1280.	0.	0.	5876.	0.	0.	5654.	7800.	0.	** 1280.	118.	.72	11.	123.5	F	12.3	22.8
9	4	1570.	0.	0.	5876.	0.	0.	5654.	7800.	0.	** 1570.	118.	.72	11.	123.5	F	12.2	22.9
10	5	1515.	2100.	3004.	7976.	2000.	2888.	7654.	7654.	1346.	0.	0.	1.00	55.	27.8	E	20.8	11.7
11	4	1190.	0.	744.	4972.	0.	714.	4765.	7718.	82.	0.	0.	.62	55.	21.7	C	20.3	11.8
12	4	230.	0.	0.	4228.	0.	0.	4051.	7800.	0.	0.	0.	.52	55.	18.4	C	20.5	11.8
13	3	4755.	0.	0.	4228.	0.	0.	4051.	5850.	0.	0.	0.	.69	55.	24.6	C	20.5	11.8
14	4	1275.	412.	0.	4640.	412.	0.	4463.	8000.	0.	0.	0.	.56	55.	20.3	C	20.3	11.8
15	4	2640.	0.	4640.	4640.	0.	4463.	4463.	8000.	0.	0.	0.	.56	55.	20.3	C	24.4	11.2
TOTAL		36431. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 23.	66.8		16.8	15.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	467. VEH-HRS	589. PASS-HRS	4194. VEH-HRS	5284. PASS-HRS
FREEWAY MERGE DELAY =	74. VEH-HRS	93. PASS-HRS	290. VEH-HRS	366. PASS-HRS
ON-RAMP MRG/CAP DELAY =	52. VEH-HRS	65. PASS-HRS	313. VEH-HRS	394. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	593. VEH-HRS	747. PASS-HRS	4797. VEH-HRS	6044. PASS-HRS
TOTAL TRAV DISTANCE =	10553. VEH-MI.	13297. PASS-MI.	128617. VEH-MI.	162058. PASS-MI.
AVERAGE SYSTEM SPEED =	18. MPH.		31. MPH.	
AVERAGE DENSITY =	67. VPMPL		50. VPMPL	
TOTAL FUEL =	677. GALLONS		7212. GALLONS	
TOTAL EMISSIONS =	186. KILOGRAMS		1884. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	85.	20.25	7.87	0.47	2.48	0.13	3.09
		FREEWAY	594.	74.20	28.85	1.74	9.11	0.48	11.32
		TOTAL	679.	94.45	36.72	2.21	11.59	0.61	14.41
ON-RAMP	4	RAMP	138.	31.38	12.20	0.73	3.85	0.20	4.79
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	138.	31.38	12.20	0.73	3.85	0.20	4.79

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6160.	0.	6160.	6160.	0.	6407.	8000.	0.	BM 7409.	-247.	.80	17.	93.6	F	14.8	18.5
2	4	1500.	0.	792.	6160.	0.	792.	6407.	7800.	0.	BB 1500.	-247.	.82	16.	102.9	F	14.3	19.4
3	4	1118.	0.	0.	5368.	0.	0.	5615.	7800.	0.	BB 1118.	-247.	.72	11.	124.5	F	12.1	23.0
4	4	345.	1120.	0.	6488.	1120.	0.	6735.	7800.	0.	BB 345.	-247.	.86	18.	94.0	F	15.4	17.9
5	4	5130.	988.	312.	7476.	1200.	325.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	7164.	0.	0.	7410.	7800.	0.	* 1729.	65.	.95	29.	63.9	F	18.7	13.8
7	5	1828.	0.	1664.	7164.	0.	1737.	7410.	9750.	0.	** 1828.	65.	.76	13.	116.0	F	13.1	21.5
8	4	1280.	0.	0.	5500.	0.	0.	5673.	7800.	0.	** 1280.	65.	.73	12.	122.9	F	12.3	22.7
9	4	1570.	0.	0.	5500.	0.	0.	5673.	7800.	0.	** 1570.	65.	.73	12.	122.9	F	12.2	22.8
10	5	1515.	1744.	2780.	7244.	2000.	2941.	7673.	7673.	1327.	0.	0.	1.00	55.	27.9	E	20.8	11.7
11	4	1190.	0.	564.	4464.	0.	608.	4731.	7728.	72.	0.	0.	.61	55.	21.5	C	20.3	11.8
12	4	230.	0.	0.	3900.	0.	0.	4123.	7800.	0.	0.	0.	.53	55.	18.7	C	20.5	11.8
13	3	4755.	0.	0.	3900.	0.	0.	4123.	5850.	0.	0.	0.	.70	55.	25.0	C	20.5	11.8
14	4	1275.	380.	0.	4280.	380.	0.	4503.	8000.	0.	0.	0.	.56	55.	20.5	C	20.3	11.8
15	4	2640.	0.	4280.	4280.	0.	4503.	4503.	8000.	0.	0.	0.	.56	55.	20.5	C	24.4	11.2
TOTAL		36431. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 23.	66.6		16.8	15.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	465. VEH-HRS	586. PASS-HRS	4659. VEH-HRS	5870. PASS-HRS
FREEWAY MERGE DELAY =	78. VEH-HRS	99. PASS-HRS	369. VEH-HRS	465. PASS-HRS
ON-RAMP MRG/CAP DELAY =	41. VEH-HRS	52. PASS-HRS	354. VEH-HRS	446. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	584. VEH-HRS	736. PASS-HRS	5381. VEH-HRS	6781. PASS-HRS
TOTAL TRAV DISTANCE =	10520. VEH-MI.	13256. PASS-MI.	139138. VEH-MI.	175314. PASS-MI.
AVERAGE SYSTEM SPEED =	18. MPH.		30. MPH.	
AVERAGE DENSITY =	67. VPMPL		51. VPMPL	
TOTAL FUEL =	674. GALLONS		7886. GALLONS	
TOTAL EMISSIONS =	185. KILOGRAMS		2068. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	32.	14.63	5.69	0.34	1.79	0.09	2.23
		FREEWAY	627.	78.42	30.49	1.83	9.62	0.51	11.96
		TOTAL	659.	93.04	36.17	2.18	11.42	0.60	14.20
ON-RAMP	4	RAMP	74.	26.50	10.30	0.62	3.25	0.17	4.04
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	74.	26.50	10.30	0.62	3.25	0.17	4.04

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6256.	0.	6256.	6256.	0.	6525.	8000.	0.	BM 6275.	-269.	.82	20.	83.2	F	15.7	17.2
2	4	1500.	0.	880.	6256.	0.	880.	6525.	7800.	0.	BB 1500.	-269.	.84	16.	99.7	F	14.6	18.9
3	4	1118.	0.	0.	5376.	0.	0.	5645.	7800.	0.	BB 1118.	-269.	.72	11.	123.7	F	12.1	22.9
4	4	345.	996.	0.	6372.	996.	0.	6641.	7800.	0.	BB 345.	-269.	.85	17.	96.6	F	15.1	18.4
5	4	5130.	896.	316.	7268.	1024.	339.	7665.	7800.	0.	* 1040.	135.	.98	47.	40.4	F	21.5	11.4
6	4	2055.	0.	0.	6952.	0.	0.	7326.	7800.	0.	** 2055.	135.	.94	24.	76.8	F	17.6	15.1
7	5	1828.	0.	1428.	6952.	0.	1536.	7326.	9750.	0.	** 1828.	135.	.75	12.	117.8	F	12.9	21.8
8	4	1280.	0.	0.	5524.	0.	0.	5790.	7800.	0.	** 1280.	135.	.74	12.	119.7	F	12.6	22.2
9	4	1570.	0.	0.	5524.	0.	0.	5790.	7800.	0.	** 1570.	135.	.74	12.	119.7	F	12.5	22.3
10	5	1515.	1636.	2732.	7160.	1932.	2947.	7722.	7722.	1278.	0.	0.	1.00	55.	28.1	E	20.8	11.7
11	4	1190.	0.	540.	4428.	0.	585.	4775.	7735.	65.	0.	0.	.62	55.	21.7	C	20.3	11.8
12	4	230.	0.	0.	3888.	0.	0.	4191.	7800.	0.	0.	0.	.54	55.	19.0	C	20.5	11.8
13	3	4755.	0.	0.	3888.	0.	0.	4191.	5850.	0.	0.	0.	.72	55.	25.4	C	20.5	11.8
14	4	1275.	432.	0.	4320.	432.	0.	4623.	8000.	0.	0.	0.	.58	55.	21.0	C	20.3	11.8
15	4	2640.	0.	4320.	4320.	0.	4623.	4623.	8000.	0.	0.	0.	.58	55.	21.0	C	24.4	11.2
TOTAL		36431. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 24.	64.5		17.0	15.5

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	450. VEH-HRS	567. PASS-HRS	5109. VEH-HRS	6437. PASS-HRS
FREEWAY MERGE DELAY =	74. VEH-HRS	94. PASS-HRS	443. VEH-HRS	558. PASS-HRS
ON-RAMP MRG/CAP DELAY =	13. VEH-HRS	17. PASS-HRS	367. VEH-HRS	463. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	538. VEH-HRS	678. PASS-HRS	5919. VEH-HRS	7458. PASS-HRS
TOTAL TRAV DISTANCE =	10610. VEH-MI.	13369. PASS-MI.	149748. VEH-MI.	188682. PASS-MI.
AVERAGE SYSTEM SPEED =	20. MPH.		29. MPH.	
AVERAGE DENSITY =	65. VPMPL		52. VPMPL	
TOTAL FUEL =	658. GALLONS		8544. GALLONS	
TOTAL EMISSIONS =	178. KILOGRAMS		2247. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	0.	4.00	1.56	0.09	0.49	0.03	0.61
		FREEWAY	594.	74.21	28.85	1.74	9.11	0.48	11.32
		TOTAL	594.	78.21	30.40	1.83	9.60	0.51	11.93
ON-RAMP	4	RAMP	0.	9.25	3.60	0.22	1.14	0.06	1.41
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	0.	9.25	3.60	0.22	1.14	0.06	1.41

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QUEUE SPLIT SECTION  6
QUEUE SPLIT SECTION  5
QUEUE CLEAR SECTION   6 T2 =0.250
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TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6140.	0.	6140.	6140.	0.	6436.	8000.	0.	BM 5076.	-296.	.80	21.	75.6	F	16.1	16.6
2	4	1500.	0.	772.	6140.	0.	772.	6436.	7800.	0.	BB 1500.	-296.	.83	16.	102.2	F	14.4	19.3
3	4	1118.	0.	0.	5368.	0.	0.	5664.	7800.	0.	BB 1118.	-296.	.73	11.	123.2	F	12.2	22.8
4	4	345.	916.	0.	6284.	916.	0.	6580.	7800.	0.	BB 345.	-296.	.84	17.	98.2	F	14.9	18.6
5	4	5130.	840.	340.	7124.	840.	372.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	6784.	0.	0.	7638.	7800.	0.	0.	-210.	.98	36.	53.1	F	19.9	12.7
7	5	1828.	0.	1268.	6784.	0.	1428.	7855.	9750.	0.	* 1088.	-217.	.81	17.	90.7	F	15.3	18.2
8	4	1280.	0.	0.	5516.	0.	0.	6427.	7800.	0.	** 1280.	-217.	.82	16.	102.4	F	14.5	19.3
9	4	1570.	0.	0.	5516.	0.	0.	6427.	7800.	0.	** 1570.	-217.	.82	16.	102.4	F	14.4	19.3
10	5	1515.	1536.	2592.	7052.	1536.	2927.	7963.	7963.	1037.	0.	0.	1.00	55.	29.0	E	20.8	11.7
11	4	1190.	0.	532.	4460.	0.	601.	5036.	7749.	51.	0.	0.	.65	55.	22.9	C	20.3	11.8
12	4	230.	0.	0.	3928.	0.	0.	4435.	7800.	0.	0.	0.	.57	55.	20.2	C	20.5	11.8
13	3	4755.	0.	0.	3928.	0.	0.	4435.	5850.	0.	0.	0.	.76	55.	26.9	D	20.5	11.8
14	4	1275.	364.	0.	4292.	364.	0.	4799.	8000.	0.	0.	0.	.60	55.	21.8	C	20.3	11.8
15	4	2640.	0.	4292.	4292.	0.	4799.	4799.	8000.	0.	0.	0.	.60	55.	21.8	C	24.4	11.2
TOTAL		36431. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 27.	58.6		17.8	14.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	405. VEH-HRS	510. PASS-HRS	5514. VEH-HRS	6948. PASS-HRS
FREEWAY MERGE DELAY =	62. VEH-HRS	79. PASS-HRS	505. VEH-HRS	637. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	367. VEH-HRS	463. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	467. VEH-HRS	589. PASS-HRS	6387. VEH-HRS	8047. PASS-HRS
TOTAL TRAV DISTANCE =	10813. VEH-MI.	13625. PASS-MI.	160561. VEH-MI.	202307. PASS-MI.
AVERAGE SYSTEM SPEED =	23. MPH.		29. MPH.	
AVERAGE DENSITY =	59. VPMPL		53. VPMPL	
TOTAL FUEL =	633. GALLONS		9177. GALLONS	
TOTAL EMISSIONS =	169. KILOGRAMS		2415. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	499.	62.33	24.23	1.46	7.65	0.40	9.51
		TOTAL	499.	62.33	24.23	1.46	7.65	0.40	9.51

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6292.	0.	6292.	6292.	0.	6630.	8000.	0.	BM 3596.	-338.	.83	26.	63.1	F	17.2	15.1
2	4	1500.	0.	960.	6292.	0.	960.	6630.	7800.	0.	BB 1500.	-338.	.85	17.	96.9	F	14.9	18.5
3	4	1118.	0.	0.	5332.	0.	0.	5670.	7800.	0.	BB 1118.	-338.	.73	12.	123.0	F	12.2	22.8
4	4	345.	876.	0.	6208.	876.	0.	6546.	7800.	0.	BB 345.	-338.	.84	17.	99.1	F	14.8	18.8
5	4	5130.	796.	396.	7004.	796.	441.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	6608.	0.	0.	7359.	7800.	0.	0.	0.	.94	53.	34.9	D	21.2	11.5
7	5	1828.	0.	1312.	6608.	0.	1461.	7359.	9750.	0.	0.	0.	.75	38.	39.1	E	19.3	13.1
8	4	1280.	0.	0.	5296.	0.	0.	6477.	7800.	0.	* 130.	-579.	.83	18.	87.7	F	15.5	17.7
9	4	1570.	0.	0.	5296.	0.	0.	6477.	7800.	0.	** 1570.	-579.	.83	16.	101.0	F	14.5	19.1
10	5	1515.	1520.	2620.	6816.	1520.	3074.	7997.	7997.	1003.	0.	0.	1.00	55.	29.1	E	20.8	11.7
11	4	1190.	0.	536.	4196.	0.	629.	4923.	7747.	53.	0.	0.	.64	55.	22.4	C	20.3	11.8
12	4	230.	0.	0.	3660.	0.	0.	4294.	7800.	0.	0.	0.	.55	55.	19.5	C	20.5	11.8
13	3	4755.	0.	0.	3660.	0.	0.	4294.	5850.	0.	0.	0.	.73	55.	26.0	D	20.5	11.8
14	4	1275.	340.	0.	4000.	340.	0.	4634.	8000.	0.	0.	0.	.58	55.	21.1	C	20.3	11.8
15	4	2640.	0.	4000.	4000.	0.	4634.	4634.	8000.	0.	0.	0.	.58	55.	21.1	C	24.4	11.2
TOTAL		36431. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 31.	50.6		18.5	13.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	345. VEH-HRS	435. PASS-HRS	5859. VEH-HRS	7383. PASS-HRS
FREEWAY MERGE DELAY =	48. VEH-HRS	60. PASS-HRS	553. VEH-HRS	697. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	367. VEH-HRS	463. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	393. VEH-HRS	495. PASS-HRS	6780. VEH-HRS	8543. PASS-HRS
TOTAL TRAV DISTANCE =	10773. VEH-MI.	13574. PASS-MI.	171334. VEH-MI.	215881. PASS-MI.
AVERAGE SYSTEM SPEED =	27. MPH.		29. MPH.	
AVERAGE DENSITY =	51. VPMPL		53. VPMPL	
TOTAL FUEL =	600. GALLONS		9777. GALLONS	
TOTAL EMISSIONS =	157. KILOGRAMS		2572. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	384.	48.02	18.67	1.12	5.89	0.31	7.33
		TOTAL	384.	48.02	18.67	1.12	5.89	0.31	7.33

FREEWAY SUMMARY TABLE
SIMULATION BEFORE CONTROL

TIME SLICE	FREEWAY TRAVEL TIME		RAMP DELAY		TOTAL FREEWAY TRAVEL TIME		TOTAL TRAVEL DISTANCE		AVERAGE SPEED	GASOLINE CONSUMED	HYDROCARB EMISSIONS	CARBON MONOXIDE	NITROUS OXIDES	BEGIN TIME
	VEH-HR	PAS-HR	VEH-HR	PAS-HR	VEH-HR	PAS-HR	VEH-MI	PAS-MI	MPH	GALLONS	KILOGRAMS	KILOGRAMS	KILOGRAMS	
1	156.	197.	0.	0.	156.	197.	8592.	10826.	55.0	415.	8.	86.	7.	6:00
2	184.	231.	0.	0.	184.	231.	10099.	12725.	55.0	488.	9.	102.	8.	6:15
3	213.	268.	0.	0.	213.	268.	11460.	14440.	53.9	548.	10.	114.	9.	6:30
4	220.	278.	0.	0.	220.	278.	11595.	14610.	52.6	554.	10.	116.	9.	6:45
5	248.	313.	0.	0.	248.	313.	11573.	14583.	46.6	566.	11.	119.	9.	7:00
6	332.	418.	5.	6.	336.	424.	11330.	14275.	33.7	594.	14.	128.	9.	7:15
7	415.	523.	25.	32.	440.	555.	11142.	14039.	25.3	635.	17.	140.	10.	7:30
8	491.	619.	78.	99.	569.	717.	10613.	13372.	18.6	673.	20.	153.	10.	7:45
9	484.	610.	121.	152.	605.	762.	10666.	13439.	17.6	688.	21.	158.	10.	8:00
10	495.	624.	127.	160.	622.	784.	10536.	13275.	16.9	690.	21.	159.	10.	8:15
11	487.	614.	122.	154.	609.	768.	10457.	13176.	17.2	684.	21.	157.	10.	8:30
12	467.	589.	126.	159.	593.	747.	10553.	13297.	17.8	677.	20.	156.	10.	8:45
13	465.	586.	120.	151.	584.	736.	10520.	13256.	18.0	674.	20.	154.	10.	9:00
14	450.	567.	87.	110.	538.	678.	10610.	13369.	19.7	658.	19.	149.	10.	9:15
15	405.	510.	62.	79.	467.	589.	10813.	13625.	23.1	633.	17.	142.	10.	9:30
16	345.	435.	48.	60.	393.	495.	10773.	13574.	27.4	600.	15.	133.	9.	9:45
TOTAL	5859.	7383.	921.	1160.	6780.	8543.	171334.	215881.	29.2	9777.	253.	2169.	151.	

CONTOUR DIAGRAM OF
SPEED
BEFORE ENTRY CONTROL

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TIME                                                                                                                  BEGIN
SLICE ...........................................................................................................   TIME
      .                                                                                                           .
    1 .555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555. -  6:00
    2 .555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555. -  6:15
    3 .555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555555. -  6:30
    4 .555555555555555555555555555555555444225555555555555555555555555555555555555555555555555555555555555555555. -  6:45
    5 .555555555555555555555555555555555222115555555555555555555555555555555444411115555555555555555555555555555. -  7:00
    6 .444444444444444444444444444222211111555555555555555555555555222221111111155555555555555555555555555555555. -  7:15
    7 .222222222222222222222222222211111122555555555555555333333111111111111555555555555555555555555555555555. -  7:30
    8 .111111111111111111111111111111111224444444444444442222221111111111111555555555555555555555555555555555. -  7:45
    9 .111111111111111111111111111111111225555555555555552222221111111111111555555555555555555555555555555555. -  8:00
   10 .111111111111111111111111111111111225555555555555552222221111111111111555555555555555555555555555555555. -  8:15
   11 .111111111111111111111111111111111155555555555555333333111111111111155555555555555555555555555555555555. -  8:30
   12 .111111111111111111111111111111111155555555555555333333111111111111155555555555555555555555555555555555. -  8:45
   13 .111111111111111111111111111111111155555555555555222222111111111111155555555555555555555555555555555555. -  9:00
   14 .111111111111111111111111111111111144444444444444222222111111111111155555555555555555555555555555555555. -  9:15
   15 .222222222222222222222222222211111111555555555555555333333111111111111155555555555555555555555555555555. -  9:30
   16 .222222222222222222222222222211111111555555555555555555555333333111111111155555555555555555555555555555555. -  9:45
      .                                                                                                           .
      ...........................................................................................................
       :                         :   :  : :            :     :    :   :   :   :  ::            :  :
       01                        02  03 0405           06    07   08  09  10  11  13           14 15
```

THE DIGIT LEVELS DENOTE THE FIRST DIGIT OF THE OPERATING SPEED (EX. 4 MEANS 40-49 MPH).

CONTOUR DIAGRAM OF
QUEUE LENGTH
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ..................................................................................................................  TIME
      .                                                                                                                .
    1 .                                                                                                                . -  6:00
    2 .                                                                                                                . -  6:15
    3 .                                                                                                                . -  6:30
    4 .                                 * *                                                                            . -  6:45
    5 .                               *** *                                  ******                                   . -  7:00
    6 .                   **************** B                          ************                                     . -  7:15
    7 .      *********************BBBBBBB B                    ******************                                     . -  7:30
    8 .BBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBB B              **********************                                     . -  7:45
    9 .BBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBB B                   ******************                                     . -  8:00
   10 .BBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBB B                   ******************                                     . -  8:15
   11 .  BBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBB B                       **************                                     . -  8:30
   12 .   BBBBBBBBBBBBBBBBBBBBBBBBBBBBBBB B                    *****************                                     . -  8:45
   13 .      BBBBBBBBBBBBBBBBBBBBBBBBBBBB B                   ******************                                     . -  9:00
   14 .         BBBBBBBBBBBBBBBBBBBBBBBBB B               **********************                                     . -  9:15
   15 .             BBBBBBBBBBBBBBBBBBBBB B                          ***********                                     . -  9:30
   16 .                 BBBBBBBBBBBBBBBBB B                                *****                                     . -  9:45
      .                                                                                                                .
      ..................................................................................................................
       :                         :   :  : :            :     :    :   :   :   :  ::            :  :
       01                        02  03 0405           06    07   08  09  10  11  13           14 15
```

BLANK DENOTES MOVING TRAFFIC. ASTERISK DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION.
M DENOTES QUEUED VEHICLES DUE TO MERGING. B DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION AND MERGING. (WHEN BOTH QUEUES EXIST, LENGTH OF DISPLAY REPRESENTS MAINLINE CONGESTION.)

```
FFFFFFFFFF RRRRRRRRR  EEEEEEEEEE     QQQQQQQ         1111      222222     PPPPPPPPP     EEEEEEEEEE
FFFFFFFFFF RRRRRRRRRR EEEEEEEEEE   Q*A.D.MAY*Q     111111     222  222    PPPPPPPPPP    EEEEEEEEEE
FFF        RRR    RRR EEE         QQQQQ    QQQQQ     1111    222    222   PPP    PPP    EEE
FFF        RRR    RRR EEE        QQQQ        QQQQ    1111           222   PPP    PPP    EEE
FFFFFFF    RRRRRRRRRR EEEEEEE    QQQQ        QQQQ    1111          222    PPPPPPPPPP    EEEEEEE
FFFFFFF    RRRRRRRRR  EEEEEEE    QQQQ        QQQQ    1111        2222     PPPPPPPPP     EEEEEEE
FFF        RRR RRR    EEE        QQQQ    QQQ QQQQ    1111      2222       PPP           EEE
FFF        RRR  RRR   EEE         Q*UC*    QQQQQ     1111     222         PPP           EEE
FFF        RRR   RRR  EEEEEEEEEE   Q*REGENTS*QQ      1111    222          PPP           EEEEEEEEEE
FFF        RRR    RRR EEEEEEEEEE     Q*1999*Q QQQ  11111111  2222222222   PPP           EEEEEEEEEE
```

FREQ12PE SB 2045 AM Build

1. THIS IS A SIMULATION ONLY EXECUTION.

2. THERE ARE 4.0 TIME SLICES PER HOUR.

3. WEAVING ANALYSIS IS ENGAGED WITH FACTOR = 0.5

4. NO ALTERNATE ROUTE IS PROVIDED.

5. SPEED FLOW DATA IS SUPPLIED BY THE PROGRAM. DEFAULT FREE-FLOW SPEED = 60
   LOWER LIMB (AT V/C=1) = 30

6. FUEL DATA ARE SUPPLIED BY THE PROGRAM.

7. EMISSION RATES SELECTED FROM PROGRAM TABLES: EMFAC2002 2005 - 75 DEGREES F.

FREEWAY AND ARTERIAL DESIGN FEATURES

SUB SEC	NO. LNS	SSEC CAP	SSEC LENGTH	DESIGN SPEED	ORG DES	TRK FAC	SSEC GRAD	PCT TRK	PCT DES TRUCKS	SPECIAL RAMP	FF.SPD. ALT.RTE	CAP. ALT.RTE	ART TYPE	GRADE ALT.RTE	SUBSECTION LOCATION
1	4	8000.	2000.	60	O	0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Dummy Link
2	4	8000.	1887.	60	D	0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Main to Union off
3	3	6000.	4825.	60		0.94	0.0	6	0	NO	0.0	0.	GOOD	0.0	Union off to Union on
4	4	8000.	1045.	60	O	0.99	0.0	9	0	YES	0.0	0.	GOOD	0.0	Union on to Merge
5	3	6000.	1555.	60		0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Merge to 980 on
6	5	10000.	800.	55	O	0.94	0.0	6	0	YES	0.0	0.	GOOD	0.0	980 on to Merge
7	4	8000.	160.	55		0.94	0.0	6	0	NO	0.0	0.	GOOD	0.0	Merge to Broadway on
8	4	8000.	1730.	55	O	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Broadway on to Oak on
9	5	10000.	2900.	55	O	0.93	0.0	7	0	YES	0.0	0.	GOOD	0.0	Oak on to merge
10	4	8000.	2150.	55		0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Merge to Embarc on
11	4	8000.	1380.	55	OD	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Embarc on to Embarc off
12	4	8000.	3550.	55	D	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Embarc off to 23rd off
13	4	8000.	1916.	55		0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	23rd off to 23rd on
14	4	8000.	1304.	55	O	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	23rd on to Mainline
15	4	6600.	3000.	55	OD	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Dummy Lnk With Dummy Rmp

ON-RAMP CAPACITY LIMITS

1	2	3	4	5	6	7	8
8000.	1500.	3600.	1500.	1500.	1500.	1500.	1500.

OFF-RAMP CAPACITY LIMITS

1	2	3	4
3000.	1500.	1500.	6600.

ON-RAMP 1 IS THE MAINLINE ORIGIN
OFF-RAMP 4 IS THE MAINLINE DESTINATION

DISTRIBUTION OF VEHICLE OCCUPANCY

ON RAMP NUMBER	PASSENGERS PER VEHICLE 1	2	3 OR MORE	BUSES	AVERAGE CARPOOL (3+) OCCUPANCY	AVERAGE BUS OCCUPANCY
1	0.800	0.150	0.050	0.000	3.20	40.
2	0.800	0.150	0.050	0.000	3.20	40.
3	0.800	0.150	0.050	0.000	3.20	40.
4	0.800	0.150	0.050	0.000	3.20	40.
5	0.800	0.150	0.050	0.000	3.20	40.
6	0.800	0.150	0.050	0.000	3.20	40.
7	0.800	0.150	0.050	0.000	3.20	40.
8	0.800	0.150	0.050	0.000	3.20	40.

TIME SLICE 1 OF 16

ON-RAMP LOCATIONS
1 4 6 8 9 11 14 15

OFF-RAMP LOCATIONS
2 11 12 15

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
899. 39. 573. 25. 48. 43. 99. 0.

ORIGINAL OUTPUT COUNTS--
119. 57. 99. 1454.

TOTAL ORIGINAL INPUT = 1726. TOTAL ORIGINAL OUTPUT= 1729.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 2 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
962. 44. 605. 47. 72. 54. 104. 0.

ORIGINAL OUTPUT COUNTS--
138. 49. 111. 1590.

TOTAL ORIGINAL INPUT = 1888. TOTAL ORIGINAL OUTPUT= 1888.

NO MODIFICATION TO DATA HAS BEEN MADE PRIOR TO THE DISTRIBUTION PROCESS

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 3 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
945. 53. 648. 67. 76. 45. 131. 0.

ORIGINAL OUTPUT COUNTS--
173. 41. 99. 1654.

TOTAL ORIGINAL INPUT = 1965. TOTAL ORIGINAL OUTPUT= 1967.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 4 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1010. 63. 648. 67. 89. 62. 130. 0.

ORIGINAL OUTPUT COUNTS--
192. 66. 111. 1693.

TOTAL ORIGINAL INPUT = 2069. TOTAL ORIGINAL OUTPUT= 2062.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 5 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
955. 56. 662. 61. 174. 68. 136. 0.

ORIGINAL OUTPUT COUNTS--
206. 61. 122. 1720.

TOTAL ORIGINAL INPUT = 2112. TOTAL ORIGINAL OUTPUT= 2109.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 6 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
988. 68. 785. 52. 174. 64. 136. 0.

ORIGINAL OUTPUT COUNTS--
208. 54. 145. 1863.

TOTAL ORIGINAL INPUT = 2267. TOTAL ORIGINAL OUTPUT= 2270.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 7 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1063. 90. 831. 63. 174. 78. 167. 0.

ORIGINAL OUTPUT COUNTS--
227. 58. 167. 2011.

TOTAL ORIGINAL INPUT = 2466. TOTAL ORIGINAL OUTPUT= 2463.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 8 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1088. 67. 859. 67. 174. 101. 163. 0.

ORIGINAL OUTPUT COUNTS--
227. 87. 167. 2039.

TOTAL ORIGINAL INPUT = 2519. TOTAL ORIGINAL OUTPUT= 2520.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 9 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1115. 64. 754. 58. 180. 98. 158. 0.

ORIGINAL OUTPUT COUNTS--
241. 79. 152. 1956.

TOTAL ORIGINAL INPUT = 2427. TOTAL ORIGINAL OUTPUT= 2428.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 10 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1059. 71. 751. 56. 226. 96. 163. 0.

ORIGINAL OUTPUT COUNTS--
241. 89. 166. 1933.

TOTAL ORIGINAL INPUT = 2422. TOTAL ORIGINAL OUTPUT= 2429.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 11 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1114. 95. 772. 82. 191. 89. 158. 0.

ORIGINAL OUTPUT COUNTS--
241. 87. 165. 2006.

TOTAL ORIGINAL INPUT = 2501. TOTAL ORIGINAL OUTPUT= 2499.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 12 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1121. 75. 744. 73. 164. 86. 153. 0.

ORIGINAL OUTPUT COUNTS--
241. 87. 159. 1922.

TOTAL ORIGINAL INPUT = 2416. TOTAL ORIGINAL OUTPUT= 2409.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 13 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1032. 78. 822. 55. 170. 78. 135. 0.

ORIGINAL OUTPUT COUNTS--
215. 83. 140. 1942.

TOTAL ORIGINAL INPUT = 2370. TOTAL ORIGINAL OUTPUT= 2380.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 14 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1053. 89. 726. 63. 209. 86. 142. 0.

ORIGINAL OUTPUT COUNTS--
205. 69. 136. 1964.

TOTAL ORIGINAL INPUT = 2368. TOTAL ORIGINAL OUTPUT= 2374.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 15 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1073. 78. 670. 83. 172. 73. 141. 0.

ORIGINAL OUTPUT COUNTS--
190. 75. 151. 1869.

TOTAL ORIGINAL INPUT = 2290. TOTAL ORIGINAL OUTPUT= 2285.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 16 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1129. 77. 654. 98. 169. 71. 147. 0.

ORIGINAL OUTPUT COUNTS--
201. 83. 152. 1899.

TOTAL ORIGINAL INPUT = 2345. TOTAL ORIGINAL OUTPUT= 2335.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

***** INPUT HAS BEEN COMPLETED *****

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3596.	0.	3596.	3596.	0.	3596.	8000.	0.	0.	0.	.45	60.	15.0	B	20.4	12.6
2	4	1887.	0.	476.	3596.	0.	476.	3596.	8000.	0.	0.	0.	.45	60.	15.0	B	20.4	12.6
3	3	4825.	0.	0.	3120.	0.	0.	3120.	6000.	0.	0.	0.	.52	60.	17.3	B	21.1	12.4
4	4	1045.	156.	0.	3276.	156.	0.	3276.	8000.	0.	0.	0.	.41	60.	13.6	B	20.4	12.6
5	3	1555.	0.	0.	3276.	0.	0.	3276.	6000.	0.	0.	0.	.55	60.	18.2	C	20.4	12.6
6	5	800.	2296.	0.	5572.	2296.	0.	5572.	10000.	0.	0.	0.	.56	55.	20.3	C	22.6	11.5
7	4	160.	0.	0.	5572.	0.	0.	5572.	8000.	0.	0.	0.	.70	55.	25.3	C	22.6	11.5
8	4	1730.	100.	0.	5672.	100.	0.	5672.	8000.	0.	0.	0.	.71	55.	25.8	C	22.3	11.5
9	5	2900.	192.	0.	5864.	192.	0.	5864.	9994.	6.	0.	0.	.59	55.	21.3	C	22.3	11.5
10	4	2150.	0.	0.	5864.	0.	0.	5864.	7994.	6.	0.	0.	.73	55.	26.7	D	22.3	11.5
11	4	1380.	176.	228.	6040.	176.	228.	6040.	7998.	2.	0.	0.	.76	55.	27.5	D	22.3	11.5
12	4	3550.	0.	400.	5812.	0.	400.	5812.	8000.	0.	0.	0.	.73	55.	26.4	D	22.3	11.5
13	4	1916.	0.	0.	5412.	0.	0.	5412.	8000.	0.	0.	0.	.68	55.	24.6	C	22.3	11.5
14	4	1304.	396.	0.	5808.	396.	0.	5808.	8000.	0.	0.	0.	.73	55.	26.4	D	22.3	11.5
15	4	3000.	0.	5808.	5808.	0.	5808.	5808.	6600.	0.	0.	0.	.88	55.	26.4	D	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.88		LOWEST LOS = D			AVG = 56.	21.9		21.9	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	124. VEH-HRS	156. PASS-HRS	124. VEH-HRS	156. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	124. VEH-HRS	156. PASS-HRS	124. VEH-HRS	156. PASS-HRS
TOTAL TRAV DISTANCE =	6944. VEH-MI.	8750. PASS-MI.	6944. VEH-MI.	8750. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	22. VPMPL		22. VPMPL	
TOTAL FUEL =	318. GALLONS		318. GALLONS	
TOTAL EMISSIONS =	82. KILOGRAMS		82. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3852.	0.	3852.	3852.	0.	3852.	8000.	0.	0.	0.	.48	60.	16.1	B	20.4	12.6
2	4	1887.	0.	552.	3852.	0.	552.	3852.	8000.	0.	0.	0.	.48	60.	16.0	B	20.4	12.6
3	3	4825.	0.	0.	3300.	0.	0.	3300.	6000.	0.	0.	0.	.55	60.	18.3	C	21.1	12.4
4	4	1045.	176.	0.	3476.	176.	0.	3476.	8000.	0.	0.	0.	.43	60.	14.5	B	20.4	12.6
5	3	1555.	0.	0.	3476.	0.	0.	3476.	6000.	0.	0.	0.	.58	60.	19.3	C	20.4	12.6
6	5	800.	2420.	0.	5896.	2420.	0.	5896.	10000.	0.	0.	0.	.59	55.	21.4	C	22.6	11.5
7	4	160.	0.	0.	5896.	0.	0.	5896.	8000.	0.	0.	0.	.74	55.	26.8	D	22.6	11.5
8	4	1730.	184.	0.	6080.	184.	0.	6080.	8000.	0.	0.	0.	.76	55.	27.6	D	22.3	11.5
9	5	2900.	288.	0.	6368.	288.	0.	6368.	9994.	6.	0.	0.	.64	55.	23.2	C	22.3	11.5
10	4	2150.	0.	0.	6368.	0.	0.	6368.	7994.	6.	0.	0.	.80	55.	28.9	D	22.3	11.5
11	4	1380.	220.	196.	6588.	220.	196.	6588.	7998.	2.	0.	0.	.82	55.	29.9	D	22.3	11.5
12	4	3550.	0.	448.	6392.	0.	448.	6392.	8000.	0.	0.	0.	.80	55.	29.1	D	22.3	11.5
13	4	1916.	0.	0.	5944.	0.	0.	5944.	8000.	0.	0.	0.	.74	55.	27.0	D	22.3	11.5
14	4	1304.	416.	0.	6360.	416.	0.	6360.	8000.	0.	0.	0.	.80	55.	28.9	D	22.3	11.5
15	4	3000.	0.	6360.	6360.	0.	6360.	6360.	6600.	0.	0.	0.	.96	55.	28.9	D	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 0.96		LOWEST LOS = D			AVG = 56.	23.7		21.9	11.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	134. VEH-HRS	169. PASS-HRS	257. VEH-HRS	324. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	134. VEH-HRS	169. PASS-HRS	257. VEH-HRS	324. PASS-HRS
TOTAL TRAV DISTANCE =	7520. VEH-MI.	9475. PASS-MI.	14464. VEH-MI.	18224. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	24. VPMPL		23. VPMPL	
TOTAL FUEL =	344. GALLONS		661. GALLONS	
TOTAL EMISSIONS =	88. KILOGRAMS		170. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3780.	0.	3780.	3780.	0.	3780.	8000.	0.	0.	0.	.47	60.	15.8	B	20.4	12.6
2	4	1887.	0.	692.	3780.	0.	692.	3780.	8000.	0.	0.	0.	.47	60.	15.8	B	20.4	12.6
3	3	4825.	0.	0.	3088.	0.	0.	3088.	6000.	0.	0.	0.	.51	60.	17.2	B	21.1	12.4
4	4	1045.	212.	0.	3300.	212.	0.	3300.	8000.	0.	0.	0.	.41	60.	13.7	B	20.4	12.6
5	3	1555.	0.	0.	3300.	0.	0.	3300.	6000.	0.	0.	0.	.55	60.	18.3	C	20.4	12.6
6	5	800.	2592.	0.	5892.	2592.	0.	5892.	10000.	0.	0.	0.	.59	55.	21.4	C	22.6	11.5
7	4	160.	0.	0.	5892.	0.	0.	5892.	8000.	0.	0.	0.	.74	55.	26.8	D	22.6	11.5
8	4	1730.	268.	0.	6160.	268.	0.	6160.	8000.	0.	0.	0.	.77	55.	28.0	D	22.3	11.5
9	5	2900.	308.	0.	6468.	308.	0.	6468.	9994.	6.	0.	0.	.65	55.	23.5	C	22.3	11.5
10	4	2150.	0.	0.	6468.	0.	0.	6468.	7994.	6.	0.	0.	.81	55.	29.4	D	22.3	11.5
11	4	1380.	180.	164.	6648.	180.	164.	6648.	7998.	2.	0.	0.	.83	55.	30.2	D	22.3	11.5
12	4	3550.	0.	400.	6484.	0.	400.	6484.	8000.	0.	0.	0.	.81	55.	29.5	D	22.3	11.5
13	4	1916.	0.	0.	6084.	0.	0.	6084.	8000.	0.	0.	0.	.76	55.	27.7	D	22.3	11.5
14	4	1304.	524.	0.	6608.	524.	0.	6608.	8000.	0.	0.	0.	.83	53.	31.0	D	22.2	11.6
15	4	3000.	0.	6608.	6608.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 1.00		LOWEST LOS = E		AVG = 56.		23.8		21.9	11.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	135. VEH-HRS	170. PASS-HRS	392. VEH-HRS	494. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	135. VEH-HRS	170. PASS-HRS	392. VEH-HRS	494. PASS-HRS
TOTAL TRAV DISTANCE =	7548. VEH-MI.	9511. PASS-MI.	22012. VEH-MI.	27735. PASS-MI.
AVERAGE SYSTEM SPEED =	56. MPH.		56. MPH.	
AVERAGE DENSITY =	24. VPMPL		23. VPMPL	
TOTAL FUEL =	345. GALLONS		1006. GALLONS	
TOTAL EMISSIONS =	89. KILOGRAMS		259. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4040.	0.	4040.	4040.	0.	4040.	8000.	0.	0.	0.	.51	60.	16.8	B	20.4	12.6
2	4	1887.	0.	772.	4040.	0.	772.	4040.	8000.	0.	0.	0.	.51	60.	16.8	B	20.4	12.6
3	3	4825.	0.	0.	3268.	0.	0.	3268.	6000.	0.	0.	0.	.54	60.	18.2	C	21.1	12.4
4	4	1045.	252.	0.	3520.	252.	0.	3520.	8000.	0.	0.	0.	.44	60.	14.7	B	20.4	12.6
5	3	1555.	0.	0.	3520.	0.	0.	3520.	6000.	0.	0.	0.	.59	60.	19.6	C	20.4	12.6
6	5	800.	2592.	0.	6112.	2592.	0.	6112.	10000.	0.	0.	0.	.61	55.	22.2	C	22.6	11.5
7	4	160.	0.	0.	6112.	0.	0.	6112.	8000.	0.	0.	0.	.76	55.	27.8	D	22.6	11.5
8	4	1730.	268.	0.	6380.	268.	0.	6380.	8000.	0.	0.	0.	.80	55.	29.0	D	22.3	11.5
9	5	2900.	356.	0.	6736.	356.	0.	6736.	9991.	9.	0.	0.	.67	55.	24.5	C	22.3	11.5
10	4	2150.	0.	0.	6736.	0.	0.	6736.	7991.	9.	0.	0.	.84	55.	30.6	D	22.3	11.5
11	4	1380.	248.	264.	6984.	248.	264.	6984.	7997.	3.	0.	0.	.87	55.	31.7	D	22.3	11.5
12	4	3550.	0.	444.	6720.	0.	444.	6720.	8000.	0.	0.	0.	.84	55.	30.5	D	22.3	11.5
13	4	1916.	0.	0.	6276.	0.	0.	6276.	8000.	0.	0.	0.	.78	55.	28.5	D	22.3	11.5
14	4	1304.	520.	0.	6796.	520.	0.	6600.	8000.	0. *	875.	196.	.82	30.	54.6	F	19.7	13.9
15	4	3000.	0.	6796.	6796.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 1.00		LOWEST LOS = F		AVG = 54.		25.7		21.7	11.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	146. VEH-HRS	184. PASS-HRS	538. VEH-HRS	678. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	146. VEH-HRS	184. PASS-HRS	538. VEH-HRS	678. PASS-HRS
TOTAL TRAV DISTANCE =	7843. VEH-MI.	9882. PASS-MI.	29855. VEH-MI.	37617. PASS-MI.
AVERAGE SYSTEM SPEED =	54. MPH.		55. MPH.	
AVERAGE DENSITY =	26. VPMPL		24. VPMPL	
TOTAL FUEL =	361. GALLONS		1367. GALLONS	
TOTAL EMISSIONS =	93. KILOGRAMS		352. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3820.	0.	3820.	3820.	0.	3820.	8000.	0.	0.	0.	.48	60.	15.9	B	20.4	12.6
2	4	1887.	0.	824.	3820.	0.	824.	3820.	8000.	0.	0.	0.	.48	60.	15.9	B	20.4	12.6
3	3	4825.	0.	0.	2996.	0.	0.	2996.	6000.	0.	0.	0.	.50	60.	16.6	B	21.1	12.4
4	4	1045.	224.	0.	3220.	224.	0.	3220.	8000.	0.	0.	0.	.40	60.	13.4	B	20.4	12.6
5	3	1555.	0.	0.	3220.	0.	0.	3220.	6000.	0.	0.	0.	.54	60.	17.9	B	20.4	12.6
6	5	800.	2648.	0.	5868.	2648.	0.	5868.	10000.	0.	0.	0.	.59	55.	21.3	C	22.6	11.5
7	4	160.	0.	0.	5868.	0.	0.	5868.	8000.	0.	0.	0.	.73	55.	26.7	D	22.6	11.5
8	4	1730.	244.	0.	6112.	244.	0.	6112.	8000.	0.	0.	0.	.76	55.	27.8	D	22.3	11.5
9	5	2900.	696.	0.	6808.	696.	0.	6808.	9981.	19.	0.	0.	.68	55.	24.8	C	22.3	11.5
10	4	2150.	0.	0.	6808.	0.	0.	6808.	7981.	19.	0.	0.	.85	55.	30.9	D	22.3	11.5
11	4	1380.	272.	244.	7080.	272.	244.	7080.	7995.	5.	0.	0.	.89	54.	32.6	D	22.5	11.4
12	4	3550.	0.	492.	6836.	0.	492.	6836.	8000.	0.	0.	0.	.85	55.	31.1	D	22.3	11.5
13	4	1916.	0.	0.	6344.	0.	0.	6056.	8000.	0.	* 700.	288.	.76	40.	38.3	F	20.9	12.6
14	4	1304.	544.	0.	6888.	544.	0.	6600.	8000.	0.	** 1304.	288.	.82	16.	100.5	F	16.2	18.3
15	4	3000.	0.	6888.	6888.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 48.		27.9		21.4	12.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	159. VEH-HRS	200. PASS-HRS	697. VEH-HRS	878. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	159. VEH-HRS	200. PASS-HRS	697. VEH-HRS	878. PASS-HRS
TOTAL TRAV DISTANCE =	7709. VEH-MI.	9713. PASS-MI.	37564. VEH-MI.	47330. PASS-MI.
AVERAGE SYSTEM SPEED =	48. MPH.		54. MPH.	
AVERAGE DENSITY =	28. VPMPL		25. VPMPL	
TOTAL FUEL =	360. GALLONS		1727. GALLONS	
TOTAL EMISSIONS =	94. KILOGRAMS		446. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3956.	0.	3956.	3956.	0.	3956.	8000.	0.	0.	0.	.49	60.	16.5	B	20.4	12.6
2	4	1887.	0.	832.	3956.	0.	832.	3956.	8000.	0.	0.	0.	.49	60.	16.5	B	20.4	12.6
3	3	4825.	0.	0.	3124.	0.	0.	3124.	6000.	0.	0.	0.	.52	60.	17.4	B	21.1	12.4
4	4	1045.	272.	0.	3396.	272.	0.	3396.	8000.	0.	0.	0.	.42	60.	14.1	B	20.4	12.6
5	3	1555.	0.	0.	3396.	0.	0.	3396.	6000.	0.	0.	0.	.57	60.	18.9	C	20.4	12.6
6	5	800.	3140.	0.	6536.	3140.	0.	6536.	10000.	0.	0.	0.	.65	55.	23.8	C	22.6	11.5
7	4	160.	0.	0.	6536.	0.	0.	6536.	8000.	0.	0.	0.	.82	55.	29.7	D	22.6	11.5
8	4	1730.	208.	0.	6744.	208.	0.	6744.	8000.	0.	0.	0.	.84	55.	30.7	D	22.3	11.5
9	5	2900.	696.	0.	7440.	696.	0.	7440.	9984.	16.	0.	0.	.75	55.	27.1	D	22.3	11.5
10	4	2150.	0.	0.	7440.	0.	0.	7440.	7984.	16.	0.	0.	.93	53.	35.0	E	22.7	11.3
11	4	1380.	256.	216.	7696.	256.	216.	7696.	7996.	4.	0.	0.	.96	52.	37.1	E	23.0	11.2
12	4	3550.	0.	580.	7480.	0.	580.	6636.	8000.	0.	* 2499.	844.	.83	36.	45.6	F	21.0	12.7
13	4	1916.	0.	0.	6900.	0.	0.	6056.	8000.	0.	** 1916.	844.	.76	14.	107.0	F	14.8	19.7
14	4	1304.	544.	0.	7444.	544.	0.	6600.	8000.	0.	** 1304.	844.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	7444.	7444.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 40.		35.3		20.7	12.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	205. VEH-HRS	258. PASS-HRS	902. VEH-HRS	1137. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	205. VEH-HRS	258. PASS-HRS	902. VEH-HRS	1137. PASS-HRS
TOTAL TRAV DISTANCE =	8122. VEH-MI.	10233. PASS-MI.	45685. VEH-MI.	57563. PASS-MI.
AVERAGE SYSTEM SPEED =	40. MPH.		51. MPH.	
AVERAGE DENSITY =	35. VPMPL		26. VPMPL	
TOTAL FUEL =	393. GALLONS		2120. GALLONS	
TOTAL EMISSIONS =	104. KILOGRAMS		550. KILOGRAMS	

QUEUE COLLISION IN SECTION 11 T2 =0.097

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4248.	0.	4248.	4248.	0.	4248.	8000.	0.	0.	0.	.53	60.	17.7	B	20.4	12.6
2	4	1887.	0.	908.	4248.	0.	908.	4248.	8000.	0.	0.	0.	.53	60.	17.7	B	20.4	12.6
3	3	4825.	0.	0.	3340.	0.	0.	3340.	6000.	0.	0.	0.	.56	60.	18.6	C	21.1	12.4
4	4	1045.	360.	0.	3700.	360.	0.	3700.	8000.	0.	0.	0.	.46	60.	15.4	B	20.4	12.6
5	3	1555.	0.	0.	3700.	0.	0.	3700.	6000.	0.	0.	0.	.62	60.	20.6	C	20.4	12.6
6	5	800.	3324.	0.	7024.	3324.	0.	7024.	10000.	0.	0.	0.	.70	55.	25.5	C	22.6	11.5
7	4	160.	0.	0.	7024.	0.	0.	7024.	8000.	0.	0.	0.	.88	54.	32.3	D	22.7	11.4
8	4	1730.	252.	0.	7276.	252.	0.	7276.	8000.	0.	0.	0.	.91	54.	33.9	D	22.6	11.4
9	5	2900.	696.	0.	7972.	696.	0.	6485.	9984.	16.	* 1352.	1487.	.65	40.	32.6	F	20.8	12.5
10	4	2150.	0.	0.	7972.	0.	0.	6485.	7984.	16.	** 2150.	1487.	.81	23.	69.0	F	18.9	15.0
11	4	1380.	312.	232.	8284.	312.	224.	6797.	7996.	4.	** 1380.	1199.	.85	22.	78.5	F	18.2	15.7
12	4	3550.	0.	664.	8052.	0.	641.	6573.	8000.	0.	** 3550.	1199.	.82	16.	103.2	F	16.0	18.5
13	4	1916.	0.	0.	7388.	0.	0.	5932.	8000.	0.	** 1916.	1199.	.74	12.	123.0	F	13.7	21.5
14	4	1304.	668.	0.	8056.	668.	0.	6600.	8000.	0.	** 1304.	1199.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	8056.	8056.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 28.	48.7		19.0	14.4

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	287. VEH-HRS	362. PASS-HRS	1189. VEH-HRS	1499. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	287. VEH-HRS	362. PASS-HRS	1189. VEH-HRS	1499. PASS-HRS
TOTAL TRAV DISTANCE =	8181. VEH-MI.	10308. PASS-MI.	53866. VEH-MI.	67872. PASS-MI.
AVERAGE SYSTEM SPEED =	28. MPH.		45. MPH.	
AVERAGE DENSITY =	49. VPMPL		30. VPMPL	
TOTAL FUEL =	430. GALLONS		2550. GALLONS	
TOTAL EMISSIONS =	118. KILOGRAMS		667. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4352.	0.	4352.	4352.	0.	4352.	8000.	0.	0.	0.	.54	60.	18.1	C	20.4	12.6
2	4	1887.	0.	908.	4352.	0.	908.	4352.	8000.	0.	0.	0.	.54	60.	18.1	C	20.4	12.6
3	3	4825.	0.	0.	3444.	0.	0.	3444.	6000.	0.	0.	0.	.57	60.	19.1	C	21.1	12.4
4	4	1045.	268.	0.	3712.	268.	0.	3712.	8000.	0.	0.	0.	.46	60.	15.5	B	20.4	12.6
5	3	1555.	0.	0.	3712.	0.	0.	3712.	6000.	0.	0.	0.	.62	60.	20.6	C	20.4	12.6
6	5	800.	3436.	0.	7148.	3436.	0.	5520.	10000.	0.	** 800.	1628.	.55	31.	35.9	F	19.6	13.2
7	4	160.	0.	0.	7148.	0.	0.	5520.	8000.	0.	** 160.	1628.	.69	27.	50.7	F	19.4	14.0
8	4	1730.	268.	0.	7416.	268.	0.	5788.	8000.	0.	** 1730.	1628.	.72	22.	65.5	F	17.9	15.4
9	5	2900.	696.	0.	8112.	696.	0.	6484.	9978.	22.	** 2900.	1628.	.65	10.	126.9	F	12.3	22.6
10	4	2150.	0.	0.	8112.	0.	0.	6484.	7978.	22.	** 2150.	1494.	.81	15.	107.2	F	15.7	19.0
11	4	1380.	404.	348.	8516.	404.	322.	6888.	7878.	122.	** 1380.	990.	.87	19.	92.6	F	17.1	17.1
12	4	3550.	0.	668.	8168.	0.	618.	6566.	8000.	0.	** 3550.	990.	.82	16.	105.7	F	15.8	18.8
13	4	1916.	0.	0.	7500.	0.	0.	5948.	8000.	0.	** 1916.	990.	.74	12.	122.5	F	13.8	21.4
14	4	1304.	652.	0.	8152.	652.	0.	6600.	8000.	0.	** 1304.	990.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	8152.	8152.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 21.	63.7		17.0	16.4

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	385. VEH-HRS	485. PASS-HRS	1575. VEH-HRS	1984. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	385. VEH-HRS	485. PASS-HRS	1575. VEH-HRS	1984. PASS-HRS
TOTAL TRAV DISTANCE =	7919. VEH-MI.	9978. PASS-MI.	61785. VEH-MI.	77849. PASS-MI.
AVERAGE SYSTEM SPEED =	21. MPH.		39. MPH.	
AVERAGE DENSITY =	64. VPMPL		34. VPMPL	
TOTAL FUEL =	465. GALLONS		3015. GALLONS	
TOTAL EMISSIONS =	130. KILOGRAMS		797. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4460.	0.	4460.	4460.	0.	4460.	8000.	0.	0.	0.	.56	60.	18.6	C	20.4	12.6
2	4	1887.	0.	964.	4460.	0.	964.	4460.	8000.	0.	0.	0.	.56	60.	18.6	C	20.4	12.6
3	3	4825.	0.	0.	3496.	0.	0.	3496.	6000.	0.	0.	0.	.58	60.	19.4	C	21.1	12.4
4	4	1045.	256.	0.	3752.	256.	0.	2507.	8000.	0.	* 1044.	1245.	.31	13.	48.7	F	15.9	15.7
5	3	1555.	0.	0.	3752.	0.	0.	2507.	6000.	0.	** 1555.	1245.	.42	6.	134.8	F	10.0	24.0
6	5	800.	3012.	0.	6764.	3012.	0.	5519.	10000.	0.	** 800.	1245.	.55	7.	164.3	F	9.4	27.0
7	4	160.	0.	0.	6764.	0.	0.	5519.	8000.	0.	** 160.	1245.	.69	10.	134.2	F	13.0	22.8
8	4	1730.	228.	0.	6992.	228.	0.	5747.	8000.	0.	** 1730.	1245.	.72	11.	128.0	F	13.3	22.2
9	5	2900.	720.	0.	7712.	720.	0.	6467.	9978.	22.	** 2900.	1245.	.65	9.	143.0	F	11.5	24.3
10	4	2150.	0.	0.	7712.	0.	0.	6467.	7978.	22.	** 2150.	1245.	.81	15.	107.6	F	15.6	19.1
11	4	1380.	392.	312.	8104.	392.	305.	6859.	7920.	80.	** 1380.	1061.	.87	18.	94.9	F	16.9	17.3
12	4	3550.	0.	600.	7792.	0.	586.	6554.	8000.	0.	** 3550.	1061.	.82	15.	106.0	F	15.8	18.8
13	4	1916.	0.	0.	7192.	0.	0.	5968.	8000.	0.	** 1916.	1061.	.75	12.	122.0	F	13.8	21.3
14	4	1304.	632.	0.	7824.	632.	0.	6600.	8000.	0.	** 1304.	1061.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	7824.	7824.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 16.	80.0		15.6	17.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	476. VEH-HRS	600. PASS-HRS	2051. VEH-HRS	2584. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	476. VEH-HRS	600. PASS-HRS	2051. VEH-HRS	2584. PASS-HRS
TOTAL TRAV DISTANCE =	7701. VEH-MI.	9703. PASS-MI.	69486. VEH-MI.	87552. PASS-MI.
AVERAGE SYSTEM SPEED =	16. MPH.		34. MPH.	
AVERAGE DENSITY =	80. VPMPL		39. VPMPL	
TOTAL FUEL =	493. GALLONS		3508. GALLONS	
TOTAL EMISSIONS =	138. KILOGRAMS		935. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4236.	0.	4236.	4236.	0.	4236.	8000.	0.	0.	0.	.53	60.	17.6	B	20.4	12.6
2	4	1887.	0.	960.	4236.	0.	960.	4236.	8000.	0.	0.	0.	.53	60.	17.6	B	20.4	12.6
3	3	4825.	0.	0.	3276.	0.	0.	2140.	6000.	0.	* 2648.	1136.	.36	14.	50.5	F	16.1	15.7
4	4	1045.	284.	0.	3560.	284.	0.	2424.	8000.	0.	** 1045.	1136.	.30	3.	218.5	F	8.0	29.6
5	3	1555.	0.	0.	3560.	0.	0.	2424.	6000.	0.	** 1555.	1136.	.40	4.	196.5	F	8.0	29.6
6	5	800.	3004.	0.	6564.	3004.	0.	5428.	10000.	0.	** 800.	1136.	.54	7.	166.3	F	9.3	27.2
7	4	160.	0.	0.	6564.	0.	0.	5428.	8000.	0.	** 160.	1136.	.68	10.	136.7	F	12.7	23.1
8	4	1730.	224.	0.	6788.	224.	0.	5652.	8000.	0.	** 1730.	1136.	.71	11.	130.6	F	13.1	22.5
9	5	2900.	908.	0.	7696.	908.	0.	6560.	9969.	31.	** 2900.	1136.	.66	9.	140.7	F	11.8	24.0
10	4	2150.	0.	0.	7696.	0.	0.	6560.	7969.	31.	** 2150.	1136.	.82	16.	104.8	F	15.9	18.7
11	4	1380.	384.	352.	8080.	384.	344.	6944.	7891.	109.	** 1380.	947.	.88	19.	91.5	F	17.3	16.8
12	4	3550.	0.	668.	7728.	0.	652.	6600.	8000.	0.	** 3550.	947.	.83	16.	104.8	F	15.9	18.7
13	4	1916.	0.	0.	7060.	0.	0.	5948.	8000.	0.	** 1916.	947.	.74	12.	122.5	F	13.8	21.4
14	4	1304.	652.	0.	7712.	652.	0.	6600.	8000.	0.	** 1304.	947.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	7712.	7712.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 14.	93.4		15.0	18.5

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	547. VEH-HRS	689. PASS-HRS	2598. VEH-HRS	3273. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	547. VEH-HRS	689. PASS-HRS	2598. VEH-HRS	3273. PASS-HRS
TOTAL TRAV DISTANCE =	7481. VEH-MI.	9426. PASS-MI.	76967. VEH-MI.	96979. PASS-MI.
AVERAGE SYSTEM SPEED =	14. MPH.		30. MPH.	
AVERAGE DENSITY =	93. VPMPL		44. VPMPL	
TOTAL FUEL =	499. GALLONS		4007. GALLONS	
TOTAL EMISSIONS =	139. KILOGRAMS		1073. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4456.	0.	4456.	4456.	0.	4456.	8000.	0.	0.	0.	.56	60.	18.6	C	20.4	12.6
2	4	1887.	0.	964.	4456.	0.	964.	2969.	8000.	0.	* 955.	1487.	.37	30.	24.3	F	18.6	13.6
3	3	4825.	0.	0.	3492.	0.	0.	2005.	6000.	0.	** 4825.	1487.	.33	4.	166.2	F	9.6	25.3
4	4	1045.	380.	0.	3872.	380.	0.	2385.	8000.	0.	** 1045.	1487.	.30	3.	219.6	F	8.0	29.6
5	3	1555.	0.	0.	3872.	0.	0.	2385.	6000.	0.	** 1555.	1487.	.40	4.	197.9	F	8.0	29.6
6	5	800.	3088.	0.	6960.	3088.	0.	5473.	10000.	0.	** 800.	1487.	.55	7.	165.3	F	9.3	27.1
7	4	160.	0.	0.	6960.	0.	0.	5473.	8000.	0.	** 160.	1487.	.68	10.	135.5	F	12.9	23.0
8	4	1730.	324.	0.	7284.	324.	0.	5797.	8000.	0.	** 1730.	1487.	.72	11.	126.7	F	13.4	22.0
9	5	2900.	764.	0.	8048.	764.	0.	6561.	9975.	25.	** 2900.	1487.	.66	9.	140.9	F	11.8	24.0
10	4	2150.	0.	0.	8048.	0.	0.	6561.	7975.	25.	** 2150.	1414.	.82	16.	105.0	F	15.9	18.7
11	4	1380.	356.	348.	8404.	356.	328.	6917.	7910.	90.	** 1380.	993.	.87	19.	93.0	F	17.1	17.0
12	4	3550.	0.	660.	8056.	0.	621.	6589.	8000.	0.	** 3550.	993.	.82	16.	105.1	F	15.9	18.7
13	4	1916.	0.	0.	7396.	0.	0.	5968.	8000.	0.	** 1916.	993.	.75	12.	122.0	F	13.8	21.3
14	4	1304.	632.	0.	8028.	632.	0.	6600.	8000.	0.	** 1304.	993.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	8028.	8028.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 12.	112.3		14.3	19.3

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	631. VEH-HRS	796. PASS-HRS	3229. VEH-HRS	4069. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	631. VEH-HRS	796. PASS-HRS	3229. VEH-HRS	4069. PASS-HRS
TOTAL TRAV DISTANCE =	7347. VEH-MI.	9257. PASS-MI.	84314. VEH-MI.	106236. PASS-MI.
AVERAGE SYSTEM SPEED =	12. MPH.		26. MPH.	
AVERAGE DENSITY =	112. VPMPL		51. VPMPL	
TOTAL FUEL =	513. GALLONS		4520. GALLONS	
TOTAL EMISSIONS =	142. KILOGRAMS		1215. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4484.	0.	4484.	4484.	0.	3352.	8000.	0.	* 1207.	1132.	.42	22.	37.8	F	16.9	14.8
2	4	1887.	0.	968.	4484.	0.	968.	3352.	8000.	0.	** 1887.	1132.	.42	5.	168.3	F	8.8	27.3
3	3	4825.	0.	0.	3516.	0.	0.	2384.	6000.	0.	** 4825.	1132.	.40	4.	198.0	F	8.3	29.1
4	4	1045.	300.	0.	3816.	300.	0.	2684.	8000.	0.	** 1045.	1132.	.34	3.	211.4	F	8.0	29.6
5	3	1555.	0.	0.	3816.	0.	0.	2684.	6000.	0.	** 1555.	1132.	.45	5.	187.1	F	8.0	29.6
6	5	800.	2976.	0.	6792.	2976.	0.	5660.	10000.	0.	** 800.	1132.	.57	7.	161.2	F	9.6	26.6
7	4	160.	0.	0.	6792.	0.	0.	5660.	8000.	0.	** 160.	1132.	.71	11.	130.4	F	13.3	22.4
8	4	1730.	292.	0.	7084.	292.	0.	5952.	8000.	0.	** 1730.	1132.	.74	12.	122.4	F	13.8	21.4
9	5	2900.	656.	0.	7740.	656.	0.	6608.	9978.	22.	** 2900.	1132.	.66	9.	139.9	F	11.9	23.8
10	4	2150.	0.	0.	7740.	0.	0.	6608.	7978.	22.	** 2150.	1132.	.83	16.	103.8	F	16.0	18.6
11	4	1380.	348.	348.	8088.	348.	341.	6956.	7928.	72.	** 1380.	971.	.88	19.	92.5	F	17.2	16.9
12	4	3550.	0.	640.	7740.	0.	627.	6615.	8000.	0.	** 3550.	971.	.83	16.	104.4	F	16.0	18.6
13	4	1916.	0.	0.	7100.	0.	0.	5988.	8000.	0.	** 1916.	971.	.75	12.	121.5	F	13.9	21.3
14	4	1304.	612.	0.	7712.	612.	0.	6600.	8000.	0.	** 1304.	971.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	7712.	7712.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 11.		126.1		13.4	20.3

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	694. VEH-HRS	874. PASS-HRS	3923. VEH-HRS	4943. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	694. VEH-HRS	874. PASS-HRS	3923. VEH-HRS	4943. PASS-HRS
TOTAL TRAV DISTANCE =	7372. VEH-MI.	9288. PASS-MI.	91686. VEH-MI.	115524. PASS-MI.
AVERAGE SYSTEM SPEED =	11. MPH.		23. MPH.	
AVERAGE DENSITY =	126. VPMPL		57. VPMPL	
TOTAL FUEL =	548. GALLONS		5069. GALLONS	
TOTAL EMISSIONS =	150. KILOGRAMS		1364. KILOGRAMS	

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4124.	0.	4124.	4124.	0.	2980.	8000.	0.	** 2000.	1144.	.37	4.	183.5	F	8.6	27.8
2	4	1887.	0.	856.	4124.	0.	856.	2980.	8000.	0.	** 1887.	1144.	.37	4.	203.4	F	8.0	29.6
3	3	4825.	0.	0.	3268.	0.	0.	2124.	6000.	0.	** 4825.	1144.	.35	3.	207.4	F	8.3	29.1
4	4	1045.	308.	0.	3576.	308.	0.	2432.	8000.	0.	** 1045.	1144.	.30	3.	218.3	F	8.0	29.6
5	3	1555.	0.	0.	3576.	0.	0.	2432.	6000.	0.	** 1555.	1144.	.41	4.	196.2	F	8.0	29.6
6	5	800.	3292.	0.	6868.	3292.	0.	5724.	10000.	0.	** 800.	1144.	.57	7.	159.8	F	9.8	26.5
7	4	160.	0.	0.	6868.	0.	0.	5724.	8000.	0.	** 160.	1144.	.72	11.	128.7	F	13.4	22.1
8	4	1730.	220.	0.	7088.	220.	0.	5944.	8000.	0.	** 1730.	1144.	.74	12.	122.7	F	13.8	21.4
9	5	2900.	680.	0.	7768.	680.	0.	6624.	9978.	22.	** 2900.	1144.	.66	9.	139.6	F	12.0	23.8
10	4	2150.	0.	0.	7768.	0.	0.	6624.	7978.	22.	** 2150.	1144.	.83	16.	103.4	F	16.0	18.5
11	4	1380.	308.	328.	8076.	308.	323.	6932.	7964.	36.	** 1380.	1033.	.87	18.	94.5	F	17.0	17.2
12	4	3550.	0.	556.	7748.	0.	548.	6608.	8000.	0.	** 3550.	1033.	.83	16.	104.6	F	15.9	18.6
13	4	1916.	0.	0.	7192.	0.	0.	6060.	8000.	0.	** 1916.	1033.	.76	13.	119.5	F	14.1	21.0
14	4	1304.	540.	0.	7732.	540.	0.	6600.	8000.	0.	** 1304.	1033.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	7732.	7732.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG =	9.	140.0		13.1	20.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	767. VEH-HRS	966. PASS-HRS	4689. VEH-HRS	5909. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	36. VEH-HRS	45. PASS-HRS	36. VEH-HRS	45. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	802. VEH-HRS	1011. PASS-HRS	4725. VEH-HRS	5954. PASS-HRS
TOTAL TRAV DISTANCE =	7131. VEH-MI.	8985. PASS-MI.	98817. VEH-MI.	124509. PASS-MI.
AVERAGE SYSTEM SPEED =	9. MPH.		21. MPH.	
AVERAGE DENSITY =	140. VPMPL		63. VPMPL	
TOTAL FUEL =	558. GALLONS		5627. GALLONS	
TOTAL EMISSIONS =	154. KILOGRAMS		1518. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	286.	35.76	13.40	0.82	4.28	0.23	5.32
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	286.	35.76	13.40	0.82	4.28	0.23	5.32

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4212.	0.	4212.	4212.	0.	2961.	8000.	0.	** 2000.	1251.	.37	4.	203.9	F	8.0	29.6
2	4	1887.	0.	816.	4212.	0.	816.	2961.	8000.	0.	** 1887.	1251.	.37	4.	203.9	F	8.0	29.6
3	3	4825.	0.	0.	3396.	0.	0.	2145.	6000.	0.	** 4825.	1251.	.36	3.	206.7	F	8.3	29.1
4	4	1045.	356.	0.	3752.	356.	0.	2501.	8000.	0.	** 1045.	1251.	.31	3.	216.4	F	8.0	29.6
5	3	1555.	0.	0.	3752.	0.	0.	2501.	6000.	0.	** 1555.	1251.	.42	4.	193.7	F	8.0	29.6
6	5	800.	2908.	0.	6660.	2908.	0.	5409.	10000.	0.	** 800.	1251.	.54	6.	166.7	F	9.2	27.3
7	4	160.	0.	0.	6660.	0.	0.	5409.	8000.	0.	** 160.	1251.	.68	10.	137.2	F	12.6	23.2
8	4	1730.	252.	0.	6912.	252.	0.	5661.	8000.	0.	** 1730.	1251.	.71	11.	130.4	F	13.1	22.5
9	5	2900.	836.	0.	7748.	836.	0.	6497.	9978.	22.	** 2900.	1251.	.65	9.	142.4	F	11.6	24.2
10	4	2150.	0.	0.	7748.	0.	0.	6497.	7978.	22.	** 2150.	1251.	.81	15.	106.8	F	15.7	19.0
11	4	1380.	344.	276.	8092.	344.	272.	6841.	7981.	19.	** 1380.	1140.	.86	18.	97.6	F	16.7	17.7
12	4	3550.	0.	544.	7816.	0.	537.	6569.	8000.	0.	** 3550.	1140.	.82	16.	105.6	F	15.8	18.8
13	4	1916.	0.	0.	7272.	0.	0.	6032.	8000.	0.	** 1916.	1140.	.75	13.	120.3	F	14.0	21.1
14	4	1304.	568.	0.	7840.	568.	0.	6600.	8000.	0.	** 1304.	1140.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	7840.	7840.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG =	9.	142.6		12.8	21.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	780. VEH-HRS	983. PASS-HRS	5470. VEH-HRS	6892. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	75. VEH-HRS	94. PASS-HRS	111. VEH-HRS	139. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	855. VEH-HRS	1077. PASS-HRS	5580. VEH-HRS	7031. PASS-HRS
TOTAL TRAV DISTANCE =	7049. VEH-MI.	8882. PASS-MI.	105866. VEH-MI.	133391. PASS-MI.
AVERAGE SYSTEM SPEED =	8. MPH.		19. MPH.	
AVERAGE DENSITY =	143. VPMPL		69. VPMPL	
TOTAL FUEL =	577. GALLONS		6203. GALLONS	
TOTAL EMISSIONS =	160. KILOGRAMS		1679. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	313.	74.86	28.05	1.71	8.96	0.47	11.14
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	313.	74.86	28.05	1.71	8.96	0.47	11.14

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4292.	0.	4292.	4292.	0.	3396.	8000.	0.	** 2000.	896.	.42	4.	192.0	F	8.0	29.6
2	4	1887.	0.	760.	4292.	0.	760.	3396.	8000.	0.	** 1887.	896.	.42	4.	192.0	F	8.0	29.6
3	3	4825.	0.	0.	3532.	0.	0.	2636.	6000.	0.	** 4825.	896.	.44	5.	188.8	F	8.3	29.1
4	4	1045.	312.	0.	3844.	312.	0.	2948.	8000.	0.	** 1045.	896.	.37	4.	204.2	F	8.0	29.6
5	3	1555.	0.	0.	3844.	0.	0.	2948.	6000.	0.	** 1555.	896.	.49	6.	177.5	F	8.3	29.0
6	5	800.	2684.	0.	6528.	2684.	0.	5632.	10000.	0.	** 800.	896.	.56	7.	161.8	F	9.6	26.7
7	4	160.	0.	0.	6528.	0.	0.	5632.	8000.	0.	** 160.	896.	.70	11.	131.2	F	13.2	22.5
8	4	1730.	328.	0.	6856.	328.	0.	5960.	8000.	0.	** 1730.	896.	.74	12.	122.2	F	13.8	21.4
9	5	2900.	688.	0.	7544.	688.	0.	6648.	9978.	22.	** 2900.	896.	.67	10.	139.1	F	12.1	23.7
10	4	2150.	0.	0.	7544.	0.	0.	6648.	7978.	22.	** 2150.	896.	.83	16.	102.7	F	16.1	18.4
11	4	1380.	296.	304.	7840.	296.	304.	6944.	7994.	6.	** 1380.	896.	.87	18.	95.2	F	17.0	17.3
12	4	3550.	0.	604.	7536.	0.	604.	6640.	8000.	0.	** 3550.	896.	.83	16.	103.7	F	16.0	18.5
13	4	1916.	0.	0.	6932.	0.	0.	6036.	8000.	0.	** 1916.	896.	.75	13.	120.2	F	14.0	21.1
14	4	1304.	564.	0.	7496.	564.	0.	6600.	8000.	0.	** 1304.	896.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	7496.	7496.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 10.		135.4		12.8	21.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	744. VEH-HRS	937. PASS-HRS	6213. VEH-HRS	7829. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	67. VEH-HRS	85. PASS-HRS	178. VEH-HRS	224. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	811. VEH-HRS	1021. PASS-HRS	6391. VEH-HRS	8052. PASS-HRS
TOTAL TRAV DISTANCE =	7386. VEH-MI.	9307. PASS-MI.	113252. VEH-MI.	142698. PASS-MI.
AVERAGE SYSTEM SPEED =	9. MPH.		18. MPH.	
AVERAGE DENSITY =	135. VPMPL		73. VPMPL	
TOTAL FUEL =	601. GALLONS		6804. GALLONS	
TOTAL EMISSIONS =	166. KILOGRAMS		1845. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	224.	67.10	25.14	1.53	8.03	0.42	9.99
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	224.	67.10	25.14	1.53	8.03	0.42	9.99

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4520.	0.	4520.	4520.	0.	3488.	8000.	0.	** 2000.	1032.	.44	5.	189.6	F	8.0	29.6
2	4	1887.	0.	808.	4520.	0.	808.	3488.	8000.	0.	** 1887.	1032.	.44	5.	189.6	F	8.0	29.6
3	3	4825.	0.	0.	3712.	0.	0.	2680.	6000.	0.	** 4825.	1032.	.45	5.	187.2	F	8.3	29.1
4	4	1045.	308.	0.	4020.	308.	0.	2988.	8000.	0.	** 1045.	1032.	.37	4.	203.2	F	8.0	29.6
5	3	1555.	0.	0.	4020.	0.	0.	2988.	6000.	0.	** 1555.	1032.	.50	6.	176.1	F	8.4	28.8
6	5	800.	2616.	0.	6636.	2616.	0.	5604.	10000.	0.	** 800.	1032.	.56	7.	162.4	F	9.5	26.8
7	4	160.	0.	0.	6636.	0.	0.	5604.	8000.	0.	** 160.	1032.	.70	11.	131.9	F	13.1	22.5
8	4	1730.	388.	0.	7024.	388.	0.	5992.	8000.	0.	** 1730.	1032.	.75	12.	121.4	F	13.9	21.3
9	5	2900.	676.	0.	7700.	676.	0.	6668.	9978.	22.	** 2900.	1032.	.67	10.	138.6	F	12.2	23.6
10	4	2150.	0.	0.	7700.	0.	0.	6668.	7978.	22.	** 2150.	1032.	.84	16.	102.2	F	16.1	18.3
11	4	1380.	284.	332.	7984.	284.	332.	6952.	7980.	20.	** 1380.	1029.	.87	18.	94.5	F	17.0	17.2
12	4	3550.	0.	608.	7652.	0.	608.	6620.	8000.	0.	** 3550.	1029.	.83	16.	104.3	F	16.0	18.6
13	4	1916.	0.	0.	7044.	0.	0.	6012.	8000.	0.	** 1916.	1029.	.75	12.	120.8	F	14.0	21.2
14	4	1304.	588.	0.	7632.	588.	0.	6600.	8000.	0.	** 1304.	1029.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	7632.	7632.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 10.	134.7		12.8	21.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	740. VEH-HRS	932. PASS-HRS	6953. VEH-HRS	8761. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	60. VEH-HRS	76. PASS-HRS	238. VEH-HRS	300. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	800. VEH-HRS	1008. PASS-HRS	7191. VEH-HRS	9061. PASS-HRS
TOTAL TRAV DISTANCE =	7419. VEH-MI.	9348. PASS-MI.	120671. VEH-MI.	152045. PASS-MI.
AVERAGE SYSTEM SPEED =	9. MPH.		17. MPH.	
AVERAGE DENSITY =	135. VPMPL		77. VPMPL	
TOTAL FUEL =	602. GALLONS		7406. GALLONS	
TOTAL EMISSIONS =	166. KILOGRAMS		2011. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	258.	60.26	22.58	1.38	7.21	0.38	8.97
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	258.	60.26	22.58	1.38	7.21	0.38	8.97

FREEWAY SUMMARY TABLE
SIMULATION BEFORE CONTROL

TIME SLICE	FREEWAY TRAVEL TIME (VEH-HR)	FREEWAY TRAVEL TIME (PAS-HR)	RAMP DELAY (VEH-HR)	RAMP DELAY (PAS-HR)	TOTAL FREEWAY TRAVEL TIME (VEH-HR)	TOTAL FREEWAY TRAVEL TIME (PAS-HR)	TOTAL TRAVEL DISTANCE (VEH-MI)	TOTAL TRAVEL DISTANCE (PAS-MI)	AVERAGE SPEED (MPH)	GASOLINE CONSUMED (GALLONS)	HYDROCARB EMISSIONS (KILOGRAMS)	CARBON MONOXIDE (KILOGRAMS)	NITROUS OXIDES (KILOGRAMS)	BEGIN TIME
1	124.	156.	0.	0.	124.	156.	6944.	8750.	56.2	318.	6.	70.	5.	15:00
2	134.	169.	0.	0.	134.	169.	7520.	9475.	56.2	344.	7.	76.	6.	15:15
3	135.	170.	0.	0.	135.	170.	7548.	9511.	56.0	345.	7.	76.	6.	15:30
4	146.	184.	0.	0.	146.	184.	7843.	9882.	53.8	361.	7.	80.	6.	15:45
5	159.	200.	0.	0.	159.	200.	7709.	9713.	48.4	360.	7.	80.	6.	16:00
6	205.	258.	0.	0.	205.	258.	8122.	10233.	39.6	393.	9.	89.	6.	16:15
7	287.	362.	0.	0.	287.	362.	8181.	10308.	28.5	430.	11.	100.	7.	16:30
8	385.	485.	0.	0.	385.	485.	7919.	9978.	20.6	465.	14.	109.	7.	16:45
9	476.	600.	0.	0.	476.	600.	7701.	9703.	16.2	493.	16.	115.	7.	17:00
10	547.	689.	0.	0.	547.	689.	7481.	9426.	13.7	499.	16.	115.	7.	17:15
11	631.	796.	0.	0.	631.	796.	7347.	9257.	11.6	513.	17.	118.	7.	17:30
12	694.	874.	0.	0.	694.	874.	7372.	9288.	10.6	548.	19.	124.	7.	17:45
13	767.	966.	36.	45.	802.	1011.	7131.	8985.	8.9	558.	20.	127.	7.	18:00
14	780.	983.	75.	94.	855.	1077.	7049.	8882.	8.2	577.	21.	132.	7.	18:15
15	744.	937.	67.	85.	811.	1021.	7386.	9307.	9.1	601.	22.	137.	8.	18:30
16	740.	932.	60.	76.	800.	1008.	7419.	9348.	9.3	602.	22.	137.	8.	18:45
TOTAL	6953.	8761.	238.	300.	7191.	9061.	120671.	152045.	17.4	7406.	220.	1684.	106.	

CONTOUR DIAGRAM OF
SPEED
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ...........................................................................................................   TIME
      .                                                                                                           .
    1 .666666666666666666666666666666666666555555555555555555555555555555555555555555555555555555555555555555555. - 15:00
    2 .666666666666666666666666666666666666555555555555555555555555555555555555555555555555555555555555555555555. - 15:15
    3 .666666666666666666666666666666666666555555555555555555555555555555555555555555555555555555555555555555555. - 15:30
    4 .666666666666666666666666666666666666555555555555555555555555555555555555555555555555555555555555533335555. - 15:45
    5 .666666666666666666666666666666666666555555555555555555555555555555555555555555555555555555333333111555555. - 16:00
    6 .666666666666666666666666666666666666555555555555555555555555555555555555555555333333333333111111111555555. - 16:15
    7 .666666666666666666666666666666666666555555555555333333333322222222222211111111111111111111111555555555. - 16:30
    8 .666666666666666666666666666666666555553332222222111111111111111111111111111111111111111111111111555555555. - 16:45
    9 .666666666666666666666666666661110000000011111110000000000111111111111111111111111111111111111111555555555. - 17:00
   10 .666666666666611111111111111110000000000001111110000000000111111111111111111111111111111111111111555555555. - 17:15
   11 .666666633333300000000000000000000000000111111100000000001111111111111111111111111111111111111111555555555. - 17:30
   12 .222222200000000000000000000000000000000011111100000000001111111111111111111111111111111111111111555555555. - 17:45
   13 .000000000000000000000000000000000000000011111100000000001111111111111111111111111111111111111111555555555. - 18:00
   14 .000000000000000000000000000000000000000011111100000000001111111111111111111111111111111111111111555555555. - 18:15
   15 .000000000000000000000000000000000000000011111100000000001111111111111111111111111111111111111111555555555. - 18:30
   16 .000000000000000000000000000000000000000011111100000000001111111111111111111111111111111111111111555555555. - 18:45
      .                                                                                                           .
      ...........................................................................................................
       :     :    :             : :    : ::    :         :     :    :          :    :   :
       01    02   03            04 05   06 08   09        10    11   12         13   14  15
```

THE DIGIT LEVELS DENOTE THE FIRST DIGIT OF THE OPERATING SPEED (EX. 4 MEANS 40-49 MPH).

CONTOUR DIAGRAM OF
QUEUE LENGTH
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ..........................................................................................................   TIME
      .                                                                                                          .
    1 .                                                                                                          . - 15:00
    2 .                                                                                                          . - 15:15
    3 .                                                                                                          . - 15:30
    4 .                                                                                                 ***      . - 15:45
    5 .                                                                                             *******      . - 16:00
    6 .                                                                                   *******************      . - 16:15
    7 .                                                                   ***************************************      . - 16:30
    8 .                                                   *****************************************************      . - 16:45
    9 .                                       ***************************************************************      . - 17:00
   10 .                                   ***********************************************************************      . - 17:15
   11 .                       ***************************************************************************      . - 17:30
   12 .                   ***************************************************************************************      . - 17:45
   13 .*******************************************************************************************************      . - 18:00
   14 .*******************************************************************************************************      . - 18:15
   15 .*******************************************************************************************************      . - 18:30
   16 .*******************************************************************************************************      . - 18:45
      .                                                                                                          .
      ..........................................................................................................
       :     :    :            :  :    :  ::    :        :     :    :          :    :  :
       01    02   03           04 05   06  08   09       10    11   12         13   14 15
```

BLANK DENOTES MOVING TRAFFIC. ASTERISK DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION.
M DENOTES QUEUED VEHICLES DUE TO MERGING. B DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION AND MERGING. (WHEN BOTH QUEUES EXIST, LENGTH OF DISPLAY REPRESENTS MAINLINE CONGESTION.)

CONTOUR DIAGRAM OF
VOLUME/CAPACITY RATIO
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ..............................................................................................................   TIME
      .                                                                                                             .
    1 .444444444444455555555555555544455555555677777755555555557777777777777777777777777666666777788888888888. - 15:00
    2 .444444444444455555555555555544455555555777777766666666667777777888887777777777777777777777779999999999. - 15:15
    3 .444444444444455555555555555544455555555777777766666666668888888888888888888888888777777888**********. - 15:30
    4 .555555555555555555555555555544455555666777777766666666668888888888888888888888888777777888**********. - 15:45
    5 .444444444444444444444444444444455555555777777766666666668888888888888888888888888777777888**********. - 16:00
    6 .444444444444455555555555555544455555666888888877777777779999999999998888888888888777777888**********. - 16:15
    7 .555555555555555555555555555544466666777899999966666666668888888888888888888888888777777888**********. - 16:30
    8 .555555555555555555555555555544466666555677777766666666668888888888888888888888888777777888**********. - 16:45
    9 .555555555555555555555555555533344444555677777766666666668888888888888888888888888777777888**********. - 17:00
   10 .555555555555533333333333333333344444555677777766666666668888888888888888888888888777777888**********. - 17:15
   11 .555555533333333333333333333322233333555677777766666666668888888888888888888888888777777888**********. - 17:30
   12 .444444444444433333333333333333344444555777777766666666668888888888888888888888888777777888**********. - 17:45
   13 .333333333333333333333333333333344444555777777766666666668888888888888888888888888777777888**********. - 18:00
   14 .333333333333333333333333333333344444555677777766666666668888888888888888888888888777777888**********. - 18:15
   15 .444444444444444444444444444443334444455577777776666666666888888888888888888888888777777888**********. - 18:30
   16 .444444444444444444444444444443334444455577777776666666666888888888888888888888888777777888**********. - 18:45
      .                                                                                                             .
      ..............................................................................................................
       :      :     :             :  :    :  ::     :         :      :    :           :     :   :
       01     02    03            04 05   06  08    09        10     11   12          13    14  15
```

THE DIGIT LEVELS DENOTE V/C IN VALUES FROM 0 TO 10 (CORRESPONDING TO 0.0 TO 1.0). THE ASTERISK DENOTES SATURATION.

Build 2045 Conditions
PM Peak Period

```
FFFFFFFFFF RRRRRRRRR  EEEEEEEEEE     QQQQQQQ         1111      222222     PPPPPPPPP     EEEEEEEEEE
FFFFFFFFFF RRRRRRRRRR EEEEEEEEEE   Q*A.D.MAY*Q     111111     222  222    PPPPPPPPPP    EEEEEEEEEE
FFF        RRR    RRR EEE         QQQQQ    QQQQQ     1111    222    222   PPP    PPP    EEE
FFF        RRR    RRR EEE        QQQQ        QQQQ    1111           222   PPP    PPP    EEE
FFFFFFF    RRRRRRRRRR EEEEEEE    QQQQ        QQQQ    1111          222    PPPPPPPPPP    EEEEEEE
FFFFFFF    RRRRRRRRR  EEEEEEE    QQQQ        QQQQ    1111        2222     PPPPPPPPP     EEEEEEE
FFF        RRR RRR    EEE        QQQQ    QQQ QQQQ    1111      2222       PPP           EEE
FFF        RRR  RRR   EEE         Q*UC*    QQQQQ     1111     222         PPP           EEE
FFF        RRR   RRR  EEEEEEEEEE   Q*REGENTS*QQ      1111    222          PPP           EEEEEEEEEE
FFF        RRR    RRR EEEEEEEEEE     Q*1999*Q QQQ  11111111  2222222222   PPP           EEEEEEEEEE
```

FREQ12PE 2045 NB PM Build - v5

1. THIS IS A SIMULATION ONLY EXECUTION.

2. THERE ARE 4.0 TIME SLICES PER HOUR.

3. WEAVING ANALYSIS IS ENGAGED WITH FACTOR = 0.5

4. NO ALTERNATE ROUTE IS PROVIDED.

5. SPEED FLOW DATA IS SUPPLIED BY THE PROGRAM. DEFAULT FREE-FLOW SPEED = 55
   LOWER LIMB (AT V/C=1) = 30

6. FUEL DATA ARE SUPPLIED BY THE PROGRAM.

7. EMISSION RATES SELECTED FROM PROGRAM TABLES: EMFAC2002 2005 - 75 DEGREES F.

FREEWAY AND ARTERIAL DESIGN FEATURES

SUB SEC	NO. LNS	SSEC CAP	SSEC LENGTH	DESIGN SPEED	ORG DES	TRK FAC	SSEC GRAD	PCT TRK TRUCKS	PCT DES RAMP	SPECIAL	FF.SPD. ALT.RTE	CAP. ALT.RTE	ART TYPE	GRADE ALT.RTE	SUBSECTION LOCATION
1	4	8000.	10000.	55	O	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Dummy Link
2	4	7800.	1500.	55	D	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Mainline to 23rd off
3	4	7800.	1118.	55		0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	23rd off to 23rd on diag
4	4	7800.	345.	55	O	0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	23rd on diag to 23rd loo
5	4	7800.	5130.	55	OD	0.99	0.0	13	0	NO	0.0	0.	GOOD	0.0	23rd on loop to 5th off
6	4	7800.	2055.	55		0.99	0.0	13	0	NO	0.0	0.	GOOD	0.0	5th off to lane add
7	5	9750.	1600.	55	D	0.99	0.0	13	0	NO	0.0	0.	GOOD	0.0	%th lane add to Oak off
8	4	7800.	1280.	55		0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Oak off to Broadway off
9	4	7800.	1570.	55		0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	Broadway off to Jacks on
10	5	9000.	1515.	55	OD	0.99	0.0	13	0	YES	0.0	0.	GOOD	0.0	Jacks on to 980 off
11	4	7800.	1190.	55	D	0.99	0.0	15	0	NO	0.0	0.	GOOD	0.0	980 off to Market off
12	4	7800.	230.	60		0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Market Off to Merge
13	3	5850.	4755.	60		0.99	0.0	14	0	NO	0.0	0.	GOOD	0.0	Merge to Union on
14	4	8000.	1275.	60	O	0.99	0.0	15	0	YES	0.0	0.	GOOD	0.0	R10 - Union On to ML End
15	4	8000.	2640.	60	D	1.00	0.0	0	0	NO	0.0	0.	GOOD	0.0	Dummy end

ON-RAMP CAPACITY LIMITS

1	2	3	4	5
8000.	1500.	1500.	1900.	1500.

OFF-RAMP CAPACITY LIMITS

1	2	3	4	5	6
1500.	1500.	3000.	3800.	1500.	8000.

ON-RAMP 1 IS THE MAINLINE ORIGIN
OFF-RAMP 6 IS THE MAINLINE DESTINATION

TIME SLICE 1 OF 16

ON-RAMP LOCATIONS
1 4 5 10 14

OFF-RAMP LOCATIONS
2 5 7 10 11 15

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1961. 271. 241. 404. 71.

ORIGINAL OUTPUT COUNTS--
216. 107. 272. 1075. 114. 1169.

TOTAL ORIGINAL INPUT = 2948. TOTAL ORIGINAL OUTPUT= 2953.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 2 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1931. 219. 238. 379. 73.

ORIGINAL OUTPUT COUNTS--
235. 107. 303. 1009. 137. 1024.

TOTAL ORIGINAL INPUT = 2840. TOTAL ORIGINAL OUTPUT= 2815.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 3 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
2001. 230. 264. 358. 76.

ORIGINAL OUTPUT COUNTS--
202. 108. 355. 1106. 136. 1020.

TOTAL ORIGINAL INPUT = 2929. TOTAL ORIGINAL OUTPUT= 2927.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 4 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
2024. 187. 218. 331. 83.

ORIGINAL OUTPUT COUNTS--
240. 106. 360. 1120. 139. 900.

TOTAL ORIGINAL INPUT = 2843. TOTAL ORIGINAL OUTPUT= 2865.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.99
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 5 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1957. 206. 231. 416. 84.

ORIGINAL OUTPUT COUNTS--
227. 112. 351. 1110. 140. 961.

TOTAL ORIGINAL INPUT = 2894. TOTAL ORIGINAL OUTPUT= 2901.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 6 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1929. 201. 236. 432. 85.

ORIGINAL OUTPUT COUNTS--
194. 123. 344. 1092. 130. 1034.

TOTAL ORIGINAL INPUT = 2883. TOTAL ORIGINAL OUTPUT= 2917.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.99
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 7 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1975. 211. 223. 431. 89.

ORIGINAL OUTPUT COUNTS--
254. 98. 273. 971. 137. 1189.

TOTAL ORIGINAL INPUT = 2929. TOTAL ORIGINAL OUTPUT= 2922.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 8 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
2033. 189. 249. 445. 62.

ORIGINAL OUTPUT COUNTS--
266. 116. 342. 1054. 144. 1023.

TOTAL ORIGINAL INPUT = 2978. TOTAL ORIGINAL OUTPUT= 2945.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 9 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1977. 232. 243. 468. 108.

ORIGINAL OUTPUT COUNTS--
301. 103. 313. 1095. 157. 1029.

TOTAL ORIGINAL INPUT = 3028. TOTAL ORIGINAL OUTPUT= 2998.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 10 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
2098. 203. 237. 442. 99.

ORIGINAL OUTPUT COUNTS--
279. 130. 453. 1129. 188. 905.

TOTAL ORIGINAL INPUT = 3079. TOTAL ORIGINAL OUTPUT= 3084.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 11 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1863. 194. 250. 414. 83.

ORIGINAL OUTPUT COUNTS--
231. 134. 381. 991. 155. 932.

TOTAL ORIGINAL INPUT = 2804. TOTAL ORIGINAL OUTPUT= 2824.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.99
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 12 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1866. 198. 250. 414. 68.

ORIGINAL OUTPUT COUNTS--
237. 112. 327. 955. 147. 1022.

TOTAL ORIGINAL INPUT = 2796. TOTAL ORIGINAL OUTPUT= 2800.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 13 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1814. 178. 215. 365. 73.

ORIGINAL OUTPUT COUNTS--
222. 123. 283. 946. 126. 918.

TOTAL ORIGINAL INPUT = 2645. TOTAL ORIGINAL OUTPUT= 2618.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 14 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1691. 181. 210. 406. 60.

ORIGINAL OUTPUT COUNTS--
244. 120. 302. 983. 128. 774.

TOTAL ORIGINAL INPUT = 2548. TOTAL ORIGINAL OUTPUT= 2551.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 15 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1676. 157. 172. 373. 60.

ORIGINAL OUTPUT COUNTS--
195. 102. 268. 907. 108. 886.

TOTAL ORIGINAL INPUT = 2438. TOTAL ORIGINAL OUTPUT= 2466.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.99
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 16 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1716. 153. 193. 338. 65.

ORIGINAL OUTPUT COUNTS--
183. 98. 213. 917. 99. 948.

TOTAL ORIGINAL INPUT = 2465. TOTAL ORIGINAL OUTPUT= 2458.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

6 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

***** INPUT HAS BEEN COMPLETED *****

```
QUEUE COLLISION IN SECTION   4 T2 =0.015
QUEUE COLLISION IN SECTION   2 T2 =0.136
```

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7844.	0.	7844.	7844.	0.	6698.	8000.	0.	* 2824.	1146.	.84	45.	36.8	F	20.6	11.9
2	4	1500.	0.	864.	7844.	0.	859.	6698.	7800.	0.	** 1500.	1102.	.86	25.	66.3	F	17.5	15.0
3	4	1118.	0.	0.	6980.	0.	0.	5838.	7800.	0.	B* 1118.	1102.	.75	15.	99.3	F	13.7	20.0
4	4	345.	1084.	0.	8064.	1084.	0.	6922.	7800.	0.	BB 345.	878.	.89	20.	87.1	F	16.2	16.8
5	4	5130.	960.	428.	9024.	960.	370.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	8596.	0.	0.	7430.	7800.	0.	0.	0.	.95	52.	35.5	E	21.3	11.5
7	5	1600.	0.	1088.	8596.	0.	941.	7430.	9750.	0.	0.	0.	.76	55.	27.0	D	20.8	11.7
8	4	1280.	0.	0.	7508.	0.	0.	6490.	7800.	0.	0.	0.	.83	55.	29.5	D	20.5	11.8
9	4	1570.	0.	0.	7508.	0.	0.	6490.	7800.	0.	0.	0.	.83	54.	30.2	D	20.2	11.9
10	5	1515.	1616.	4292.	9124.	1616.	3800.	8099.	8099.	901.	0.	0.	1.00	55.	29.5	E	20.8	11.7
11	4	1190.	0.	452.	4832.	0.	401.	4289.	7765.	35.	0.	0.	.55	55.	19.5	C	20.3	11.8
12	4	230.	0.	0.	4380.	0.	0.	3888.	7800.	0.	0.	0.	.50	60.	16.2	B	19.3	12.8
13	3	4755.	0.	0.	4380.	0.	0.	3888.	5850.	0.	0.	0.	.66	60.	21.6	C	19.3	12.8
14	4	1275.	284.	0.	4664.	284.	0.	4172.	8000.	0.	0.	0.	.52	60.	17.4	B	19.1	12.9
15	4	2640.	0.	4664.	4664.	0.	4172.	4172.	8000.	0.	0.	0.	.52	60.	17.4	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 45.	34.6		20.2	12.3

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	250. VEH-HRS	315. PASS-HRS	250. VEH-HRS	315. PASS-HRS
FREEWAY MERGE DELAY =	3. VEH-HRS	3. PASS-HRS	3. VEH-HRS	3. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	253. VEH-HRS	318. PASS-HRS	253. VEH-HRS	318. PASS-HRS
TOTAL TRAV DISTANCE =	11190. VEH-MI.	14099. PASS-MI.	11190. VEH-MI.	14099. PASS-MI.
AVERAGE SYSTEM SPEED =	44. MPH.		45. MPH.	
AVERAGE DENSITY =	35. VPMPL		35. VPMPL	
TOTAL FUEL =	554. GALLONS		554. GALLONS	
TOTAL EMISSIONS =	138. KILOGRAMS		138. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	21.	2.57	1.00	0.06	0.32	0.02	0.39
		TOTAL	21.	2.57	1.00	0.06	0.32	0.02	0.39
OFF-RAMP	4	OUTPUT POINT	2.	0.31	0.12	0.01	0.04	0.00	0.05

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7724.	0.	7724.	7724.	0.	6838.	8000.	0.	* 7617.	886.	.85	26.	65.1	F	17.5	14.9
2	4	1500.	0.	948.	7724.	0.	948.	6838.	7800.	0.	** 1500.	886.	.88	19.	91.2	F	15.5	17.5
3	4	1118.	0.	0.	6776.	0.	0.	5890.	7800.	0.	** 1118.	886.	.76	13.	117.0	F	12.7	21.9
4	4	345.	876.	0.	7652.	876.	0.	6766.	7800.	0.	** 345.	886.	.87	18.	93.2	F	15.5	17.8
5	4	5130.	952.	432.	8604.	952.	392.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	8172.	0.	0.	7408.	7800.	0.	0.	0.	.95	52.	35.3	E	21.3	11.5
7	5	1600.	0.	1224.	8172.	0.	1110.	7408.	9750.	0.	0.	0.	.76	55.	26.9	D	20.8	11.7
8	4	1280.	0.	0.	6948.	0.	0.	6299.	7800.	0.	0.	0.	.81	55.	28.6	D	20.5	11.8
9	4	1570.	0.	0.	6948.	0.	0.	6299.	7800.	0.	0.	0.	.81	55.	28.6	D	20.3	11.8
10	5	1515.	1516.	4068.	8464.	1516.	3756.	7815.	8156.	844.	0.	0.	.96	55.	28.4	D	20.8	11.7
11	4	1190.	0.	556.	4396.	0.	514.	4059.	7756.	44.	0.	0.	.52	55.	18.4	C	20.3	11.8
12	4	230.	0.	0.	3840.	0.	0.	3545.	7800.	0.	0.	0.	.45	60.	14.8	B	19.3	12.8
13	3	4755.	0.	0.	3840.	0.	0.	3545.	5850.	0.	0.	0.	.61	60.	19.7	C	19.3	12.8
14	4	1275.	292.	0.	4132.	292.	0.	3837.	8000.	0.	0.	0.	.48	60.	16.0	B	19.1	12.9
15	4	2640.	0.	4132.	4132.	0.	3837.	3837.	8000.	0.	0.	0.	.48	60.	16.0	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 35.	43.4		19.0	13.4

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	305. VEH-HRS	385. PASS-HRS	555. VEH-HRS	699. PASS-HRS
FREEWAY MERGE DELAY =	2. VEH-HRS	3. PASS-HRS	5. VEH-HRS	6. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	1. VEH-HRS	1. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	308. VEH-HRS	388. PASS-HRS	560. VEH-HRS	706. PASS-HRS
TOTAL TRAV DISTANCE =	10710. VEH-MI.	13495. PASS-MI.	21900. VEH-MI.	27594. PASS-MI.
AVERAGE SYSTEM SPEED =	35. MPH.		39. MPH.	
AVERAGE DENSITY =	43. VPMPL		39. VPMPL	
TOTAL FUEL =	564. GALLONS		1119. GALLONS	
TOTAL EMISSIONS =	144. KILOGRAMS		282. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	0.	2.03	0.79	0.05	0.25	0.01	0.31
		TOTAL	0.	2.03	0.79	0.05	0.25	0.01	0.31
OFF-RAMP	4	OUTPUT POINT	0.	0.31	0.12	0.01	0.04	0.00	0.05

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	8004.	0.	8004.	8000.	0.	6686.	8000.	0.	**10000.	1314.	.84	16.	101.4	F	14.7	18.8
2	4	1500.	0.	808.	8004.	0.	787.	6686.	7800.	0.	** 1500.	1114.	.86	18.	95.3	F	15.1	18.2
3	4	1118.	0.	0.	7196.	0.	0.	5899.	7800.	0.	B* 1118.	1114.	.76	13.	116.8	F	12.7	21.8
4	4	345.	920.	0.	8116.	920.	0.	6819.	7800.	0.	BB 345.	981.	.87	19.	91.7	F	15.7	17.5
5	4	5130.	1056.	432.	9172.	1056.	367.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	8740.	0.	0.	7433.	7800.	0.	0.	0.	.95	52.	35.5	E	21.3	11.5
7	5	1600.	0.	1424.	8740.	0.	1211.	7433.	9750.	0.	0.	0.	.76	55.	27.0	D	20.8	11.7
8	4	1280.	0.	0.	7316.	0.	0.	6222.	7800.	0.	0.	0.	.80	55.	28.3	D	20.5	11.8
9	4	1570.	0.	0.	7316.	0.	0.	6222.	7800.	0.	0.	0.	.80	55.	28.3	D	20.3	11.8
10	5	1515.	1432.	4428.	8748.	1432.	3800.	7654.	8243.	757.	0.	0.	.93	55.	27.8	D	20.8	11.7
11	4	1190.	0.	540.	4320.	0.	472.	3780.	7761.	39.	0.	0.	.49	55.	17.2	B	20.3	11.8
12	4	230.	0.	0.	3780.	0.	0.	3307.	7800.	0.	0.	0.	.42	60.	13.8	B	19.3	12.8
13	3	4755.	0.	0.	3780.	0.	0.	3307.	5850.	0.	0.	0.	.57	60.	18.4	C	19.3	12.8
14	4	1275.	304.	0.	4084.	304.	0.	3611.	8000.	0.	0.	0.	.45	60.	15.0	B	19.1	12.9
15	4	2640.	0.	4084.	4084.	0.	3611.	3611.	8000.	0.	0.	0.	.45	60.	15.0	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 28.	53.3		17.8	14.6

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	366. VEH-HRS	461. PASS-HRS	921. VEH-HRS	1160. PASS-HRS
FREEWAY MERGE DELAY =	2. VEH-HRS	3. PASS-HRS	7. VEH-HRS	9. PASS-HRS
ON-RAMP MRG/CAP DELAY =	41. VEH-HRS	52. PASS-HRS	41. VEH-HRS	52. PASS-HRS
OFF-RAMP DELAY =	2. VEH-HRS	3. PASS-HRS	3. VEH-HRS	4. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	412. VEH-HRS	519. PASS-HRS	972. VEH-HRS	1224. PASS-HRS
TOTAL TRAV DISTANCE =	10310. VEH-MI.	12990. PASS-MI.	32210. VEH-MI.	40584. PASS-MI.
AVERAGE SYSTEM SPEED =	25. MPH.		35. MPH.	
AVERAGE DENSITY =	53. VPMPL		44. VPMPL	
TOTAL FUEL =	596. GALLONS		1714. GALLONS	
TOTAL EMISSIONS =	158. KILOGRAMS		439. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	329.	41.18	16.30	0.97	5.12	0.27	6.36
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	329.	41.18	16.30	0.97	5.12	0.27	6.36
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	19.	2.34	0.91	0.05	0.29	0.02	0.36
		TOTAL	19.	2.34	0.91	0.05	0.29	0.02	0.36
OFF-RAMP	4	OUTPUT POINT	19.	2.32	0.90	0.05	0.28	0.02	0.35

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	8092.	0.	8092.	8000.	0.	7019.	8000.	0.	**10000.	981.	.88	19.	93.4	F	15.6	17.5
2	4	1500.	0.	952.	8092.	0.	918.	7019.	7800.	0.	** 1500.	781.	.90	20.	86.3	F	16.2	16.6
3	4	1118.	0.	0.	7140.	0.	0.	6101.	7800.	0.	** 1118.	781.	.78	14.	111.3	F	13.3	20.9
4	4	345.	748.	0.	7888.	748.	0.	6849.	7800.	0.	** 345.	781.	.88	19.	90.9	F	15.8	17.4
5	4	5130.	876.	420.	8764.	876.	374.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	8344.	0.	0.	7426.	7800.	0.	0.	0.	.95	52.	35.5	E	21.3	11.5
7	5	1600.	0.	1428.	8344.	0.	1271.	7426.	9750.	0.	0.	0.	.76	55.	27.0	D	20.8	11.7
8	4	1280.	0.	0.	6916.	0.	0.	6155.	7800.	0.	0.	0.	.79	55.	28.0	D	20.5	11.8
9	4	1570.	0.	0.	6916.	0.	0.	6155.	7800.	0.	0.	0.	.79	55.	28.0	D	20.3	11.8
10	5	1515.	1324.	4448.	8240.	1324.	3800.	7479.	8343.	657.	0.	0.	.90	55.	27.2	D	20.8	11.7
11	4	1190.	0.	552.	3792.	0.	501.	3442.	7761.	39.	0.	0.	.44	55.	15.6	B	20.3	11.8
12	4	230.	0.	0.	3240.	0.	0.	2941.	7800.	0.	0.	0.	.38	60.	12.3	B	19.3	12.8
13	3	4755.	0.	0.	3240.	0.	0.	2941.	5850.	0.	0.	0.	.50	60.	16.3	B	19.3	12.8
14	4	1275.	332.	0.	3572.	332.	0.	3273.	8000.	0.	0.	0.	.41	60.	13.6	B	19.1	12.9
15	4	2640.	0.	3572.	3572.	0.	3273.	3273.	8000.	0.	0.	0.	.41	60.	13.6	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 30.	50.0		18.3	14.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	343. VEH-HRS	432. PASS-HRS	1264. VEH-HRS	1592. PASS-HRS
FREEWAY MERGE DELAY =	1. VEH-HRS	1. PASS-HRS	8. VEH-HRS	10. PASS-HRS
ON-RAMP MRG/CAP DELAY =	75. VEH-HRS	94. PASS-HRS	116. VEH-HRS	146. PASS-HRS
OFF-RAMP DELAY =	12. VEH-HRS	15. PASS-HRS	15. VEH-HRS	19. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	430. VEH-HRS	542. PASS-HRS	1402. VEH-HRS	1767. PASS-HRS
TOTAL TRAV DISTANCE =	10298. VEH-MI.	12976. PASS-MI.	42508. VEH-MI.	53560. PASS-MI.
AVERAGE SYSTEM SPEED =	24. MPH.		34. MPH.	
AVERAGE DENSITY =	50. VPMPL		45. VPMPL	
TOTAL FUEL =	598. GALLONS		2313. GALLONS	
TOTAL EMISSIONS =	160. KILOGRAMS		599. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	268.	74.72	29.57	1.77	9.28	0.49	11.54
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	268.	74.72	29.57	1.77	9.28	0.49	11.54
ON-RAMP	3	RAMP	0.	0.00	0.00	0.00	0.00	0.00	0.00
		FREEWAY	0.	0.70	0.27	0.02	0.09	0.00	0.11
		TOTAL	0.	0.70	0.27	0.02	0.09	0.00	0.11
OFF-RAMP	4	OUTPUT POINT	78.	12.06	4.69	0.28	1.48	0.08	1.84

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7828.	0.	7828.	7828.	0.	6949.	8000.	0.	**10000.	879.	.87	18.	95.3	F	15.3	17.8
2	4	1500.	0.	904.	7828.	0.	901.	6949.	7800.	0.	** 1500.	851.	.89	20.	88.2	F	15.9	16.9
3	4	1118.	0.	0.	6924.	0.	0.	6048.	7800.	0.	** 1118.	851.	.78	13.	112.7	F	13.2	21.2
4	4	345.	828.	0.	7752.	828.	0.	6876.	7800.	0.	** 345.	851.	.88	19.	90.2	F	15.9	17.2
5	4	5130.	924.	448.	8676.	924.	403.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	8228.	0.	0.	7397.	7800.	0.	0.	0.	.95	52.	35.2	E	21.3	11.5
7	5	1600.	0.	1400.	8228.	0.	1259.	7397.	9750.	0.	0.	0.	.76	55.	26.9	D	20.8	11.7
8	4	1280.	0.	0.	6828.	0.	0.	6139.	7800.	0.	0.	0.	.79	55.	27.9	D	20.5	11.8
9	4	1570.	0.	0.	6828.	0.	0.	6139.	7800.	0.	0.	0.	.79	55.	27.9	D	20.3	11.8
10	5	1515.	1664.	4432.	8492.	1664.	3800.	7803.	8144.	856.	0.	0.	.96	55.	28.4	D	20.8	11.7
11	4	1190.	0.	560.	4060.	0.	514.	3730.	7752.	48.	0.	0.	.48	55.	17.0	B	20.3	11.8
12	4	230.	0.	0.	3500.	0.	0.	3216.	7800.	0.	0.	0.	.41	60.	13.4	B	19.3	12.8
13	3	4755.	0.	0.	3500.	0.	0.	3216.	5850.	0.	0.	0.	.55	60.	17.9	B	19.3	12.8
14	4	1275.	336.	0.	3836.	336.	0.	3552.	8000.	0.	0.	0.	.44	60.	14.8	B	19.1	12.9
15	4	2640.	0.	3836.	3836.	0.	3552.	3552.	8000.	0.	0.	0.	.44	60.	14.8	B	22.7	12.1
TOTAL		36203. =	6.9 MILES										MAX(V/C) = 1.00	LOWEST LOS = F	AVG = 30.	51.0		18.2	14.3

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	350. VEH-HRS	441. PASS-HRS	1613. VEH-HRS	2033. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	8. VEH-HRS	10. PASS-HRS
ON-RAMP MRG/CAP DELAY =	61. VEH-HRS	77. PASS-HRS	177. VEH-HRS	223. PASS-HRS
OFF-RAMP DELAY =	28. VEH-HRS	35. PASS-HRS	43. VEH-HRS	54. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	439. VEH-HRS	553. PASS-HRS	1841. VEH-HRS	2320. PASS-HRS
TOTAL TRAV DISTANCE =	10407. VEH-MI.	13112. PASS-MI.	52915. VEH-MI.	66673. PASS-MI.
AVERAGE SYSTEM SPEED =	24. MPH.		33. MPH.	
AVERAGE DENSITY =	51. VPMPL		46. VPMPL	
TOTAL FUEL =	608. GALLONS		2920. GALLONS	
TOTAL EMISSIONS =	162. KILOGRAMS		761. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	220.	61.01	24.15	1.44	7.58	0.40	9.42
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	220.	61.01	24.15	1.44	7.58	0.40	9.42
OFF-RAMP	4	OUTPUT POINT	146.	27.98	10.88	0.65	3.43	0.18	4.27

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7720.	0.	7720.	7720.	0.	6824.	8000.	0.	**10000.	896.	.85	17.	98.7	F	15.0	18.4
2	4	1500.	0.	768.	7720.	0.	768.	6824.	7800.	0.	** 1500.	896.	.87	19.	91.6	F	15.5	17.6
3	4	1118.	0.	0.	6952.	0.	0.	6056.	7800.	0.	** 1118.	896.	.78	13.	112.5	F	13.2	21.1
4	4	345.	800.	0.	7752.	800.	0.	6856.	7800.	0.	** 345.	896.	.88	19.	90.7	F	15.8	17.3
5	4	5130.	944.	484.	8696.	944.	434.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	8212.	0.	0.	7366.	7800.	0.	0.	0.	.94	53.	35.0	D	21.2	11.5
7	5	1600.	0.	1360.	8212.	0.	1220.	7366.	9750.	0.	0.	0.	.76	55.	26.8	D	20.8	11.7
8	4	1280.	0.	0.	6852.	0.	0.	6146.	7800.	0.	0.	0.	.79	55.	27.9	D	20.5	11.8
9	4	1570.	0.	0.	6852.	0.	0.	6146.	7800.	0.	0.	0.	.79	55.	27.9	D	20.3	11.8
10	5	1515.	1728.	4320.	8580.	1728.	3800.	7874.	8082.	918.	0.	0.	.97	55.	28.6	D	20.8	11.7
11	4	1190.	0.	512.	4260.	0.	470.	3910.	7754.	46.	0.	0.	.50	55.	17.8	B	20.3	11.8
12	4	230.	0.	0.	3748.	0.	0.	3440.	7800.	0.	0.	0.	.44	60.	14.3	B	19.3	12.8
13	3	4755.	0.	0.	3748.	0.	0.	3440.	5850.	0.	0.	0.	.59	60.	19.1	C	19.3	12.8
14	4	1275.	340.	0.	4088.	340.	0.	3780.	8000.	0.	0.	0.	.47	60.	15.7	B	19.1	12.9
15	4	2640.	0.	4088.	4088.	0.	3780.	3780.	8000.	0.	0.	0.	.47	60.	15.7	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 29.	52.4		18.0	14.5

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	359. VEH-HRS	452. PASS-HRS	1972. VEH-HRS	2485. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	8. VEH-HRS	10. PASS-HRS
ON-RAMP MRG/CAP DELAY =	55. VEH-HRS	70. PASS-HRS	232. VEH-HRS	293. PASS-HRS
OFF-RAMP DELAY =	42. VEH-HRS	52. PASS-HRS	85. VEH-HRS	107. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	456. VEH-HRS	575. PASS-HRS	2297. VEH-HRS	2894. PASS-HRS
TOTAL TRAV DISTANCE =	10445. VEH-MI.	13160. PASS-MI.	63359. VEH-MI.	79833. PASS-MI.
AVERAGE SYSTEM SPEED =	23. MPH.		32. MPH.	
AVERAGE DENSITY =	52. VPMPL		47. VPMPL	
TOTAL FUEL =	618. GALLONS		3538. GALLONS	
TOTAL EMISSIONS =	166. KILOGRAMS		927. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	224.	55.48	21.96	1.31	6.89	0.36	8.57
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	224.	55.48	21.96	1.31	6.89	0.36	8.57
OFF-RAMP	4	OUTPUT POINT	187.	41.63	16.18	0.97	5.11	0.27	6.35

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7900.	0.	7900.	7900.	0.	7071.	8000.	0.	**10000.	829.	.88	19.	92.0	F	15.7	17.2
2	4	1500.	0.	1020.	7900.	0.	1007.	7071.	7800.	0.	** 1500.	729.	.91	21.	84.9	F	16.3	16.4
3	4	1118.	0.	0.	6880.	0.	0.	6064.	7800.	0.	** 1118.	729.	.78	14.	112.3	F	13.2	21.1
4	4	345.	848.	0.	7728.	848.	0.	6912.	7800.	0.	** 345.	729.	.89	19.	89.2	F	16.0	17.1
5	4	5130.	888.	392.	8616.	888.	355.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	8224.	0.	0.	7445.	7800.	0.	0.	0.	.95	52.	35.6	E	21.3	11.5
7	5	1600.	0.	1096.	8224.	0.	992.	7445.	9750.	0.	0.	0.	.76	55.	27.1	D	20.8	11.7
8	4	1280.	0.	0.	7128.	0.	0.	6453.	7800.	0.	0.	0.	.83	55.	29.3	D	20.5	11.8
9	4	1570.	0.	0.	7128.	0.	0.	6244.	7800.	0.	* 886.	210.	.80	31.	50.1	F	18.0	14.1
10	5	1515.	1728.	3896.	8856.	1728.	3800.	7972.	7972.	1028.	0.	0.	1.00	55.	29.0	E	20.8	11.7
11	4	1190.	0.	548.	4960.	0.	493.	4465.	7752.	48.	0.	0.	.58	55.	20.3	C	20.3	11.8
12	4	230.	0.	0.	4412.	0.	0.	3971.	7800.	0.	0.	0.	.51	60.	16.5	B	19.3	12.8
13	3	4755.	0.	0.	4412.	0.	0.	3971.	5850.	0.	0.	0.	.68	60.	22.1	C	19.3	12.8
14	4	1275.	356.	0.	4768.	356.	0.	4327.	8000.	0.	0.	0.	.54	60.	18.0	C	19.1	12.9
15	4	2640.	0.	4768.	4768.	0.	4327.	4327.	8000.	0.	0.	0.	.54	60.	18.0	C	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 31.	52.0		18.3	14.1

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	356. VEH-HRS	449. PASS-HRS	2329. VEH-HRS	2934. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	8. VEH-HRS	10. PASS-HRS
ON-RAMP MRG/CAP DELAY =	54. VEH-HRS	68. PASS-HRS	286. VEH-HRS	361. PASS-HRS
OFF-RAMP DELAY =	38. VEH-HRS	47. PASS-HRS	122. VEH-HRS	154. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	448. VEH-HRS	564. PASS-HRS	2745. VEH-HRS	3458. PASS-HRS
TOTAL TRAV DISTANCE =	10897. VEH-MI.	13730. PASS-MI.	74256. VEH-MI.	93562. PASS-MI.
AVERAGE SYSTEM SPEED =	24. MPH.		32. MPH.	
AVERAGE DENSITY =	52. VPMPL		48. VPMPL	
TOTAL FUEL =	630. GALLONS		4168. GALLONS	
TOTAL EMISSIONS =	168. KILOGRAMS		1095. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	207.	53.90	21.34	1.28	6.70	0.35	8.32
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	207.	53.90	21.34	1.28	6.70	0.35	8.32
OFF-RAMP	4	OUTPUT POINT	114.	37.61	14.62	0.88	4.61	0.24	5.74

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	8132.	0.	8132.	8000.	0.	7080.	8000.	0.	**10000.	920.	.89	19.	91.7	F	15.8	17.2
2	4	1500.	0.	1076.	8132.	0.	1032.	7080.	7800.	0.	** 1500.	720.	.91	21.	84.6	F	16.3	16.4
3	4	1118.	0.	0.	7056.	0.	0.	6048.	7800.	0.	** 1118.	720.	.78	13.	112.7	F	13.2	21.2
4	4	345.	756.	0.	7812.	756.	0.	6804.	7800.	0.	** 345.	720.	.87	18.	92.1	F	15.6	17.6
5	4	5130.	996.	468.	8808.	996.	414.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	8340.	0.	0.	7386.	7800.	0.	0.	0.	.95	53.	35.1	E	21.3	11.5
7	5	1600.	0.	1384.	8340.	0.	1226.	7386.	9750.	0.	0.	0.	.76	55.	26.9	D	20.8	11.7
8	4	1280.	0.	0.	6956.	0.	0.	6160.	7800.	0.	0.	0.	.79	55.	28.0	D	20.5	11.8
9	4	1570.	0.	0.	6956.	0.	0.	6241.	7800.	0.	* 551.	-81.	.80	24.	64.8	F	16.7	15.7
10	5	1515.	1780.	4264.	8736.	1780.	3800.	8021.	8021.	979.	0.	0.	1.00	55.	29.2	E	20.8	11.7
11	4	1190.	0.	584.	4472.	0.	536.	4106.	7747.	53.	0.	0.	.53	55.	18.7	C	20.3	11.8
12	4	230.	0.	0.	3888.	0.	0.	3570.	7800.	0.	0.	0.	.46	60.	14.9	B	19.3	12.8
13	3	4755.	0.	0.	3888.	0.	0.	3570.	5850.	0.	0.	0.	.61	60.	19.8	C	19.3	12.8
14	4	1275.	248.	0.	4136.	248.	0.	3818.	8000.	0.	0.	0.	.48	60.	15.9	B	19.1	12.9
15	4	2640.	0.	4136.	4136.	0.	3818.	3818.	8000.	0.	0.	0.	.48	60.	15.9	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 30.	52.0		18.2	14.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	356. VEH-HRS	448. PASS-HRS	2684. VEH-HRS	3382. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	8. VEH-HRS	10. PASS-HRS
ON-RAMP MRG/CAP DELAY =	59. VEH-HRS	74. PASS-HRS	345. VEH-HRS	435. PASS-HRS
OFF-RAMP DELAY =	32. VEH-HRS	40. PASS-HRS	154. VEH-HRS	194. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	447. VEH-HRS	563. PASS-HRS	3191. VEH-HRS	4021. PASS-HRS
TOTAL TRAV DISTANCE =	10650. VEH-MI.	13419. PASS-MI.	84906. VEH-MI.	106982. PASS-MI.
AVERAGE SYSTEM SPEED =	24. MPH.		32. MPH.	
AVERAGE DENSITY =	52. VPMPL		49. VPMPL	
TOTAL FUEL =	620. GALLONS		4788. GALLONS	
TOTAL EMISSIONS =	165. KILOGRAMS		1260. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	263.	58.78	23.26	1.39	7.30	0.38	9.08
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	263.	58.78	23.26	1.39	7.30	0.38	9.08
OFF-RAMP	4	OUTPUT POINT	142.	32.04	12.45	0.75	3.93	0.21	4.89

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7908.	0.	7908.	7908.	0.	7103.	8000.	0.	**10000.	805.	.89	19.	91.1	F	15.8	17.0
2	4	1500.	0.	1216.	7908.	0.	1199.	7103.	7800.	0.	** 1500.	697.	.91	21.	84.0	F	16.4	16.3
3	4	1118.	0.	0.	6692.	0.	0.	5904.	7800.	0.	** 1118.	697.	.76	13.	116.6	F	12.8	21.8
4	4	345.	924.	0.	7616.	924.	0.	6828.	7800.	0.	** 345.	697.	.88	19.	91.5	F	15.7	17.5
5	4	5130.	972.	416.	8588.	972.	378.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	8172.	0.	0.	7422.	7800.	0.	0.	0.	.95	52.	35.4	E	21.3	11.5
7	5	1600.	0.	1264.	8172.	0.	1148.	7422.	9750.	0.	0.	0.	.76	55.	27.0	D	20.8	11.7
8	4	1280.	0.	0.	6908.	0.	0.	6274.	7800.	0.	0.	0.	.80	55.	28.5	D	20.5	11.8
9	4	1570.	0.	0.	6908.	0.	0.	6124.	7800.	0.	* 1154.	150.	.79	21.	72.3	F	15.9	16.6
10	5	1515.	1872.	4424.	8780.	1872.	3800.	7996.	7996.	1004.	0.	0.	1.00	55.	29.1	E	20.8	11.7
11	4	1190.	0.	632.	4356.	0.	576.	3967.	7740.	60.	0.	0.	.51	55.	18.0	C	20.3	11.8
12	4	230.	0.	0.	3724.	0.	0.	3391.	7800.	0.	0.	0.	.43	60.	14.1	B	19.3	12.8
13	3	4755.	0.	0.	3724.	0.	0.	3391.	5850.	0.	0.	0.	.58	60.	18.8	C	19.3	12.8
14	4	1275.	432.	0.	4156.	432.	0.	3823.	8000.	0.	0.	0.	.48	60.	15.9	B	19.1	12.9
15	4	2640.	0.	4156.	4156.	0.	3823.	3823.	8000.	0.	0.	0.	.48	60.	15.9	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 30.	52.1		18.2	14.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	357. VEH-HRS	450. PASS-HRS	3042. VEH-HRS	3832. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	8. VEH-HRS	10. PASS-HRS
ON-RAMP MRG/CAP DELAY =	58. VEH-HRS	73. PASS-HRS	403. VEH-HRS	508. PASS-HRS
OFF-RAMP DELAY =	43. VEH-HRS	54. PASS-HRS	197. VEH-HRS	248. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	458. VEH-HRS	577. PASS-HRS	3649. VEH-HRS	4598. PASS-HRS
TOTAL TRAV DISTANCE =	10618. VEH-MI.	13378. PASS-MI.	95524. VEH-MI.	120360. PASS-MI.
AVERAGE SYSTEM SPEED =	23. MPH.		31. MPH.	
AVERAGE DENSITY =	52. VPMPL		49. VPMPL	
TOTAL FUEL =	623. GALLONS		5411. GALLONS	
TOTAL EMISSIONS =	167. KILOGRAMS		1427. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	201.	58.02	22.96	1.37	7.21	0.38	8.96
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	201.	58.02	22.96	1.37	7.21	0.38	8.96
OFF-RAMP	4	OUTPUT POINT	200.	42.78	16.63	1.00	5.25	0.28	6.53

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QUEUE CLEAR SECTION   9 T2 =0.233
QUEUE OUT OF SECTION 1
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TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	8396.	0.	8396.	8000.	0.	7073.	8000.	0.	**10000.	927.	.88	19.	91.9	F	15.7	17.2
2	4	1500.	0.	1116.	8396.	0.	1037.	7073.	7800.	0.	** 1500.	727.	.91	21.	84.8	F	16.3	16.4
3	4	1118.	0.	0.	7280.	0.	0.	6036.	7800.	0.	** 1118.	727.	.77	13.	113.0	F	13.1	21.2
4	4	345.	812.	0.	8092.	812.	0.	6848.	7800.	0.	** 345.	727.	.88	19.	90.9	F	15.8	17.4
5	4	5130.	952.	524.	9044.	952.	452.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	8520.	0.	0.	7348.	7800.	0.	0.	0.	.94	53.	34.8	D	21.2	11.5
7	5	1600.	0.	1808.	8520.	0.	1559.	7348.	9750.	0.	0.	0.	.75	55.	26.7	D	20.8	11.7
8	4	1280.	0.	0.	6712.	0.	0.	5789.	7800.	0.	0.	0.	.74	55.	26.3	D	20.5	11.8
9	4	1570.	0.	0.	6712.	0.	0.	6107.	7800.	0.	0.	-318.	.78	27.	57.3	F	17.1	15.0
10	5	1515.	1768.	4508.	8480.	1768.	3800.	7875.	8085.	915.	0.	0.	.97	55.	28.6	D	20.8	11.7
11	4	1190.	0.	752.	3972.	0.	698.	3689.	7731.	69.	0.	0.	.48	55.	16.8	B	20.3	11.8
12	4	230.	0.	0.	3220.	0.	0.	2990.	7800.	0.	0.	0.	.38	60.	12.5	B	19.3	12.8
13	3	4755.	0.	0.	3220.	0.	0.	2990.	5850.	0.	0.	0.	.51	60.	16.6	B	19.3	12.8
14	4	1275.	396.	0.	3616.	396.	0.	3386.	8000.	0.	0.	0.	.42	60.	14.1	B	19.1	12.9
15	4	2640.	0.	3616.	3616.	0.	3386.	3386.	8000.	0.	0.	0.	.42	60.	14.1	B	22.7	12.1
TOTAL		36203. =	6.9 MILES										MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 30.	50.9	18.2	14.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	349. VEH-HRS	439. PASS-HRS	3390. VEH-HRS	4272. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	8. VEH-HRS	10. PASS-HRS
ON-RAMP MRG/CAP DELAY =	66. VEH-HRS	84. PASS-HRS	470. VEH-HRS	592. PASS-HRS
OFF-RAMP DELAY =	62. VEH-HRS	78. PASS-HRS	259. VEH-HRS	326. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	477. VEH-HRS	601. PASS-HRS	4127. VEH-HRS	5199. PASS-HRS
TOTAL TRAV DISTANCE =	10344. VEH-MI.	13034. PASS-MI.	105868. VEH-MI.	133394. PASS-MI.
AVERAGE SYSTEM SPEED =	22. MPH.		31. MPH.	
AVERAGE DENSITY =	51. VPMPL		49. VPMPL	
TOTAL FUEL =	619. GALLONS		6029. GALLONS	
TOTAL EMISSIONS =	167. KILOGRAMS		1594. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	331.	66.49	26.32	1.57	8.26	0.43	10.27
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	331.	66.49	26.32	1.57	8.26	0.43	10.27
OFF-RAMP	4	OUTPUT POINT	296.	62.00	24.10	1.45	7.61	0.40	9.46

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7452.	0.	7452.	7452.	0.	6940.	8000.	0.	**10000.	512.	.87	18.	95.5	F	15.3	17.9
2	4	1500.	0.	916.	7452.	0.	916.	6940.	7800.	0.	** 1500.	512.	.89	20.	88.4	F	15.9	17.0
3	4	1118.	0.	0.	6536.	0.	0.	6024.	7800.	0.	** 1118.	512.	.77	13.	113.4	F	13.1	21.3
4	4	345.	772.	0.	7308.	772.	0.	6796.	7800.	0.	** 345.	512.	.87	18.	92.3	F	15.6	17.6
5	4	5130.	1004.	532.	8312.	1004.	499.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	7780.	0.	0.	7301.	7800.	0.	0.	0.	.94	53.	34.5	D	21.2	11.6
7	5	1600.	0.	1512.	7780.	0.	1419.	7301.	9750.	0.	0.	0.	.75	55.	26.5	D	20.8	11.7
8	4	1280.	0.	0.	6268.	0.	0.	5882.	7800.	0.	0.	0.	.75	55.	26.7	D	20.5	11.8
9	4	1570.	0.	0.	6268.	0.	0.	5882.	7800.	0.	0.	0.	.75	55.	26.7	D	20.3	11.8
10	5	1515.	1656.	3940.	7924.	1656.	3800.	7538.	8096.	904.	0.	0.	.93	55.	27.4	D	20.8	11.7
11	4	1190.	0.	616.	3984.	0.	586.	3790.	7744.	56.	0.	0.	.49	55.	17.2	B	20.3	11.8
12	4	230.	0.	0.	3368.	0.	0.	3204.	7800.	0.	0.	0.	.41	60.	13.3	B	19.3	12.8
13	3	4755.	0.	0.	3368.	0.	0.	3204.	5850.	0.	0.	0.	.55	60.	17.8	B	19.3	12.8
14	4	1275.	332.	0.	3700.	332.	0.	3536.	8000.	0.	0.	0.	.44	60.	14.7	B	19.1	12.9
15	4	2640.	0.	3700.	3700.	0.	3536.	3536.	8000.	0.	0.	0.	.44	60.	14.7	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 30.	50.9		18.1	14.3

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	349. VEH-HRS	440. PASS-HRS	3739. VEH-HRS	4712. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	8. VEH-HRS	10. PASS-HRS
ON-RAMP MRG/CAP DELAY =	57. VEH-HRS	72. PASS-HRS	527. VEH-HRS	664. PASS-HRS
OFF-RAMP DELAY =	72. VEH-HRS	91. PASS-HRS	331. VEH-HRS	418. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	479. VEH-HRS	603. PASS-HRS	4606. VEH-HRS	5803. PASS-HRS
TOTAL TRAV DISTANCE =	10326. VEH-MI.	13011. PASS-MI.	116195. VEH-MI.	146405. PASS-MI.
AVERAGE SYSTEM SPEED =	22. MPH.		31. MPH.	
AVERAGE DENSITY =	51. VPMPL		49. VPMPL	
TOTAL FUEL =	620. GALLONS		6650. GALLONS	
TOTAL EMISSIONS =	168. KILOGRAMS		1762. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	128.	57.35	22.70	1.36	7.12	0.38	8.86
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	128.	57.35	22.70	1.36	7.12	0.38	8.86
OFF-RAMP	4	OUTPUT POINT	283.	72.45	28.17	1.69	8.89	0.47	11.05

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7464.	0.	7464.	7464.	0.	6956.	8000.	0.	**10000.	508.	.87	18.	95.1	F	15.3	17.8
2	4	1500.	0.	948.	7464.	0.	948.	6956.	7800.	0.	** 1500.	508.	.89	20.	88.0	F	16.0	16.9
3	4	1118.	0.	0.	6516.	0.	0.	6008.	7800.	0.	** 1118.	508.	.77	13.	113.8	F	13.1	21.3
4	4	345.	792.	0.	7308.	792.	0.	6800.	7800.	0.	** 345.	508.	.87	18.	92.2	F	15.6	17.6
5	4	5130.	1000.	448.	8308.	1000.	420.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	7860.	0.	0.	7380.	7800.	0.	0.	0.	.95	53.	35.1	E	21.3	11.5
7	5	1600.	0.	1304.	7860.	0.	1224.	7380.	9750.	0.	0.	0.	.76	55.	26.8	D	20.8	11.7
8	4	1280.	0.	0.	6556.	0.	0.	6155.	7800.	0.	0.	0.	.79	55.	28.0	D	20.5	11.8
9	4	1570.	0.	0.	6556.	0.	0.	6155.	7800.	0.	0.	0.	.79	55.	28.0	D	20.3	11.8
10	5	1515.	1656.	3816.	8212.	1656.	3800.	7811.	8045.	955.	0.	0.	.97	55.	28.4	D	20.8	11.7
11	4	1190.	0.	588.	4396.	0.	559.	4182.	7747.	53.	0.	0.	.54	55.	19.0	C	20.3	11.8
12	4	230.	0.	0.	3808.	0.	0.	3622.	7800.	0.	0.	0.	.46	60.	15.1	B	19.3	12.8
13	3	4755.	0.	0.	3808.	0.	0.	3622.	5850.	0.	0.	0.	.62	60.	20.1	C	19.3	12.8
14	4	1275.	272.	0.	4080.	272.	0.	3894.	8000.	0.	0.	0.	.49	60.	16.2	B	19.1	12.9
15	4	2640.	0.	4080.	4080.	0.	3894.	3894.	8000.	0.	0.	0.	.49	60.	16.2	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 30.	51.5		18.2	14.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	353. VEH-HRS	445. PASS-HRS	4092. VEH-HRS	5156. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	8. VEH-HRS	10. PASS-HRS
ON-RAMP MRG/CAP DELAY =	32. VEH-HRS	40. PASS-HRS	559. VEH-HRS	704. PASS-HRS
OFF-RAMP DELAY =	66. VEH-HRS	83. PASS-HRS	397. VEH-HRS	500. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	450. VEH-HRS	567. PASS-HRS	5056. VEH-HRS	6370. PASS-HRS
TOTAL TRAV DISTANCE =	10592. VEH-MI.	13346. PASS-MI.	126786. VEH-MI.	159751. PASS-MI.
AVERAGE SYSTEM SPEED =	24. MPH.		31. MPH.	
AVERAGE DENSITY =	52. VPMPL		50. VPMPL	
TOTAL FUEL =	620. GALLONS		7270. GALLONS	
TOTAL EMISSIONS =	166. KILOGRAMS		1927. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	127.	31.88	12.62	0.75	3.96	0.21	4.92
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	127.	31.88	12.62	0.75	3.96	0.21	4.92
OFF-RAMP	4	OUTPUT POINT	241.	65.50	25.47	1.53	8.04	0.42	9.99

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	7256.	0.	7256.	7256.	0.	7128.	8000.	0.	**10000.	128.	.89	20.	90.4	F	15.9	16.9
2	4	1500.	0.	896.	7256.	0.	896.	7128.	7800.	0.	** 1500.	128.	.91	21.	83.3	F	16.4	16.2
3	4	1118.	0.	0.	6360.	0.	0.	6232.	7800.	0.	** 1118.	128.	.80	14.	107.7	F	13.8	20.2
4	4	345.	712.	0.	7072.	712.	0.	6944.	7800.	0.	** 345.	128.	.89	20.	88.3	F	16.1	16.9
5	4	5130.	856.	496.	7928.	856.	488.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	7432.	0.	0.	7312.	7800.	0.	0.	0.	.94	53.	34.6	D	21.2	11.6
7	5	1600.	0.	1144.	7432.	0.	1126.	7312.	9750.	0.	0.	0.	.75	55.	26.6	D	20.8	11.7
8	4	1280.	0.	0.	6288.	0.	0.	6186.	7800.	0.	0.	0.	.79	55.	28.1	D	20.5	11.8
9	4	1570.	0.	0.	6288.	0.	0.	6186.	7800.	0.	0.	0.	.79	55.	28.1	D	20.3	11.8
10	5	1515.	1460.	3824.	7748.	1460.	3800.	7646.	8206.	794.	0.	0.	.93	55.	27.8	D	20.8	11.7
11	4	1190.	0.	508.	3924.	0.	501.	3873.	7758.	42.	0.	0.	.50	55.	17.6	B	20.3	11.8
12	4	230.	0.	0.	3416.	0.	0.	3371.	7800.	0.	0.	0.	.43	60.	14.0	B	19.3	12.8
13	3	4755.	0.	0.	3416.	0.	0.	3371.	5850.	0.	0.	0.	.58	60.	18.7	C	19.3	12.8
14	4	1275.	292.	0.	3708.	292.	0.	3663.	8000.	0.	0.	0.	.46	60.	15.3	B	19.1	12.9
15	4	2640.	0.	3708.	3708.	0.	3663.	3663.	8000.	0.	0.	0.	.46	60.	15.3	B	22.7	12.1
TOTAL		36203. =	6.9 MILES										MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 31.	49.4	18.5	14.0

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	339. VEH-HRS	427. PASS-HRS	4431. VEH-HRS	5583. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	8. VEH-HRS	10. PASS-HRS
ON-RAMP MRG/CAP DELAY =	20. VEH-HRS	25. PASS-HRS	579. VEH-HRS	729. PASS-HRS
OFF-RAMP DELAY =	59. VEH-HRS	75. PASS-HRS	456. VEH-HRS	575. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	418. VEH-HRS	526. PASS-HRS	5474. VEH-HRS	6897. PASS-HRS
TOTAL TRAV DISTANCE =	10561. VEH-MI.	13307. PASS-MI.	137347. VEH-MI.	173058. PASS-MI.
AVERAGE SYSTEM SPEED =	25. MPH.		31. MPH.	
AVERAGE DENSITY =	49. VPMPL		49. VPMPL	
TOTAL FUEL =	603. GALLONS		7872. GALLONS	
TOTAL EMISSIONS =	160. KILOGRAMS		2087. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	32.	19.88	7.87	0.47	2.47	0.13	3.07
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	32.	19.88	7.87	0.47	2.47	0.13	3.07
OFF-RAMP	4	OUTPUT POINT	234.	59.37	23.08	1.39	7.28	0.38	9.06

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6760.	0.	6760.	6760.	0.	7212.	8000.	0.	* 7452.	-452.	.90	22.	81.6	F	16.6	16.0
2	4	1500.	0.	976.	6760.	0.	976.	7212.	7800.	0.	** 1500.	-452.	.92	22.	81.0	F	16.7	15.8
3	4	1118.	0.	0.	5784.	0.	0.	6236.	7800.	0.	** 1118.	-452.	.80	14.	107.6	F	13.8	20.2
4	4	345.	728.	0.	6512.	728.	0.	6964.	7800.	0.	** 345.	-452.	.89	20.	87.8	F	16.2	16.8
5	4	5130.	836.	480.	7348.	836.	509.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	6868.	0.	0.	7291.	7800.	0.	0.	0.	.93	53.	34.4	D	21.2	11.6
7	5	1600.	0.	1204.	6868.	0.	1278.	7291.	9750.	0.	0.	0.	.75	55.	26.5	D	20.8	11.7
8	4	1280.	0.	0.	5664.	0.	0.	6012.	7800.	0.	0.	0.	.77	55.	27.3	D	20.5	11.8
9	4	1570.	0.	0.	5664.	0.	0.	6012.	7800.	0.	0.	0.	.77	55.	27.3	D	20.3	11.8
10	5	1515.	1624.	3928.	7288.	1624.	3800.	7636.	8192.	808.	0.	0.	.93	55.	27.8	D	20.8	11.7
11	4	1190.	0.	508.	3360.	0.	532.	3521.	7756.	44.	0.	0.	.45	55.	16.0	B	20.3	11.8
12	4	230.	0.	0.	2852.	0.	0.	2988.	7800.	0.	0.	0.	.38	60.	12.5	B	19.3	12.8
13	3	4755.	0.	0.	2852.	0.	0.	2988.	5850.	0.	0.	0.	.51	60.	16.6	B	19.3	12.8
14	4	1275.	240.	0.	3092.	240.	0.	3228.	8000.	0.	0.	0.	.40	60.	13.5	B	19.1	12.9
15	4	2640.	0.	3092.	3092.	0.	3228.	3228.	8000.	0.	0.	0.	.40	60.	13.5	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00		LOWEST LOS = F	AVG = 33.	46.3		18.7	13.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	316. VEH-HRS	398. PASS-HRS	4747. VEH-HRS	5981. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	8. VEH-HRS	10. PASS-HRS
ON-RAMP MRG/CAP DELAY =	4. VEH-HRS	5. PASS-HRS	583. VEH-HRS	734. PASS-HRS
OFF-RAMP DELAY =	68. VEH-HRS	86. PASS-HRS	525. VEH-HRS	661. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	389. VEH-HRS	490. PASS-HRS	5862. VEH-HRS	7386. PASS-HRS
TOTAL TRAV DISTANCE =	10362. VEH-MI.	13056. PASS-MI.	147709. VEH-MI.	186113. PASS-MI.
AVERAGE SYSTEM SPEED =	27. MPH.		31. MPH.	
AVERAGE DENSITY =	46. VPMPL		49. VPMPL	
TOTAL FUEL =	582. GALLONS		8454. GALLONS	
TOTAL EMISSIONS =	153. KILOGRAMS		2240. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	0.	4.00	1.58	0.09	0.50	0.03	0.62
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	0.	4.00	1.58	0.09	0.50	0.03	0.62
OFF-RAMP	4	OUTPUT POINT	313.	68.42	26.60	1.60	8.40	0.44	10.44

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6704.	0.	6704.	6704.	0.	7252.	8000.	0.	* 4255.	-548.	.91	28.	65.6	F	17.7	14.6
2	4	1500.	0.	772.	6704.	0.	772.	7252.	7800.	0.	** 1500.	-548.	.93	23.	79.9	F	16.8	15.6
3	4	1118.	0.	0.	5932.	0.	0.	6480.	7800.	0.	** 1118.	-548.	.83	16.	100.9	F	14.5	19.1
4	4	345.	628.	0.	6560.	628.	0.	7108.	7800.	0.	** 345.	-548.	.91	21.	83.8	F	16.6	16.2
5	4	5130.	692.	408.	7252.	692.	439.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	6844.	0.	0.	7361.	7800.	0.	0.	0.	.94	53.	34.9	D	21.2	11.5
7	5	1600.	0.	1060.	6844.	0.	1140.	7361.	9750.	0.	0.	0.	.76	55.	26.8	D	20.8	11.7
8	4	1280.	0.	0.	5784.	0.	0.	6221.	7800.	0.	0.	0.	.80	55.	28.3	D	20.5	11.8
9	4	1570.	0.	0.	5784.	0.	0.	6221.	7800.	0.	0.	0.	.80	55.	28.3	D	20.3	11.8
10	5	1515.	1492.	3588.	7276.	1492.	3800.	7713.	8195.	805.	0.	0.	.94	55.	28.0	D	20.8	11.7
11	4	1190.	0.	424.	3688.	0.	449.	3910.	7761.	39.	0.	0.	.50	55.	17.8	B	20.3	11.8
12	4	230.	0.	0.	3264.	0.	0.	3460.	7800.	0.	0.	0.	.44	60.	14.4	B	19.3	12.8
13	3	4755.	0.	0.	3264.	0.	0.	3460.	5850.	0.	0.	0.	.59	60.	19.2	C	19.3	12.8
14	4	1275.	240.	0.	3504.	240.	0.	3700.	8000.	0.	0.	0.	.46	60.	15.4	B	19.1	12.9
15	4	2640.	0.	3504.	3504.	0.	3700.	3700.	8000.	0.	0.	0.	.46	60.	15.4	B	22.7	12.1
TOTAL		36203. =	6.9 MILES										MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 37.	42.3	19.2	13.1

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	286. VEH-HRS	360. PASS-HRS	5033. VEH-HRS	6342. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	8. VEH-HRS	10. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	583. VEH-HRS	734. PASS-HRS
OFF-RAMP DELAY =	78. VEH-HRS	99. PASS-HRS	603. VEH-HRS	760. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	364. VEH-HRS	459. PASS-HRS	6227. VEH-HRS	7845. PASS-HRS
TOTAL TRAV DISTANCE =	10584. VEH-MI.	13336. PASS-MI.	158293. VEH-MI.	199450. PASS-MI.
AVERAGE SYSTEM SPEED =	29. MPH.		31. MPH.	
AVERAGE DENSITY =	42. VPMPL		49. VPMPL	
TOTAL FUEL =	581. GALLONS		9035. GALLONS	
TOTAL EMISSIONS =	151. KILOGRAMS		2391. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	4	OUTPUT POINT	314.	78.39	30.48	1.83	9.62	0.51	11.96

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	10000.	6864.	0.	6864.	6864.	0.	7152.	8000.	0.	* 2632.	-288.	.89	34.	52.8	F	18.6	13.6
2	4	1500.	0.	736.	6864.	0.	736.	7152.	7800.	0.	** 1500.	-288.	.92	22.	82.6	F	16.5	16.1
3	4	1118.	0.	0.	6128.	0.	0.	6416.	7800.	0.	** 1118.	-288.	.82	16.	102.7	F	14.3	19.4
4	4	345.	612.	0.	6740.	612.	0.	7028.	7800.	0.	** 345.	-288.	.90	20.	86.0	F	16.4	16.5
5	4	5130.	772.	392.	7512.	772.	407.	7800.	7800.	0.	0.	0.	1.00	50.	39.0	E	21.8	11.3
6	4	2055.	0.	0.	7120.	0.	0.	7393.	7800.	0.	0.	0.	.95	53.	35.2	E	21.3	11.5
7	5	1600.	0.	852.	7120.	0.	885.	7393.	9750.	0.	0.	0.	.76	55.	26.9	D	20.8	11.7
8	4	1280.	0.	0.	6268.	0.	0.	6508.	7800.	0.	0.	0.	.83	55.	29.6	D	20.5	11.8
9	4	1570.	0.	0.	6268.	0.	0.	6508.	7800.	0.	0.	0.	.83	55.	29.6	D	20.3	11.8
10	5	1515.	1352.	3680.	7620.	1352.	3800.	7860.	8260.	740.	0.	0.	.95	55.	28.6	D	20.8	11.7
11	4	1190.	0.	400.	3940.	0.	413.	4064.	7768.	32.	0.	0.	.52	55.	18.5	C	20.3	11.8
12	4	230.	0.	0.	3540.	0.	0.	3652.	7800.	0.	0.	0.	.47	60.	15.2	B	19.3	12.8
13	3	4755.	0.	0.	3540.	0.	0.	3652.	5850.	0.	0.	0.	.62	60.	20.3	C	19.3	12.8
14	4	1275.	260.	0.	3800.	260.	0.	3912.	8000.	0.	0.	0.	.49	60.	16.3	B	19.1	12.9
15	4	2640.	0.	3800.	3800.	0.	3912.	3912.	8000.	0.	0.	0.	.49	60.	16.3	B	22.7	12.1
TOTAL		36203. =	6.9 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 40.	39.4		19.5	12.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	267. VEH-HRS	336. PASS-HRS	5300. VEH-HRS	6678. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	8. VEH-HRS	10. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	583. VEH-HRS	734. PASS-HRS
OFF-RAMP DELAY =	78. VEH-HRS	99. PASS-HRS	682. VEH-HRS	859. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	345. VEH-HRS	435. PASS-HRS	6572. VEH-HRS	8280. PASS-HRS
TOTAL TRAV DISTANCE =	10691. VEH-MI.	13471. PASS-MI.	168985. VEH-MI.	212921. PASS-MI.
AVERAGE SYSTEM SPEED =	31. MPH.		32. MPH.	
AVERAGE DENSITY =	39. VPMPL		48. VPMPL	
TOTAL FUEL =	578. GALLONS		9612. GALLONS	
TOTAL EMISSIONS =	149. KILOGRAMS		2540. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
OFF-RAMP	4	OUTPUT POINT	313.	78.38	30.47	1.83	9.62	0.51	11.96

FREEWAY SUMMARY TABLE
SIMULATION BEFORE CONTROL

TIME SLICE	FREEWAY TRAVEL TIME		RAMP DELAY		TOTAL FREEWAY TRAVEL TIME		TOTAL TRAVEL DISTANCE		AVERAGE SPEED	GASOLINE CONSUMED	HYDROCARB EMISSIONS	CARBON MONOXIDE	NITROUS OXIDES	BEGIN TIME
	VEH-HR	PAS-HR	VEH-HR	PAS-HR	VEH-HR	PAS-HR	VEH-MI	PAS-MI	MPH	GALLONS	KILOGRAMS	KILOGRAMS	KILOGRAMS	
1	250.	315.	3.	4.	253.	318.	11190.	14099.	44.3	554.	11.	117.	9.	6:00
2	305.	385.	2.	3.	308.	388.	10710.	13495.	34.8	564.	13.	122.	9.	6:15
3	366.	461.	46.	58.	412.	519.	10310.	12990.	25.0	596.	16.	133.	9.	6:30
4	343.	432.	87.	110.	430.	542.	10298.	12976.	23.9	598.	16.	135.	9.	6:45
5	350.	441.	89.	112.	439.	553.	10407.	13112.	23.7	608.	16.	137.	9.	7:00
6	359.	452.	97.	122.	456.	575.	10445.	13160.	22.9	618.	17.	140.	10.	7:15
7	356.	449.	92.	115.	448.	564.	10897.	13730.	24.3	630.	16.	142.	10.	7:30
8	356.	448.	91.	114.	447.	563.	10650.	13419.	23.8	620.	16.	139.	10.	7:45
9	357.	450.	101.	127.	458.	577.	10618.	13378.	23.2	623.	17.	140.	10.	8:00
10	349.	439.	128.	162.	477.	601.	10344.	13034.	21.7	619.	17.	141.	10.	8:15
11	349.	440.	130.	164.	479.	603.	10326.	13011.	21.6	620.	17.	141.	10.	8:30
12	353.	445.	97.	123.	450.	567.	10592.	13346.	23.5	620.	16.	140.	10.	8:45
13	339.	427.	79.	100.	418.	526.	10561.	13307.	25.3	603.	15.	135.	9.	9:00
14	316.	398.	72.	91.	389.	490.	10362.	13056.	26.7	582.	14.	129.	9.	9:15
15	286.	360.	78.	99.	364.	459.	10584.	13336.	29.0	581.	14.	128.	9.	9:30
16	267.	336.	78.	99.	345.	435.	10691.	13471.	31.0	578.	13.	127.	9.	9:45
TOTAL	5300.	6678.	1272.	1603.	6572.	8280.	168985.	212921.	31.9	9612.	245.	2146.	150.	

CONTOUR DIAGRAM OF
QUEUE LENGTH
BEFORE ENTRY CONTROL

```
TIME                                                                                                  BEGIN
SLICE ..........................................................................................      TIME
      .                                                                                          .
    1 .                   ************BBBB                                                        . -  6:00
    2 .      ******************************                                                        . -  6:15
    3 .*********************************BBBB                                                        . -  6:30
    4 .************************************                                                        . -  6:45
    5 .************************************                                                        . -  7:00
    6 .************************************                                                        . -  7:15
    7 .************************************                          ***                           . -  7:30
    8 .************************************                           **                           . -  7:45
    9 .************************************                         ****                           . -  8:00
   10 .************************************                                                        . -  8:15
   11 .************************************                                                        . -  8:30
   12 .************************************                                                        . -  8:45
   13 .************************************                                                        . -  9:00
   14 .       ******************************                                                        . -  9:15
   15 .                ********************                                                        . -  9:30
   16 .                   ****************                                                        . -  9:45
      .                                                                                          .
      ..........................................................................................
       :                        :  :  ::           :    :  :  :  :  :  ::          :  :
       01                       02 03 05           06   07 08 09 10 11 13          14 15
```

BLANK DENOTES MOVING TRAFFIC. ASTERISK DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION.
M DENOTES QUEUED VEHICLES DUE TO MERGING. B DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION AND MERGING. (WHEN BOTH QUEUES EXIST, LENGTH OF DISPLAY REPRESENTS MAINLINE CONGESTION.)

CONTOUR DIAGRAM OF
VOLUME/CAPACITY RATIO
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ..................................................................................................................  TIME
      .                                                                                                                .
    1 .8888888888888888888888888888888887778**************999999777788888888****5554666666666666655555555555. -  6:00
    2 .8888888888888888888888888888888887778**************999999777788888888999955546666666666666644444444444. -  6:15
    3 .8888888888888888888888888888888887778**************999999777777777777999944445555555555555544444444444. -  6:30
    4 .8888888888888888888888888888888887778**************999999777777777777888844435555555555555544444444444. -  6:45
    5 .8888888888888888888888888888888887778**************999999777777777777999944445555555555555544444444444. -  7:00
    6 .8888888888888888888888888888888887778**************999999777777777777999955545555555555555544444444444. -  7:15
    7 .8888888888888888888888888888899997778**************999999777788888888****5555666666666666655555555555. -  7:30
    8 .8888888888888888888888888888899997778**************999999777777778888****5554666666666666644444444444. -  7:45
    9 .8888888888888888888888888888899997778**************999999777788887777****5554555555555555544444444444. -  8:00
   10 .8888888888888888888888888888899997778**************999999777777777777999944435555555555555544444444444. -  8:15
   11 .8888888888888888888888888888888887778**************999999777777777777999944445555555555555544444444444. -  8:30
   12 .8888888888888888888888888888888887778**************999999777777777777999955546666666666666644444444444. -  8:45
   13 .8888888888888888888888888888899997778**************999999777777777777999944445555555555555544444444444. -  9:00
   14 .9999999999999999999999999999999997778**************999999777777777777999944435555555555555544444444444. -  9:15
   15 .9999999999999999999999999999999998889**************999999777777777777999955545555555555555544444444444. -  9:30
   16 .8888888888888888888888888888899998889**************999999777788888888999955546666666666666644444444444. -  9:45
      .                                                                                                                .
      ..................................................................................................................
       :                          :   :  ::            :     :   :   :   :   :  ::            :   :
       01                         02  03  05           06    07  08  09  10  11  13           14  15
```

THE DIGIT LEVELS DENOTE V/C IN VALUES FROM 0 TO 10 (CORRESPONDING TO 0.0 TO 1.0). THE ASTERISK DENOTES SATURATION.

```
FFFFFFFFFF RRRRRRRRR  EEEEEEEEEE     QQQQQQQ         1111      222222     PPPPPPPPP     EEEEEEEEEE
FFFFFFFFFF RRRRRRRRRR EEEEEEEEEE   Q*A.D.MAY*Q     111111     222  222    PPPPPPPPPP    EEEEEEEEEE
FFF        RRR    RRR EEE         QQQQQ    QQQQQ     1111    222    222   PPP    PPP    EEE
FFF        RRR    RRR EEE        QQQQ        QQQQ    1111           222   PPP    PPP    EEE
FFFFFFF    RRRRRRRRRR EEEEEEE    QQQQ        QQQQ    1111          222    PPPPPPPPPP    EEEEEEE
FFFFFFF    RRRRRRRRR  EEEEEEE    QQQQ        QQQQ    1111        2222     PPPPPPPPP     EEEEEEE
FFF        RRR RRR    EEE        QQQQ    QQQ QQQQ    1111      2222       PPP           EEE
FFF        RRR  RRR   EEE         Q*UC*    QQQQQ     1111     222         PPP           EEE
FFF        RRR   RRR  EEEEEEEEEE   Q*REGENTS*QQ      1111    222          PPP           EEEEEEEEEE
FFF        RRR    RRR EEEEEEEEEE     Q*1999*Q QQQ  11111111  2222222222   PPP           EEEEEEEEEE
```

FREQ12PE SB 2045 PM Build

1. THIS IS A SIMULATION ONLY EXECUTION.

2. THERE ARE 4.0 TIME SLICES PER HOUR.

3. WEAVING ANALYSIS IS ENGAGED WITH FACTOR = 0.5

4. NO ALTERNATE ROUTE IS PROVIDED.

5. SPEED FLOW DATA IS SUPPLIED BY THE PROGRAM. DEFAULT FREE-FLOW SPEED = 60
   LOWER LIMB (AT V/C=1) = 30

6. FUEL DATA ARE SUPPLIED BY THE PROGRAM.

7. EMISSION RATES SELECTED FROM PROGRAM TABLES: EMFAC2002 2005 - 75 DEGREES F.

FREEWAY AND ARTERIAL DESIGN FEATURES

SUB SEC	NO. LNS	SSEC CAP	SSEC LENGTH	DESIGN SPEED	ORG DES	TRK FAC	SSEC GRAD	PCT TRK	PCT DES TRUCKS	SPECIAL RAMP	FF.SPD. ALT.RTE	CAP. ALT.RTE	ART TYPE	GRADE ALT.RTE	SUBSECTION LOCATION
1	4	8000.	2000.	60	O	0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Dummy Link
2	4	8000.	1887.	60	D	0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Main to Union off
3	3	6000.	4825.	60		0.94	0.0	6	0	NO	0.0	0.	GOOD	0.0	Union off to Union on
4	4	8000.	1045.	60	O	0.99	0.0	9	0	YES	0.0	0.	GOOD	0.0	Union on to Merge
5	3	6000.	1555.	60		0.99	0.0	9	0	NO	0.0	0.	GOOD	0.0	Merge to 980 on
6	5	10000.	800.	55	O	0.94	0.0	6	0	YES	0.0	0.	GOOD	0.0	980 on to Merge
7	4	8000.	160.	55		0.94	0.0	6	0	NO	0.0	0.	GOOD	0.0	Merge to Broadway on
8	4	8000.	1730.	55	O	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Broadway on to Oak on
9	5	10000.	2900.	55	O	0.93	0.0	7	0	YES	0.0	0.	GOOD	0.0	Oak on to merge
10	4	8000.	2150.	55		0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Merge to Embarc on
11	4	8000.	1380.	55	OD	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Embarc on to Embarc off
12	4	8000.	3550.	55	D	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Embarc off to 23rd off
13	4	8000.	1916.	55		0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	23rd off to 23rd on
14	4	8000.	1304.	55	O	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	23rd on to Mainline
15	4	6600.	3000.	55	OD	0.93	0.0	7	0	NO	0.0	0.	GOOD	0.0	Dummy Lnk With Dummy Rmp

ON-RAMP CAPACITY LIMITS

1	2	3	4	5	6	7	8
8000.	1500.	3000.	1500.	1500.	1500.	1500.	2000.

OFF-RAMP CAPACITY LIMITS

1	2	3	4
3000.	1500.	1500.	6600.

ON-RAMP 1 IS THE MAINLINE ORIGIN
OFF-RAMP 4 IS THE MAINLINE DESTINATION

DISTRIBUTION OF VEHICLE OCCUPANCY

ON RAMP NUMBER	PASSENGERS PER VEHICLE 1	2	3 OR MORE	BUSES	AVERAGE CARPOOL (3+) OCCUPANCY	AVERAGE BUS OCCUPANCY
1	0.800	0.150	0.050	0.000	3.20	40.
2	0.800	0.150	0.050	0.000	3.20	40.
3	0.800	0.150	0.050	0.000	3.20	40.
4	0.800	0.150	0.050	0.000	3.20	40.
5	0.800	0.150	0.050	0.000	3.20	40.
6	0.800	0.150	0.050	0.000	3.20	40.
7	0.800	0.150	0.050	0.000	3.20	40.
8	0.800	0.150	0.050	0.000	3.20	40.

TIME SLICE 1 OF 16

ON-RAMP LOCATIONS
1 4 6 8 9 11 14 15

OFF-RAMP LOCATIONS
2 11 12 15

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1032. 95. 587. 141. 231. 109. 212. 200.

ORIGINAL OUTPUT COUNTS--
176. 131. 179. 2000.

TOTAL ORIGINAL INPUT = 2607. TOTAL ORIGINAL OUTPUT= 2486.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.05
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 2 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
929. 62. 561. 132. 231. 91. 203. 100.

ORIGINAL OUTPUT COUNTS--
173. 143. 165. 1731.

TOTAL ORIGINAL INPUT = 2309. TOTAL ORIGINAL OUTPUT= 2212.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.04
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 3 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
948. 88. 618. 144. 232. 110. 193. 100.

ORIGINAL OUTPUT COUNTS--
185. 116. 158. 1844.

TOTAL ORIGINAL INPUT = 2433. TOTAL ORIGINAL OUTPUT= 2303.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.06
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 4 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1005. 98. 554. 124. 232. 98. 175. 75.

ORIGINAL OUTPUT COUNTS--
193. 100. 158. 1783.

TOTAL ORIGINAL INPUT = 2361. TOTAL ORIGINAL OUTPUT= 2234.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.06
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 5 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1026. 113. 563. 140. 253. 133. 192. 25.

ORIGINAL OUTPUT COUNTS--
184. 126. 159. 1945.

TOTAL ORIGINAL INPUT = 2445. TOTAL ORIGINAL OUTPUT= 2414.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.01
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 6 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1016. 86. 525. 106. 253. 118. 189. 50.

ORIGINAL OUTPUT COUNTS--
235. 114. 144. 1809.

TOTAL ORIGINAL INPUT = 2343. TOTAL ORIGINAL OUTPUT= 2302.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 7 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1030. 113. 610. 128. 253. 136. 205. 38.

ORIGINAL OUTPUT COUNTS--
249. 111. 134. 1968.

TOTAL ORIGINAL INPUT = 2513. TOTAL ORIGINAL OUTPUT= 2462.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 8 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1093. 95. 532. 139. 253. 137. 176. 50.

ORIGINAL OUTPUT COUNTS--
388. 112. 124. 1812.

TOTAL ORIGINAL INPUT = 2475. TOTAL ORIGINAL OUTPUT= 2436.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.02
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 9 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1050. 109. 563. 165. 278. 162. 199. 150.

ORIGINAL OUTPUT COUNTS--
376. 113. 112. 1906.

TOTAL ORIGINAL INPUT = 2676. TOTAL ORIGINAL OUTPUT= 2507.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.07
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

9 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 10 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1039. 88. 624. 126. 249. 147. 203. 200.

ORIGINAL OUTPUT COUNTS--
400. 119. 117. 1863.

TOTAL ORIGINAL INPUT = 2676. TOTAL ORIGINAL OUTPUT= 2499.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.07
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

9 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 11 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1055. 82. 597. 108. 246. 135. 199. 250.

ORIGINAL OUTPUT COUNTS--
418. 104. 123. 1841.

TOTAL ORIGINAL INPUT = 2672. TOTAL ORIGINAL OUTPUT= 2486.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.07
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

9 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 12 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1000. 75. 466. 84. 237. 130. 213. 100.

ORIGINAL OUTPUT COUNTS--
379. 108. 143. 1509.

TOTAL ORIGINAL INPUT = 2305. TOTAL ORIGINAL OUTPUT= 2139.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.08
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

9 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 13 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
985. 80. 469. 99. 236. 139. 202. 125.

ORIGINAL OUTPUT COUNTS--
247. 102. 125. 1908.

TOTAL ORIGINAL INPUT = 2335. TOTAL ORIGINAL OUTPUT= 2382.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 0.98
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

8 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 14 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
1045. 76. 509. 74. 229. 122. 168. 0.

ORIGINAL OUTPUT COUNTS--
247. 103. 140. 1729.

TOTAL ORIGINAL INPUT = 2223. TOTAL ORIGINAL OUTPUT= 2219.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.00
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 15 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
964. 73. 429. 83. 202. 126. 174. 0.

ORIGINAL OUTPUT COUNTS--
210. 98. 160. 1529.

TOTAL ORIGINAL INPUT = 2051. TOTAL ORIGINAL OUTPUT= 1997.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.03
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

TIME SLICE 16 OF 16

ORIGINAL COUNTS ARE TIME SLICE COUNTS NOT HOURLY RATES

ORIGINAL INPUT COUNTS--
921. 77. 453. 85. 185. 85. 143. 0.

ORIGINAL OUTPUT COUNTS--
180. 117. 193. 1346.

TOTAL ORIGINAL INPUT = 1949. TOTAL ORIGINAL OUTPUT= 1836.

EACH OUTPUT COUNT MULTIPLIED BY SCALE FACTOR, SCALEF= 1.06
TOTAL OUTPUT NOW MATCHES OBSERVED TOTAL INPUT

7 ITERATIONS REQUIRED FOR CONVERGENCE OF CELL VALUES

***** INPUT HAS BEEN COMPLETED *****

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4128.	0.	4128.	4128.	0.	4128.	8000.	0.	0.	0.	.52	60.	17.2	B	20.4	12.6
2	4	1887.	0.	740.	4128.	0.	740.	4128.	8000.	0.	0.	0.	.52	60.	17.2	B	20.4	12.6
3	3	4825.	0.	0.	3388.	0.	0.	3388.	6000.	0.	0.	0.	.56	60.	18.8	C	21.1	12.4
4	4	1045.	380.	0.	3768.	380.	0.	3768.	8000.	0.	0.	0.	.47	60.	15.7	B	20.4	12.6
5	3	1555.	0.	0.	3768.	0.	0.	3768.	6000.	0.	0.	0.	.63	60.	20.9	C	20.4	12.6
6	5	800.	2348.	0.	6116.	2348.	0.	6116.	10000.	0.	0.	0.	.61	55.	22.2	C	22.6	11.5
7	4	160.	0.	0.	6116.	0.	0.	6116.	8000.	0.	0.	0.	.76	55.	27.8	D	22.6	11.5
8	4	1730.	564.	0.	6680.	564.	0.	6680.	8000.	0.	0.	0.	.83	55.	30.4	D	22.3	11.5
9	5	2900.	928.	0.	7608.	928.	0.	7251.	9950.	50.	* 105.	357.	.73	55.	26.6	F	22.3	11.5
10	4	2150.	0.	0.	7608.	0.	0.	7251.	7950.	50.	** 2150.	357.	.91	29.	62.2	F	20.1	13.7
11	4	1380.	432.	548.	8040.	432.	524.	7683.	7683.	317.	0.	0.	1.00	50.	38.4	E	23.4	11.1
12	4	3550.	0.	752.	7492.	0.	719.	5671.	8000.	0.	* 1443.	1489.	.71	46.	31.0	F	21.8	11.9
13	4	1916.	0.	0.	6740.	0.	0.	4952.	8000.	0.	** 1916.	1489.	.62	15.	80.2	F	14.9	17.7
14	4	1304.	848.	0.	7588.	848.	0.	5800.	8000.	0.	** 1304.	1489.	.73	13.	111.7	F	14.3	20.4
15	4	3000.	800.	8388.	8388.	800.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 39.		34.6		20.5	12.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	208. VEH-HRS	262. PASS-HRS	208. VEH-HRS	262. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	208. VEH-HRS	262. PASS-HRS	208. VEH-HRS	262. PASS-HRS
TOTAL TRAV DISTANCE =	8134. VEH-MI.	10249. PASS-MI.	8134. VEH-MI.	10249. PASS-MI.
AVERAGE SYSTEM SPEED =	39. MPH.		39. MPH.	
AVERAGE DENSITY =	35. VPMPL		35. VPMPL	
TOTAL FUEL =	397. GALLONS		397. GALLONS	
TOTAL EMISSIONS =	104. KILOGRAMS		104. KILOGRAMS	

QUEUE COLLISION IN SECTION 11 T2 =0.196

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3720.	0.	3720.	3720.	0.	3720.	8000.	0.	0.	0.	.46	60.	15.5	B	20.4	12.6
2	4	1887.	0.	724.	3720.	0.	724.	3720.	8000.	0.	0.	0.	.46	60.	15.5	B	20.4	12.6
3	3	4825.	0.	0.	2996.	0.	0.	2996.	6000.	0.	0.	0.	.50	60.	16.6	B	21.1	12.4
4	4	1045.	248.	0.	3244.	248.	0.	3244.	8000.	0.	0.	0.	.41	60.	13.5	B	20.4	12.6
5	3	1555.	0.	0.	3244.	0.	0.	3244.	6000.	0.	0.	0.	.54	60.	18.0	C	20.4	12.6
6	5	800.	2244.	0.	5488.	2244.	0.	5488.	10000.	0.	0.	0.	.55	55.	20.0	C	22.6	11.5
7	4	160.	0.	0.	5488.	0.	0.	5488.	8000.	0.	0.	0.	.69	55.	24.9	C	22.6	11.5
8	4	1730.	528.	0.	6016.	528.	0.	6016.	8000.	0.	0.	0.	.75	55.	27.3	D	22.3	11.5
9	5	2900.	924.	0.	6940.	924.	0.	6940.	9940.	60.	0.	0.	.70	55.	25.4	C	22.3	11.5
10	4	2150.	0.	0.	6940.	0.	0.	6386.	7940.	60.	* 759.	554.	.80	30.	53.4	F	19.9	13.7
11	4	1380.	364.	596.	7304.	364.	630.	6750.	7732.	268.	** 1380.	975.	.87	33.	51.0	F	21.1	12.9
12	4	3550.	0.	692.	6708.	0.	732.	6120.	8000.	0.	** 3550.	975.	.76	15.	101.1	F	15.3	19.0
13	4	1916.	0.	0.	6016.	0.	0.	5388.	8000.	0.	** 1916.	975.	.67	10.	137.8	F	12.4	23.4
14	4	1304.	812.	0.	6828.	812.	0.	6200.	8000.	0.	** 1304.	975.	.77	13.	115.7	F	14.5	20.4
15	4	3000.	400.	7228.	7228.	400.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 28.	45.4		18.9	14.3

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	265. VEH-HRS	333. PASS-HRS	473. VEH-HRS	596. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	265. VEH-HRS	333. PASS-HRS	473. VEH-HRS	596. PASS-HRS
TOTAL TRAV DISTANCE =	7536. VEH-MI.	9496. PASS-MI.	15670. VEH-MI.	19745. PASS-MI.
AVERAGE SYSTEM SPEED =	28. MPH.		33. MPH.	
AVERAGE DENSITY =	45. VPMPL		40. VPMPL	
TOTAL FUEL =	398. GALLONS		794. GALLONS	
TOTAL EMISSIONS =	108. KILOGRAMS		212. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3792.	0.	3792.	3792.	0.	3792.	8000.	0.	0.	0.	.47	60.	15.8	B	20.4	12.6
2	4	1887.	0.	780.	3792.	0.	780.	3792.	8000.	0.	0.	0.	.47	60.	15.8	B	20.4	12.6
3	3	4825.	0.	0.	3012.	0.	0.	3012.	6000.	0.	0.	0.	.50	60.	16.7	B	21.1	12.4
4	4	1045.	356.	0.	3368.	356.	0.	3368.	8000.	0.	0.	0.	.42	60.	14.0	B	20.4	12.6
5	3	1555.	0.	0.	3368.	0.	0.	3368.	6000.	0.	0.	0.	.56	60.	18.7	C	20.4	12.6
6	5	800.	2472.	0.	5840.	2472.	0.	5840.	10000.	0.	0.	0.	.58	55.	21.2	C	22.6	11.5
7	4	160.	0.	0.	5840.	0.	0.	5840.	8000.	0.	0.	0.	.73	55.	26.5	D	22.6	11.5
8	4	1730.	576.	0.	6416.	576.	0.	6416.	8000.	0.	0.	0.	.80	55.	29.2	D	22.3	11.5
9	5	2900.	928.	0.	7344.	928.	0.	6135.	9953.	47.	* 1861.	1209.	.62	26.	47.7	F	18.3	14.3
10	4	2150.	0.	0.	7344.	0.	0.	6135.	7953.	47.	** 2150.	1209.	.77	14.	106.4	F	15.0	19.5
11	4	1380.	440.	492.	7784.	440.	487.	6575.	7699.	301.	** 1380.	1123.	.85	17.	94.8	F	16.6	17.8
12	4	3550.	0.	668.	7292.	0.	661.	6089.	8000.	0.	** 3550.	1123.	.76	13.	118.7	F	14.2	20.9
13	4	1916.	0.	0.	6624.	0.	0.	5428.	8000.	0.	** 1916.	1123.	.68	10.	136.7	F	12.6	23.3
14	4	1304.	772.	0.	7396.	772.	0.	6200.	8000.	0.	** 1304.	1123.	.77	13.	115.7	F	14.5	20.4
15	4	3000.	400.	7796.	7796.	400.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 23.	55.6		17.6	15.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	326. VEH-HRS	411. PASS-HRS	799. VEH-HRS	1007. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	326. VEH-HRS	411. PASS-HRS	799. VEH-HRS	1007. PASS-HRS
TOTAL TRAV DISTANCE =	7464. VEH-MI.	9404. PASS-MI.	23134. VEH-MI.	29149. PASS-MI.
AVERAGE SYSTEM SPEED =	23. MPH.		29. MPH.	
AVERAGE DENSITY =	56. VPMPL		45. VPMPL	
TOTAL FUEL =	424. GALLONS		1218. GALLONS	
TOTAL EMISSIONS =	117. KILOGRAMS		329. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4016.	0.	4016.	4016.	0.	4016.	8000.	0.	0.	0.	.50	60.	16.7	B	20.4	12.6
2	4	1887.	0.	816.	4016.	0.	816.	4016.	8000.	0.	0.	0.	.50	60.	16.7	B	20.4	12.6
3	3	4825.	0.	0.	3200.	0.	0.	3200.	6000.	0.	0.	0.	.53	60.	17.8	B	21.1	12.4
4	4	1045.	392.	0.	3592.	392.	0.	3592.	8000.	0.	0.	0.	.45	60.	15.0	B	20.4	12.6
5	3	1555.	0.	0.	3592.	0.	0.	3592.	6000.	0.	0.	0.	.60	60.	20.0	C	20.4	12.6
6	5	800.	2220.	0.	5812.	2220.	0.	5812.	10000.	0.	0.	0.	.58	55.	21.1	C	22.6	11.5
7	4	160.	0.	0.	5812.	0.	0.	5812.	8000.	0.	0.	0.	.73	55.	26.4	D	22.6	11.5
8	4	1730.	496.	0.	6308.	496.	0.	5372.	8000.	0.	* 1399.	936.	.67	30.	44.5	F	19.5	13.6
9	5	2900.	928.	0.	7236.	928.	0.	6300.	9959.	41.	** 2900.	936.	.63	9.	133.5	F	11.6	23.5
10	4	2150.	0.	0.	7236.	0.	0.	6300.	7959.	41.	** 2150.	936.	.79	14.	111.5	F	15.0	19.8
11	4	1380.	392.	420.	7628.	392.	420.	6692.	7803.	197.	** 1380.	936.	.86	18.	95.3	F	16.7	17.6
12	4	3550.	0.	672.	7208.	0.	672.	6272.	8000.	0.	** 3550.	936.	.78	14.	113.7	F	14.8	20.1
13	4	1916.	0.	0.	6536.	0.	0.	5600.	8000.	0.	** 1916.	936.	.70	11.	132.0	F	13.0	22.7
14	4	1304.	700.	0.	7236.	700.	0.	6300.	8000.	0.	** 1304.	936.	.79	14.	113.0	F	14.9	20.0
15	4	3000.	300.	7536.	7536.	300.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 19.	64.5		16.6	16.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	386. VEH-HRS	486. PASS-HRS	1185. VEH-HRS	1493. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	386. VEH-HRS	486. PASS-HRS	1185. VEH-HRS	1493. PASS-HRS
TOTAL TRAV DISTANCE =	7522. VEH-MI.	9478. PASS-MI.	30656. VEH-MI.	38626. PASS-MI.
AVERAGE SYSTEM SPEED =	19. MPH.		26. MPH.	
AVERAGE DENSITY =	64. VPMPL		50. VPMPL	
TOTAL FUEL =	453. GALLONS		1671. GALLONS	
TOTAL EMISSIONS =	126. KILOGRAMS		455. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4100.	0.	4100.	4100.	0.	4100.	8000.	0.	0.	0.	.51	60.	17.1	B	20.4	12.6
2	4	1887.	0.	744.	4100.	0.	744.	4100.	8000.	0.	0.	0.	.51	60.	17.1	B	20.4	12.6
3	3	4825.	0.	0.	3356.	0.	0.	3356.	6000.	0.	0.	0.	.56	60.	18.6	C	21.1	12.4
4	4	1045.	452.	0.	3808.	452.	0.	2454.	8000.	0.	* 129.	1354.	.31	57.	10.7	F	20.3	12.6
5	3	1555.	0.	0.	3808.	0.	0.	2454.	6000.	0.	** 1555.	1354.	.41	16.	50.9	F	15.5	16.1
6	5	800.	2248.	0.	6056.	2248.	0.	4702.	10000.	0.	** 800.	1354.	.47	8.	122.0	F	10.8	22.5
7	4	160.	0.	0.	6056.	0.	0.	4702.	8000.	0.	** 160.	1354.	.59	8.	138.7	F	10.9	24.1
8	4	1730.	560.	0.	6616.	560.	0.	5262.	8000.	0.	** 1730.	1354.	.66	9.	140.1	F	11.8	23.9
9	5	2900.	1012.	0.	7628.	1012.	0.	6274.	9950.	50.	** 2900.	1354.	.63	9.	146.4	F	10.9	24.9
10	4	2150.	0.	0.	7628.	0.	0.	6274.	7950.	50.	** 2150.	1354.	.79	14.	111.9	F	14.9	19.9
11	4	1380.	528.	508.	8156.	528.	474.	6802.	7605.	395.	** 1380.	803.	.89	20.	85.3	F	17.8	16.3
12	4	3550.	0.	640.	7648.	0.	597.	6329.	8000.	0.	** 3550.	803.	.79	14.	112.2	F	15.0	19.8
13	4	1916.	0.	0.	7008.	0.	0.	5732.	8000.	0.	** 1916.	803.	.72	11.	128.4	F	13.2	22.2
14	4	1304.	768.	0.	7776.	768.	0.	6500.	8000.	0.	** 1304.	803.	.81	15.	107.5	F	15.7	19.0
15	4	3000.	100.	7876.	7876.	100.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 17.	75.0		15.6	17.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	454. VEH-HRS	572. PASS-HRS	1638. VEH-HRS	2064. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	454. VEH-HRS	572. PASS-HRS	1638. VEH-HRS	2064. PASS-HRS
TOTAL TRAV DISTANCE =	7491. VEH-MI.	9439. PASS-MI.	38147. VEH-MI.	48065. PASS-MI.
AVERAGE SYSTEM SPEED =	17. MPH.		23. MPH.	
AVERAGE DENSITY =	75. VPMPL		55. VPMPL	
TOTAL FUEL =	481. GALLONS		2152. GALLONS	
TOTAL EMISSIONS =	133. KILOGRAMS		588. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4060.	0.	4060.	4060.	0.	4060.	8000.	0.	0.	0.	.51	60.	16.9	B	20.4	12.6
2	4	1887.	0.	956.	4060.	0.	956.	4060.	8000.	0.	0.	0.	.51	60.	16.9	B	20.4	12.6
3	3	4825.	0.	0.	3104.	0.	0.	2344.	6000.	0.	* 515.	760.	.39	52.	15.1	F	20.7	12.6
4	4	1045.	344.	0.	3448.	344.	0.	2688.	8000.	0.	** 1045.	760.	.34	5.	137.0	F	10.4	23.3
5	3	1555.	0.	0.	3448.	0.	0.	2688.	6000.	0.	** 1555.	760.	.45	5.	186.9	F	8.0	29.6
6	5	800.	2100.	0.	5548.	2100.	0.	4788.	10000.	0.	** 800.	760.	.48	5.	180.2	F	8.4	28.7
7	4	160.	0.	0.	5548.	0.	0.	4788.	8000.	0.	** 160.	760.	.60	8.	154.1	F	10.3	25.7
8	4	1730.	424.	0.	5972.	424.	0.	5212.	8000.	0.	** 1730.	760.	.65	9.	142.6	F	11.6	24.2
9	5	2900.	1012.	0.	6984.	1012.	0.	6224.	9950.	50.	** 2900.	760.	.63	8.	147.5	F	10.8	25.1
10	4	2150.	0.	0.	6984.	0.	0.	6224.	7950.	50.	** 2150.	760.	.78	14.	113.2	F	14.8	20.1
11	4	1380.	468.	464.	7452.	468.	464.	6692.	7681.	319.	** 1380.	760.	.87	18.	90.9	F	17.0	17.2
12	4	3550.	0.	584.	6988.	0.	584.	6228.	8000.	0.	** 3550.	760.	.78	14.	114.9	F	14.6	20.3
13	4	1916.	0.	0.	6404.	0.	0.	5644.	8000.	0.	** 1916.	760.	.71	11.	130.8	F	13.0	22.5
14	4	1304.	756.	0.	7160.	756.	0.	6400.	8000.	0.	** 1304.	760.	.80	15.	110.2	F	15.3	19.5
15	4	3000.	200.	7360.	7360.	200.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 14.		88.6		14.6	18.9

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	523. VEH-HRS	659. PASS-HRS	2161. VEH-HRS	2723. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	523. VEH-HRS	659. PASS-HRS	2161. VEH-HRS	2723. PASS-HRS
TOTAL TRAV DISTANCE =	7258. VEH-MI.	9145. PASS-MI.	45405. VEH-MI.	57210. PASS-MI.
AVERAGE SYSTEM SPEED =	14. MPH.		21. MPH.	
AVERAGE DENSITY =	89. VPMPL		61. VPMPL	
TOTAL FUEL =	498. GALLONS		2649. GALLONS	
TOTAL EMISSIONS =	137. KILOGRAMS		725. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4124.	0.	4124.	4124.	0.	4124.	8000.	0.	0.	0.	.52	60.	17.2	B	20.4	12.6
2	4	1887.	0.	1016.	4124.	0.	1016.	4124.	8000.	0.	0.	0.	.52	60.	17.2	B	20.4	12.6
3	3	4825.	0.	0.	3108.	0.	0.	1624.	6000.	0.	* 3651.	1484.	.27	8.	70.5	F	14.6	17.1
4	4	1045.	452.	0.	3560.	452.	0.	2076.	8000.	0.	** 1045.	1484.	.26	2.	228.0	F	8.0	29.6
5	3	1555.	0.	0.	3560.	0.	0.	2076.	6000.	0.	** 1555.	1484.	.35	3.	209.2	F	8.0	29.6
6	5	800.	2436.	0.	5996.	2436.	0.	4512.	10000.	0.	** 800.	1484.	.45	5.	186.2	F	8.3	29.1
7	4	160.	0.	0.	5996.	0.	0.	4512.	8000.	0.	** 160.	1484.	.56	7.	161.7	F	9.6	26.7
8	4	1730.	512.	0.	6508.	512.	0.	5024.	8000.	0.	** 1730.	1484.	.63	9.	147.7	F	10.9	25.0
9	5	2900.	1012.	0.	7520.	1012.	0.	6036.	9956.	44.	** 2900.	1484.	.61	8.	151.8	F	10.3	25.7
10	4	2150.	0.	0.	7520.	0.	0.	6036.	7956.	44.	** 2150.	1484.	.76	13.	118.6	F	14.1	20.9
11	4	1380.	544.	452.	8064.	544.	430.	6580.	7673.	327.	** 1380.	1093.	.86	18.	93.7	F	16.7	17.6
12	4	3550.	0.	548.	7612.	0.	521.	6149.	8000.	0.	** 3550.	1093.	.77	13.	117.1	F	14.4	20.6
13	4	1916.	0.	0.	7064.	0.	0.	5628.	8000.	0.	** 1916.	1093.	.70	11.	131.3	F	13.0	22.6
14	4	1304.	820.	0.	7884.	820.	0.	6448.	8000.	0.	** 1304.	1093.	.81	15.	108.9	F	15.5	19.3
15	4	3000.	152.	8036.	8036.	152.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 11.		103.5		14.0	19.6

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	613. VEH-HRS	773. PASS-HRS	2774. VEH-HRS	3496. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	613. VEH-HRS	773. PASS-HRS	2774. VEH-HRS	3496. PASS-HRS
TOTAL TRAV DISTANCE =	6948. VEH-MI.	8754. PASS-MI.	52353. VEH-MI.	65964. PASS-MI.
AVERAGE SYSTEM SPEED =	11. MPH.		19. MPH.	
AVERAGE DENSITY =	103. VPMPL		67. VPMPL	
TOTAL FUEL =	498. GALLONS		3147. GALLONS	
TOTAL EMISSIONS =	136. KILOGRAMS		861. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4368.	0.	4368.	4368.	0.	4368.	8000.	0.	0.	0.	.55	60.	18.2	C	20.4	12.6
2	4	1887.	0.	1576.	4368.	0.	1576.	3608.	8000.	0.	* 469.	760.	.45	44.	20.6	F	19.4	13.1
3	3	4825.	0.	0.	2792.	0.	0.	2032.	6000.	0.	** 4825.	760.	.34	4.	188.6	F	8.9	27.2
4	4	1045.	380.	0.	3172.	380.	0.	2412.	8000.	0.	** 1045.	760.	.30	3.	218.8	F	8.0	29.6
5	3	1555.	0.	0.	3172.	0.	0.	2412.	6000.	0.	** 1555.	760.	.40	4.	196.9	F	8.0	29.6
6	5	800.	2128.	0.	5300.	2128.	0.	4540.	10000.	0.	** 800.	760.	.45	5.	185.6	F	8.3	29.1
7	4	160.	0.	0.	5300.	0.	0.	4540.	8000.	0.	** 160.	760.	.57	7.	160.9	F	9.7	26.6
8	4	1730.	556.	0.	5856.	556.	0.	5096.	8000.	0.	** 1730.	760.	.64	9.	145.8	F	11.1	24.7
9	5	2900.	1012.	0.	6868.	1012.	0.	6108.	9950.	50.	** 2900.	760.	.61	8.	150.0	F	10.5	25.4
10	4	2150.	0.	0.	6868.	0.	0.	6108.	7950.	50.	** 2150.	760.	.77	13.	116.4	F	14.4	20.6
11	4	1380.	544.	460.	7412.	544.	460.	6652.	7644.	356.	** 1380.	760.	.87	18.	90.7	F	17.0	17.2
12	4	3550.	0.	496.	6952.	0.	496.	6192.	8000.	0.	** 3550.	760.	.77	13.	115.9	F	14.5	20.4
13	4	1916.	0.	0.	6456.	0.	0.	5696.	8000.	0.	** 1916.	760.	.71	11.	129.4	F	13.2	22.3
14	4	1304.	704.	0.	7160.	704.	0.	6400.	8000.	0.	** 1304.	760.	.80	15.	110.2	F	15.3	19.5
15	4	3000.	200.	7360.	7360.	200.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 10.		120.9		13.4	20.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	667. VEH-HRS	840. PASS-HRS	3441. VEH-HRS	4336. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	667. VEH-HRS	840. PASS-HRS	3441. VEH-HRS	4336. PASS-HRS
TOTAL TRAV DISTANCE =	6986. VEH-MI.	8802. PASS-MI.	59339. VEH-MI.	74767. PASS-MI.
AVERAGE SYSTEM SPEED =	10. MPH.		17. MPH.	
AVERAGE DENSITY =	121. VPMPL		74. VPMPL	
TOTAL FUEL =	521. GALLONS		3668. GALLONS	
TOTAL EMISSIONS =	141. KILOGRAMS		1002. KILOGRAMS	

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4200.	0.	4200.	4200.	0.	2651.	8000.	0.	* 1206.	1549.	.33	22.	29.6	F	17.9	14.1
2	4	1887.	0.	1604.	4200.	0.	1604.	2651.	8000.	0.	** 1887.	1549.	.33	4.	154.5	F	9.7	24.7
3	3	4825.	0.	0.	2596.	0.	0.	1047.	6000.	0.	** 4825.	1549.	.17	1.	246.5	F	8.3	29.1
4	4	1045.	436.	0.	3032.	436.	0.	1483.	8000.	0.	** 1045.	1549.	.19	2.	244.2	F	8.0	29.6
5	3	1555.	0.	0.	3032.	0.	0.	1483.	6000.	0.	** 1555.	1549.	.25	2.	230.7	F	8.0	29.6
6	5	800.	2252.	0.	5284.	2252.	0.	3735.	10000.	0.	** 800.	1549.	.37	4.	203.2	F	8.3	29.1
7	4	160.	0.	0.	5284.	0.	0.	3735.	8000.	0.	** 160.	1549.	.47	5.	182.8	F	8.3	28.9
8	4	1730.	656.	0.	5940.	656.	0.	4391.	8000.	0.	** 1730.	1549.	.55	7.	165.0	F	9.3	27.2
9	5	2900.	1108.	0.	7048.	1108.	0.	5499.	9947.	53.	** 2900.	1549.	.55	7.	163.2	F	9.3	27.1
10	4	2150.	0.	0.	7048.	0.	0.	5499.	7947.	53.	** 2150.	1549.	.69	10.	132.9	F	12.8	22.9
11	4	1380.	648.	480.	7696.	648.	473.	6147.	7589.	411.	** 1380.	1443.	.81	15.	102.5	F	15.6	19.1
12	4	3550.	0.	476.	7216.	0.	469.	5673.	8000.	0.	** 3550.	1443.	.71	11.	130.0	F	13.1	22.4
13	4	1916.	0.	0.	6740.	0.	0.	5204.	8000.	0.	** 1916.	1443.	.65	9.	142.8	F	11.5	24.2
14	4	1304.	796.	0.	7536.	796.	0.	6000.	8000.	0.	** 1304.	1443.	.75	12.	121.1	F	13.9	21.2
15	4	3000.	600.	8136.	8136.	600.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG =	7.	149.5		12.3	21.7

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	824. VEH-HRS	1038. PASS-HRS	4265. VEH-HRS	5374. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	824. VEH-HRS	1038. PASS-HRS	4265. VEH-HRS	5374. PASS-HRS
TOTAL TRAV DISTANCE =	6044. VEH-MI.	7615. PASS-MI.	65382. VEH-MI.	82381. PASS-MI.
AVERAGE SYSTEM SPEED =	7. MPH.		15. MPH.	
AVERAGE DENSITY =	149. VPMPL		82. VPMPL	
TOTAL FUEL =	492. GALLONS		4160. GALLONS	
TOTAL EMISSIONS =	131. KILOGRAMS		1134. KILOGRAMS	

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4152.	0.	4152.	4152.	0.	2768.	8000.	0.	** 2000.	1384.	.35	4.	190.2	F	8.5	28.0
2	4	1887.	0.	1712.	4152.	0.	1712.	2768.	8000.	0.	** 1887.	1384.	.35	3.	209.2	F	8.0	29.6
3	3	4825.	0.	0.	2440.	0.	0.	1056.	6000.	0.	** 4825.	1384.	.18	1.	246.2	F	8.3	29.1
4	4	1045.	352.	0.	2792.	352.	0.	1408.	8000.	0.	** 1045.	1384.	.18	1.	246.2	F	8.0	29.6
5	3	1555.	0.	0.	2792.	0.	0.	1408.	6000.	0.	** 1555.	1384.	.23	2.	233.4	F	8.0	29.6
6	5	800.	2496.	0.	5288.	2496.	0.	3904.	10000.	0.	** 800.	1384.	.39	4.	199.5	F	8.3	29.1
7	4	160.	0.	0.	5288.	0.	0.	3904.	8000.	0.	** 160.	1384.	.49	5.	178.2	F	8.5	28.5
8	4	1730.	508.	0.	5796.	508.	0.	4412.	8000.	0.	** 1730.	1384.	.55	7.	164.4	F	9.3	27.2
9	5	2900.	996.	0.	6792.	996.	0.	5408.	9947.	53.	** 2900.	1384.	.54	7.	165.2	F	9.2	27.4
10	4	2150.	0.	0.	6792.	0.	0.	5408.	7947.	53.	** 2150.	1384.	.68	10.	135.4	F	12.6	23.2
11	4	1380.	588.	508.	7380.	588.	508.	5996.	7588.	412.	** 1380.	1384.	.79	14.	106.6	F	15.0	19.9
12	4	3550.	0.	500.	6872.	0.	500.	5488.	8000.	0.	** 3550.	1384.	.69	10.	135.1	F	12.7	23.0
13	4	1916.	0.	0.	6372.	0.	0.	4988.	8000.	0.	** 1916.	1384.	.62	8.	148.7	F	10.8	25.1
14	4	1304.	812.	0.	7184.	812.	0.	5800.	8000.	0.	** 1304.	1384.	.73	11.	126.6	F	13.4	22.0
15	4	3000.	800.	7984.	7984.	800.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG =	6.	165.3		11.5	23.0

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	905. VEH-HRS	1140. PASS-HRS	5170. VEH-HRS	6514. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	43. VEH-HRS	54. PASS-HRS	43. VEH-HRS	54. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	948. VEH-HRS	1194. PASS-HRS	5213. VEH-HRS	6569. PASS-HRS
TOTAL TRAV DISTANCE =	5827. VEH-MI.	7342. PASS-MI.	71209. VEH-MI.	89723. PASS-MI.
AVERAGE SYSTEM SPEED =	6. MPH.		14. MPH.	
AVERAGE DENSITY =	165. VPMPL		90. VPMPL	
TOTAL FUEL =	523. GALLONS		4683. GALLONS	
TOTAL EMISSIONS =	140. KILOGRAMS		1274. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	346.	43.25	16.20	0.99	5.18	0.27	6.44
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	346.	43.25	16.20	0.99	5.18	0.27	6.44

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4216.	0.	4216.	4216.	0.	2904.	8000.	0.	** 2000.	1312.	.36	4.	205.4	F	8.0	29.6
2	4	1887.	0.	1796.	4216.	0.	1796.	2904.	8000.	0.	** 1887.	1312.	.36	4.	205.4	F	8.0	29.6
3	3	4825.	0.	0.	2420.	0.	0.	1108.	6000.	0.	** 4825.	1312.	.18	2.	244.3	F	8.3	29.1
4	4	1045.	328.	0.	2748.	328.	0.	1436.	8000.	0.	** 1045.	1312.	.18	1.	245.4	F	8.0	29.6
5	3	1555.	0.	0.	2748.	0.	0.	1436.	6000.	0.	** 1555.	1312.	.24	2.	232.4	F	8.0	29.6
6	5	800.	2388.	0.	5136.	2388.	0.	3824.	10000.	0.	** 800.	1312.	.38	4.	201.2	F	8.3	29.1
7	4	160.	0.	0.	5136.	0.	0.	3824.	8000.	0.	** 160.	1312.	.48	5.	180.4	F	8.4	28.7
8	4	1730.	432.	0.	5568.	432.	0.	4256.	8000.	0.	** 1730.	1312.	.53	6.	168.6	F	9.0	27.7
9	5	2900.	984.	0.	6552.	984.	0.	5240.	9950.	50.	** 2900.	1312.	.53	6.	168.9	F	8.9	27.8
10	4	2150.	0.	0.	6552.	0.	0.	5240.	7950.	50.	** 2150.	1312.	.66	9.	140.0	F	11.8	24.0
11	4	1380.	540.	452.	7092.	540.	452.	5780.	7675.	325.	** 1380.	1312.	.75	13.	115.6	F	14.0	21.1
12	4	3550.	0.	524.	6640.	0.	524.	5328.	8000.	0.	** 3550.	1312.	.67	10.	139.4	F	12.1	23.7
13	4	1916.	0.	0.	6116.	0.	0.	4804.	8000.	0.	** 1916.	1312.	.60	8.	153.7	F	10.2	25.8
14	4	1304.	796.	0.	6912.	796.	0.	5600.	8000.	0.	** 1304.	1312.	.70	11.	132.0	F	13.0	22.7
15	4	3000.	1000.	7912.	7912.	1000.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 6.	168.2		11.1	23.5

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	920. VEH-HRS	1159. PASS-HRS	6090. VEH-HRS	7673. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	84. VEH-HRS	106. PASS-HRS	128. VEH-HRS	161. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	1004. VEH-HRS	1265. PASS-HRS	6217. VEH-HRS	7834. PASS-HRS
TOTAL TRAV DISTANCE =	5732. VEH-MI.	7222. PASS-MI.	76941. VEH-MI.	96946. PASS-MI.
AVERAGE SYSTEM SPEED =	6. MPH.		13. MPH.	
AVERAGE DENSITY =	168. VPMPL		97. VPMPL	
TOTAL FUEL =	548. GALLONS		5232. GALLONS	
TOTAL EMISSIONS =	147. KILOGRAMS		1422. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	328.	84.25	31.57	1.92	10.08	0.53	12.54
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	328.	84.25	31.57	1.92	10.08	0.53	12.54

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4000.	0.	4000.	4000.	0.	4092.	8000.	0.	* 1965.	-92.	.51	6.	172.9	F	8.6	28.5
2	4	1887.	0.	1632.	4000.	0.	1632.	4092.	8000.	0.	** 1887.	-92.	.51	6.	173.1	F	8.6	28.5
3	3	4825.	0.	0.	2368.	0.	0.	2460.	6000.	0.	** 4825.	-92.	.41	4.	195.2	F	8.3	29.1
4	4	1045.	300.	0.	2668.	300.	0.	2760.	8000.	0.	** 1045.	-92.	.34	3.	209.4	F	8.0	29.6
5	3	1555.	0.	0.	2668.	0.	0.	2760.	6000.	0.	** 1555.	-92.	.46	5.	184.3	F	8.0	29.6
6	5	800.	1860.	0.	4528.	1860.	0.	4620.	10000.	0.	** 800.	-92.	.46	5.	183.9	F	8.3	29.0
7	4	160.	0.	0.	4528.	0.	0.	4620.	8000.	0.	** 160.	-92.	.58	7.	158.7	F	9.9	26.3
8	4	1730.	336.	0.	4864.	336.	0.	4956.	8000.	0.	** 1730.	-92.	.62	8.	149.6	F	10.7	25.3
9	5	2900.	948.	0.	5812.	948.	0.	5904.	9949.	51.	** 2900.	-92.	.59	8.	154.5	F	10.1	26.0
10	4	2150.	0.	0.	5812.	0.	0.	5904.	7949.	51.	** 2150.	-92.	.74	12.	121.9	F	13.8	21.5
11	4	1380.	524.	464.	6336.	524.	464.	6428.	7670.	330.	** 1380.	-92.	.84	16.	97.7	F	16.2	18.3
12	4	3550.	0.	616.	5872.	0.	616.	5964.	8000.	0.	** 3550.	-92.	.75	12.	122.1	F	13.8	21.4
13	4	1916.	0.	0.	5256.	0.	0.	5348.	8000.	0.	** 1916.	-92.	.67	10.	138.9	F	12.2	23.6
14	4	1304.	852.	0.	6108.	852.	0.	6200.	8000.	0.	** 1304.	-92.	.77	13.	115.7	F	14.5	20.4
15	4	3000.	400.	6508.	6508.	400.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00	LOWEST LOS = F		AVG =	9.	143.6		11.7	22.8

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	791. VEH-HRS	997. PASS-HRS	6881. VEH-HRS	8670. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	41. VEH-HRS	52. PASS-HRS	169. VEH-HRS	212. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	832. VEH-HRS	1049. PASS-HRS	7050. VEH-HRS	8882. PASS-HRS
TOTAL TRAV DISTANCE =	6910. VEH-MI.	8707. PASS-MI.	83852. VEH-MI.	105653. PASS-MI.
AVERAGE SYSTEM SPEED =	8. MPH.		12. MPH.	
AVERAGE DENSITY =	144. VPMPL		101. VPMPL	
TOTAL FUEL =	607. GALLONS		5839. GALLONS	
TOTAL EMISSIONS =	163. KILOGRAMS		1585. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	0.	41.00	15.36	0.94	4.91	0.26	6.10
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	0.	41.00	15.36	0.94	4.91	0.26	6.10

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3940.	0.	3940.	3940.	0.	3060.	8000.	0.	** 2000.	880.	.38	4.	201.2	F	8.0	29.6
2	4	1887.	0.	968.	3940.	0.	968.	3060.	8000.	0.	** 1887.	880.	.38	4.	201.2	F	8.0	29.6
3	3	4825.	0.	0.	2972.	0.	0.	2092.	6000.	0.	** 4825.	880.	.35	3.	208.6	F	8.3	29.1
4	4	1045.	324.	0.	3296.	324.	0.	2416.	8000.	0.	** 1045.	880.	.30	3.	218.7	F	8.0	29.6
5	3	1555.	0.	0.	3296.	0.	0.	2416.	6000.	0.	** 1555.	880.	.40	4.	196.8	F	8.0	29.6
6	5	800.	1880.	0.	5176.	1880.	0.	4296.	10000.	0.	** 800.	880.	.43	4.	190.9	F	8.3	29.1
7	4	160.	0.	0.	5176.	0.	0.	4296.	8000.	0.	** 160.	880.	.54	6.	167.5	F	9.2	27.4
8	4	1730.	400.	0.	5576.	400.	0.	4696.	8000.	0.	** 1730.	880.	.59	7.	156.6	F	9.9	26.2
9	5	2900.	940.	0.	6516.	940.	0.	5636.	9959.	41.	** 2900.	880.	.57	7.	160.6	F	9.5	26.8
10	4	2150.	0.	0.	6516.	0.	0.	5636.	7959.	41.	** 2150.	880.	.71	11.	129.6	F	13.1	22.5
11	4	1380.	556.	404.	7072.	556.	404.	6192.	7710.	290.	** 1380.	880.	.80	15.	105.6	F	15.4	19.4
12	4	3550.	0.	496.	6668.	0.	496.	5788.	8000.	0.	** 3550.	880.	.72	11.	126.9	F	13.4	22.0
13	4	1916.	0.	0.	6172.	0.	0.	5292.	8000.	0.	** 1916.	880.	.66	9.	140.4	F	11.9	23.9
14	4	1304.	808.	0.	6980.	808.	0.	6100.	8000.	0.	** 1304.	880.	.76	13.	118.4	F	14.2	20.8
15	4	3000.	500.	7480.	7480.	500.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES							MAX(V/C) = 1.00		LOWEST LOS = F		AVG = 8.	153.2		11.5	23.0

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	844. VEH-HRS	1063. PASS-HRS	7725. VEH-HRS	9733. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	28. VEH-HRS	35. PASS-HRS	196. VEH-HRS	247. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	871. VEH-HRS	1098. PASS-HRS	7921. VEH-HRS	9980. PASS-HRS
TOTAL TRAV DISTANCE =	6438. VEH-MI.	8112. PASS-MI.	90289. VEH-MI.	113765. PASS-MI.
AVERAGE SYSTEM SPEED =	7. MPH.		12. MPH.	
AVERAGE DENSITY =	153. VPMPL		105. VPMPL	
TOTAL FUEL =	570. GALLONS		6409. GALLONS	
TOTAL EMISSIONS =	152. KILOGRAMS		1737. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	220.	27.50	10.30	0.63	3.29	0.17	4.09
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	220.	27.50	10.30	0.63	3.29	0.17	4.09

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	4180.	0.	4180.	4180.	0.	3852.	8000.	0.	** 2000.	328.	.48	5.	179.6	F	8.2	29.2
2	4	1887.	0.	988.	4180.	0.	988.	3852.	8000.	0.	** 1887.	328.	.48	5.	179.6	F	8.2	29.2
3	3	4825.	0.	0.	3192.	0.	0.	2864.	6000.	0.	** 4825.	328.	.48	5.	180.5	F	8.4	28.7
4	4	1045.	304.	0.	3496.	304.	0.	3168.	8000.	0.	** 1045.	328.	.40	4.	198.3	F	8.0	29.6
5	3	1555.	0.	0.	3496.	0.	0.	3168.	6000.	0.	** 1555.	328.	.53	6.	169.5	F	8.8	28.1
6	5	800.	2032.	0.	5528.	2032.	0.	5200.	10000.	0.	** 800.	328.	.52	6.	171.2	F	8.9	27.8
7	4	160.	0.	0.	5528.	0.	0.	5200.	8000.	0.	** 160.	328.	.65	9.	142.9	F	11.7	24.1
8	4	1730.	296.	0.	5824.	296.	0.	5496.	8000.	0.	** 1730.	328.	.69	10.	134.9	F	12.7	23.0
9	5	2900.	916.	0.	6740.	916.	0.	6412.	9959.	41.	** 2900.	328.	.64	9.	143.7	F	11.3	24.5
10	4	2150.	0.	0.	6740.	0.	0.	6412.	7959.	41.	** 2150.	328.	.81	15.	108.5	F	15.5	19.3
11	4	1380.	488.	412.	7228.	488.	412.	6900.	7739.	261.	** 1380.	328.	.89	20.	87.3	F	17.7	16.4
12	4	3550.	0.	560.	6816.	0.	560.	6488.	8000.	0.	** 3550.	328.	.81	15.	107.8	F	15.7	19.1
13	4	1916.	0.	0.	6256.	0.	0.	5928.	8000.	0.	** 1916.	328.	.74	12.	123.1	F	13.7	21.5
14	4	1304.	672.	0.	6928.	672.	0.	6600.	8000.	0.	** 1304.	328.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	6928.	6928.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 10.	134.1		12.5	21.6

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	739. VEH-HRS	932. PASS-HRS	8464. VEH-HRS	10665. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	38. VEH-HRS	48. PASS-HRS	234. VEH-HRS	295. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	777. VEH-HRS	979. PASS-HRS	8698. VEH-HRS	10959. PASS-HRS
TOTAL TRAV DISTANCE =	7397. VEH-MI.	9320. PASS-MI.	97687. VEH-MI.	123085. PASS-MI.
AVERAGE SYSTEM SPEED =	10. MPH.		12. MPH.	
AVERAGE DENSITY =	134. VPMPL		107. VPMPL	
TOTAL FUEL =	606. GALLONS		7015. GALLONS	
TOTAL EMISSIONS =	165. KILOGRAMS		1902. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	82.	37.75	14.14	0.86	4.52	0.24	5.62
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	82.	37.75	14.14	0.86	4.52	0.24	5.62

QUEUE OUT OF SECTION 1

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3856.	0.	3856.	3856.	0.	4172.	8000.	0.	* 1371.	-316.	.52	7.	149.8	F	9.4	26.1
2	4	1887.	0.	864.	3856.	0.	864.	4172.	8000.	0.	** 1887.	-316.	.52	6.	170.9	F	8.7	28.3
3	3	4825.	0.	0.	2992.	0.	0.	3308.	6000.	0.	** 4825.	-316.	.55	7.	164.4	F	9.4	27.0
4	4	1045.	288.	0.	3280.	288.	0.	3596.	8000.	0.	** 1045.	-316.	.45	5.	186.6	F	8.0	29.6
5	3	1555.	0.	0.	3280.	0.	0.	3596.	6000.	0.	** 1555.	-316.	.60	8.	154.0	F	10.0	26.2
6	5	800.	1716.	0.	4996.	1716.	0.	5312.	10000.	0.	** 800.	-316.	.53	6.	168.8	F	9.1	27.5
7	4	160.	0.	0.	4996.	0.	0.	5312.	8000.	0.	** 160.	-316.	.66	9.	139.9	F	12.1	23.7
8	4	1730.	332.	0.	5328.	332.	0.	5644.	8000.	0.	** 1730.	-316.	.71	11.	130.8	F	13.0	22.5
9	5	2900.	808.	0.	6136.	808.	0.	6452.	9962.	38.	** 2900.	-316.	.65	9.	142.9	F	11.4	24.3
10	4	2150.	0.	0.	6136.	0.	0.	6452.	7962.	38.	** 2150.	-316.	.81	15.	107.5	F	15.6	19.1
11	4	1380.	504.	400.	6640.	504.	400.	6956.	7752.	248.	** 1380.	-316.	.90	20.	86.3	F	17.8	16.2
12	4	3550.	0.	652.	6240.	0.	652.	6556.	8000.	0.	** 3550.	-316.	.82	15.	106.0	F	15.8	18.8
13	4	1916.	0.	0.	5588.	0.	0.	5904.	8000.	0.	** 1916.	-316.	.74	12.	123.7	F	13.7	21.6
14	4	1304.	696.	0.	6284.	696.	0.	6600.	8000.	0.	** 1304.	-316.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	6284.	6284.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES								MAX(V/C) = 1.00	LOWEST LOS = F		AVG = 11.	127.1		12.8	21.2

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	703. VEH-HRS	886. PASS-HRS	9167. VEH-HRS	11551. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	10. VEH-HRS	13. PASS-HRS	244. VEH-HRS	307. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	714. VEH-HRS	899. PASS-HRS	9411. VEH-HRS	11858. PASS-HRS
TOTAL TRAV DISTANCE =	7645. VEH-MI.	9633. PASS-MI.	105332. VEH-MI.	132718. PASS-MI.
AVERAGE SYSTEM SPEED =	11. MPH.		11. MPH.	
AVERAGE DENSITY =	127. VPMPL		109. VPMPL	
TOTAL FUEL =	599. GALLONS		7615. GALLONS	
TOTAL EMISSIONS =	164. KILOGRAMS		2066. KILOGRAMS	

***** RAMP DELAYS *****

			QUEUE LENGTH VEHICLES	DELAY VEH-HRS	GAS GALS	HC KGMS	CO KGMS	NOX KGMS	TOTAL EMISSIONS KGMS
ON-RAMP	1	RAMP	0.	10.25	3.84	0.23	1.23	0.06	1.53
		FREEWAY	0.	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL	0.	10.25	3.84	0.23	1.23	0.06	1.53

TIME SLICE FREEWAY PERFORMANCE TABLE

SUB SEC	NO. LNS	SSEC LENGTH	O-D DATA DEMANDS ORG	DES	SSEC	ADJUSTED VOLUMES ORG	DES	SSEC	SSEC CAP.	WEAVE EFF	CONGEST LENGTH	STORAGE RATE	V/C RATIO	SPEED MPH	DENSITY VPMPL	LOS LEVEL	FUEL MPG	EMISS GS/VM
1	4	2000.	3684.	0.	3684.	3684.	0.	3684.	8000.	0.	0.	0.	.46	20.	46.5	F	15.5	16.5
2	4	1887.	0.	764.	3684.	0.	764.	4568.	8000.	0.	* 1243.	-884.	.57	7.	153.9	F	9.7	26.3
3	3	4825.	0.	0.	2920.	0.	0.	3804.	6000.	0.	** 4825.	-884.	.63	9.	146.4	F	11.2	24.7
4	4	1045.	308.	0.	3228.	308.	0.	4112.	8000.	0.	** 1045.	-884.	.51	6.	172.5	F	8.6	28.4
5	3	1555.	0.	0.	3228.	0.	0.	4112.	6000.	0.	** 1555.	-884.	.69	10.	135.2	F	12.4	23.3
6	5	800.	1812.	0.	5040.	1812.	0.	5924.	10000.	0.	** 800.	-884.	.59	8.	155.5	F	10.2	25.9
7	4	160.	0.	0.	5040.	0.	0.	5924.	8000.	0.	** 160.	-884.	.74	12.	123.2	F	13.9	21.4
8	4	1730.	344.	0.	5384.	344.	0.	6268.	8000.	0.	** 1730.	-884.	.78	14.	113.8	F	14.8	20.1
9	5	2900.	736.	0.	6120.	736.	0.	7004.	9956.	44.	** 2900.	-884.	.70	11.	130.7	F	13.0	22.6
10	4	2150.	0.	0.	6120.	0.	0.	7004.	7956.	44.	** 2150.	-884.	.88	19.	92.2	F	17.3	16.8
11	4	1380.	344.	500.	6464.	344.	500.	7348.	7815.	185.	** 1380.	-884.	.94	24.	77.9	F	18.9	14.8
12	4	3550.	0.	820.	5964.	0.	820.	6848.	8000.	0.	** 3550.	-884.	.86	17.	98.0	F	16.6	17.7
13	4	1916.	0.	0.	5144.	0.	0.	6028.	8000.	0.	** 1916.	-884.	.75	13.	120.4	F	14.0	21.1
14	4	1304.	572.	0.	5716.	572.	0.	6600.	8000.	0.	** 1304.	-884.	.82	16.	104.8	F	15.9	18.7
15	4	3000.	0.	5716.	5716.	0.	6600.	6600.	6600.	0.	0.	0.	1.00	55.	30.0	E	22.3	11.5
TOTAL		30202. =	5.7 MILES						MAX(V/C) = 1.00		LOWEST LOS = F		AVG = 13.		109.6		14.3	19.6

	CURRENT TIME SLICE		CUMULATIVE VALUES	
FREEWAY TRAVEL TIME =	608. VEH-HRS	766. PASS-HRS	9775. VEH-HRS	12317. PASS-HRS
FREEWAY MERGE DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
ON-RAMP MRG/CAP DELAY =	0. VEH-HRS	0. PASS-HRS	244. VEH-HRS	307. PASS-HRS
OFF-RAMP DELAY =	0. VEH-HRS	0. PASS-HRS	0. VEH-HRS	0. PASS-HRS
TOTAL SYSTEM TRAVEL TIME =	608. VEH-HRS	766. PASS-HRS	10019. VEH-HRS	12624. PASS-HRS
TOTAL TRAV DISTANCE =	8128. VEH-MI.	10241. PASS-MI.	113460. VEH-MI.	142960. PASS-MI.
AVERAGE SYSTEM SPEED =	13. MPH.		12. MPH.	
AVERAGE DENSITY =	110. VPMPL		109. VPMPL	
TOTAL FUEL =	568. GALLONS		8183. GALLONS	
TOTAL EMISSIONS =	159. KILOGRAMS		2225. KILOGRAMS	

FREEWAY SUMMARY TABLE
SIMULATION BEFORE CONTROL

TIME SLICE	FREEWAY TRAVEL TIME		RAMP DELAY		TOTAL FREEWAY TRAVEL TIME		TOTAL TRAVEL DISTANCE		AVERAGE SPEED	GASOLINE CONSUMED	HYDROCARB EMISSIONS	CARBON MONOXIDE	NITROUS OXIDES	BEGIN TIME
	VEH-HR	PAS-HR	VEH-HR	PAS-HR	VEH-HR	PAS-HR	VEH-MI	PAS-MI	MPH	GALLONS	KILOGRAMS	KILOGRAMS	KILOGRAMS	
1	208.	262.	0.	0.	208.	262.	8134.	10249.	39.1	397.	9.	89.	6.	14:30
2	265.	333.	0.	0.	265.	333.	7536.	9496.	28.5	398.	10.	91.	6.	14:45
3	326.	411.	0.	0.	326.	411.	7464.	9404.	22.9	424.	12.	98.	6.	15:00
4	386.	486.	0.	0.	386.	486.	7522.	9478.	19.5	453.	14.	106.	7.	15:15
5	454.	572.	0.	0.	454.	572.	7491.	9439.	16.5	481.	15.	111.	7.	15:30
6	523.	659.	0.	0.	523.	659.	7258.	9145.	13.9	498.	16.	114.	7.	15:45
7	613.	773.	0.	0.	613.	773.	6948.	8754.	11.3	498.	17.	113.	7.	16:00
8	667.	840.	0.	0.	667.	840.	6986.	8802.	10.5	521.	18.	117.	7.	16:15
9	824.	1038.	0.	0.	824.	1038.	6044.	7615.	7.3	492.	17.	108.	6.	16:30
10	905.	1140.	43.	54.	948.	1194.	5827.	7342.	6.1	523.	19.	115.	6.	16:45
11	920.	1159.	84.	106.	1004.	1265.	5732.	7222.	5.7	548.	21.	120.	7.	17:00
12	791.	997.	41.	52.	832.	1049.	6910.	8707.	8.3	607.	22.	134.	7.	17:15
13	844.	1063.	28.	35.	871.	1098.	6438.	8112.	7.4	570.	21.	125.	7.	17:30
14	739.	932.	38.	48.	777.	979.	7397.	9320.	9.5	606.	22.	136.	8.	17:45
15	703.	886.	10.	13.	714.	899.	7645.	9633.	10.7	599.	21.	135.	8.	18:00
16	608.	766.	0.	0.	608.	766.	8128.	10241.	13.4	568.	19.	132.	8.	18:15
TOTAL	9775.	12317.	244.	307.	10019.	12624.	113460.	142960.	11.6	8183.	274.	1844.	108.	

CONTOUR DIAGRAM OF
SPEED
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ...........................................................................................................   TIME
      .                                                                                                           .
    1 .6666666666666666666666666666666666666555555555555555555555222222225555544444444444441111111111555555555555. - 14:30
    2 .6666666666666666666666666666666666666555555555555555555555222222223333311111111111100000011115555555555555. - 14:45
    3 .6666666666666666666666666666666666666555555555555222222222211111111111111111111111111100000011115555555555555. - 15:00
    4 .6666666666666666666666666666666666666555533333330000000000111111111111111111111111111111111111115555555555555. - 15:15
    5 .6666666666666666666666666666655511111000000000000000000011111111111111111111111111111111111115555555555555. - 15:30
    6 .6666666666666555555555555555500000000000000000000000000000111111111111111111111111111111111115555555555555. - 15:45
    7 .6666666666666000000000000000000000000000000000000000000000111111111111111111111111111111111115555555555555. - 16:00
    8 .6666666444444000000000000000000000000000000000000000000000111111111111111111111111111111111115555555555555. - 16:15
    9 .2222222000000000000000000000000000000000000000000000000000111111111111111111111111100000011115555555555555. - 16:30
   10 .0000000000000000000000000000000000000000000000000000000000000000111111111111111111100000011115555555555555. - 16:45
   11 .0000000000000000000000000000000000000000000000000000000000000000111110000000000000000011115555555555555. - 17:00
   12 .0000000000000000000000000000000000000000000000000000000000111111111111111111111111100000011115555555555555. - 17:15
   13 .0000000000000000000000000000000000000000000000000000000000111111111111111111111111100000011115555555555555. - 17:30
   14 .0000000000000000000000000000000000000000000111111000000000011111111111111111111111111111111115555555555555. - 17:45
   15 .0000000000000000000000000000000000000000111111000000000011111112222211111111111111111111111115555555555555. - 18:00
   16 .1111111000000000000000000000000111110001111111111111111111111111222221111111111111111111111115555555555555. - 18:15
      .                                                                                                           .
      ...........................................................................................................
       :     :    :             : :    : ::    :         :     :    :          :    :   :
       01    02   03            04 05   06 08   09        10    11   12         13   14  15
```

THE DIGIT LEVELS DENOTE THE FIRST DIGIT OF THE OPERATING SPEED (EX. 4 MEANS 40-49 MPH).

CONTOUR DIAGRAM OF
QUEUE LENGTH
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ..........................................................................................................   TIME
      .                                                                                                          .
    1 .                                                        ********           ***************          . - 14:30
    2 .                                                            ******************************          . - 14:45
    3 .                                                  ******************************************          . - 15:00
    4 .                                          ************************************************          . - 15:15
    5 .                                 ************************************************************          . - 15:30
    6 .                             ************************************************************          . - 15:45
    7 .                 ************************************************************************          . - 16:00
    8 .             ************************************************************************          . - 16:15
    9 .   ************************************************************************************          . - 16:30
   10 .************************************************************************************          . - 16:45
   11 .************************************************************************************          . - 17:00
   12 .************************************************************************************          . - 17:15
   13 .************************************************************************************          . - 17:30
   14 .************************************************************************************          . - 17:45
   15 .  ***********************************************************************************          . - 18:00
   16 .        ***********************************************************************************          . - 18:15
      .                                                                                                          .
      ..........................................................................................................
       :     :    :            :  :    :  ::    :        :     :    :          :    :  :
       01    02   03           04 05   06  08   09       10    11   12         13   14 15
```

BLANK DENOTES MOVING TRAFFIC. ASTERISK DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION.
M DENOTES QUEUED VEHICLES DUE TO MERGING. B DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION AND MERGING. (WHEN BOTH QUEUES EXIST, LENGTH OF DISPLAY REPRESENTS MAINLINE CONGESTION.)

CONTOUR DIAGRAM OF
VOLUME/CAPACITY RATIO
BEFORE ENTRY CONTROL

```
TIME                                                                                                                  BEGIN
SLICE ...........................................................................................................   TIME
      .                                                                                                          .
    1 .555555555555555555555555555544466666666678888887777777777999999*****7777777777776666667777**********. - 14:30
    2 .444444444444444444444444444444555555555677777766666666666888888888888777777777777766666677 77**********. - 14:45
    3 .444444444444455555555555555544455555555578888886666666666677777777888887777777777777766666677 77**********. - 15:00
    4 .555555555555555555555555555544455555555576666666666666666677777778888877777777777776666667777**********. - 15:15
    5 .555555555555555555555555555533344444444566666666666666666677777778888877777777777777777778888**********. - 15:30
    6 .555555555555533333333333333333344444444566666666666666666677777778888877777777777777777778888**********. - 15:45
    7 .555555555555522222222222222222333334445666666666666666667777777888887777777777777777778888**********. - 16:00
    8 .555555544444433333333333333333344444444566666666666666666677777778888877777777777777777778888**********. - 16:15
    9 .333333333333311111111111111111222223334555555555555555556666666888887777777777776666667777**********. - 16:30
   10 .333333333333311111111111111111222223334555555555555555556666666777776666666666666666667777**********. - 16:45
   11 .333333333333311111111111111111222223334555555555555555556666666777776666666666666666666666**********. - 17:00
   12 .555555555555544444444444444433344444444566666655555555557777777888887777777777776666667777**********. - 17:15
   13 .333333333333333333333333333333344444444555555555555555557777777888887777777777776666667777**********. - 17:30
   14 .444444444444444444444444444433355555555566666666666666666888888888888888888888888777778888**********. - 17:45
   15 .555555555555555555555555555544455555555677777766666666668888888888888888888888888777778888**********. - 18:00
   16 .444444455555566666666666666655566666555777777777777777778888888999998888888888887777778888**********. - 18:15
      .                                                                                                          .
      ...........................................................................................................
       :     :    :             : :    : ::    :         :     :    :          :    :   :
       01    02   03            04 05   06 08   09        10    11   12         13   14  15
```

THE DIGIT LEVELS DENOTE V/C IN VALUES FROM 0 TO 10 (CORRESPONDING TO 0.0 TO 1.0). THE ASTERISK DENOTES SATURATION.

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Appendix E
Intersection/Arterial Analysis (SimTraffic) Reports

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Technical Memorandum

Date: October 28, 2019

To: Terry Klim, PE, and David Tokarski, DKS Associates

From: Andrew Kluter, PE and Byung Lee

Subject: Oakland-Alameda Access Project (OAAP): Intersection Analysis Results for All No Build and Build Scenarios

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The purpose of this technical memorandum is to detail intersection analysis results prepared by CHS Consulting Group (CHS) in support of the subject Project's Traffic Operations Analysis Report (TOAR) being prepared by DKS. Traffic operational analysis results are presented for Existing Conditions, 2025 No Build, 2025 Build, 2045 No Build, and 2045 Build Conditions.

Existing Conditions

Existing Conditions analysis is based upon current intersection lane geometries and traffic controls for the study intersections. **Table 1** presents the results of Existing Conditions level of service (LOS) analysis based on the SimTraffic analysis for the study area.

Table 1: Existing Conditions LOS - Study Intersections

Study Intersection (Number)	AM Peak Hour Delay (s) / LOS		PM Peak Hour Delay (s) / LOS	
4th St/Broadway (#1)[1]	4.3 (9.2 WB)	A (A)	74.3 (172.1 WB)	F (F)
5th St/Union St (#2)	11.0	B	25.6	C
5th St/Adeline St (#3)	15.2	B	23.4	C
5th St/Market St (#4)	12.3	B	13.0	B
5th St/Brush St (#5)	12.4	B	10.3	B
5th St/MLK Way(#6)	3.7	A	12.4	B
5th St/Washington St (#7)	4.9	A	109.5	F
5th St/Broadway/I-880 NB On-ramp (#8)	17.1	B	62.7	E
5th St/Jackson St/I-980 Off-ramp (#9)	35.8	D	39.8	D
5th St/Madison St (#10)	7.5	A	7.5	A
5th St/Oak St/I-880 SB On-ramp (#11)	12.4	B	243.8	F

Table 1: Existing Conditions LOS - Study Intersections (Continued)

Study Intersection (Number)	AM Peak Hour Delay (s) / LOS		PM Peak Hour Delay (s) / LOS	
6th St/Oak St/I-880 NB Off-ramp (#12)	14.9	B	15.3	B
6th St/Madison St (#13)	9.5	A	9.9	A
6th St/Jackson /I-880 NB On-ramp (#14)	38.3	D	34.1	C
6th St/Broadway (#15)	18.5	B	41.6	D
6th St/Washington St (#16)	8.0	A	71.6	E
6th St/MLK Way (#17)	5.1	A	5.6	A
6th St/Market St/I-880 Off-ramp (#18)	3.7	A	7.8	A
7th St/Union St (#19)	18.7	B	13.5	B
7th St/Adeline St (#20)	9.9	A	11.0	B
7th St/Market St (#21)	11.4	B	15.4	B
7th St/Brush St (#22)	14.8	B	14.4	B
7th St/Castro St (#23)	11.5	B	21.4	C
7th St/MLK Way (#24)	6.0	A	9.5	A
7th St/Washington St (#25)	8.0	A	46.7	D
7th St/Broadway (#26)	15.0	B	20.0	B
7th St/Webster St (#27)	12.7	B	25.6	C
7th St/Harrison St (#28)	8.9	A	8.8	A
7th St/Jackson St (#29)	23.5	C	15.2	B
7th St/Madison St (#30)	16.6	B	14.0	B
8th St/Harrison St (#31)	12.7	B	14.7	B
8th St/Webster St (#32)	37.0	D	40.8	D
8th St/Franklin St (#33)	26.5	C	21.3	C
8th St/Broadway (#34)	10.9	B	17.7	B

Table 1: Existing Conditions LOS - Study Intersections (Continued)

Study Intersection (Number)	AM Peak Hour Delay (s) / LOS		PM Peak Hour Delay (s) / LOS	
8th St/Washington St (#35)	10.9	B	30.7	C
8th St/MLK (#36)	4.7	A	8.5	A
9th St/Webster St (#37)	23.8	C	73.1	E
11th St/Brush St/I-980 On-Ramp (#38)	9.1	A	9.9	A
11th St/Castro St/I-980 Off-ramp (#39)	40.2	D	41.1	D
11th St/Webster St (#40)	14.6	B	16.1	B
11th St/Harrison St (#41)	10.8	B	11.9	B
12th St/Harrison St (#42)	17.8	B	18.9	B
12th St/Webster St (#43)	7.6	A	11.9	B
12th St/Castro St/I-980 On-ramp (#44)	18.1	B	17.9	B
12th St/Brush St/I-980 Off-ramp (#45)	101.6	F	41.6	D
17th St/Brush St (#46)	6.7	A	7.9	A
17th St/Castro St (#47)	31.9	C	47.9	D
18th St/Castro St/I-980 On-ramp (#48)	11.3	B	12.5	B
18th St/Brush St (#49)	6.9	A	7.3	A
Webster St/Atlantic Ave (#50)	31.4	C	21.5	C
Willie Stargell Ave /Webster St (#51)	14.4	B	14.7	B
Marina Village Pkwy/Constitution Way (#52)	32.5	C	15.7	B
Mariner Square Dr/Constitution Way (#53)	4.1	A	3.6	A
Atlantic Ave/Constitution Way (#54)	14.4	B	17.5	B
7th St/Oak St (#55)	12.1	B	13.5	B
8th St/Oak St (#56)	10.7	B	10.4	B

Note: 1. Intersection delay and LOS for two-way-stop control is presented for average and the worst approach, indicated in parentheses ().
WB=westbound.

2025 No Build and 2025 Build Conditions

2025 No Build Conditions assume the same intersection lane geometries and traffic controls as Existing Conditions. Under 2025 Build Conditions, several modifications to the study intersections would be made to accommodate the Project, which are detailed in **Table 2**. **Table 3** includes LOS results for the study intersections under both 2025 No Build and 2025 Build Conditions based on the SimTraffic analysis for the Oakland study area.

Table 2: Study Intersection Modifications: No Build to Build

Study Intersection (Number)	Modifications from No Build to Build
5th St/Broadway/I-880 NB On-ramp (#8)	**No Build:** EB departing leg with 2 lanes to Webster Tube entrance, 2 lanes to I-880 On-ramp, 1 lane to local 5th Street **Build**: 5 second lead ped phase on East leg; EB departing leg (East leg) with 3 lanes (1 lane for Tube, 1 lane for Tube or 880 On-ramp, 1 lane for 880 On-ramp/local 5th St)
5th St/Jackson St/I-980 Off-ramp (#9)	**No Build**: 45-sec pretimed cycle time **Build**: 90-sec actuated cycle time
5th St/Madison St (#10)	**No Build**: SB 1-way Madison St with 45-sec actuated cycle time; **Build**: 2-way with 1 NB lane, 60-sec actuated cycle w/protected SBL
5th St/Oak St/I-880 SB On-ramp (#11)	**No Build**: 45-sec pretimed cycle time **Build**: 60-sec actuated cycle time with no RTOR for EB 5th
6th St/Oak St/I-880 NB Off-ramp (#12)	**No Build**: 45-sec pretimed cycle time, WB-LT, TH, TH/RT lanes, NB-LT/TH lane **Build**: 60-sec actuated cycle time with a protected NBL and ped/bike phase, WB-LT, TH, TH/RT, RT lanes, NB-LT, TH lanes; Change in number of NB lanes from 1 to 2.
6th St/Madison St (#13)	**No Build**: 1-way SB Madison, 45-sec pretimed cycle time **Build**: 2-way Madison at the departing south leg with added NBLT lane, 60-sec actuated cycle time
6th St/Jackson /I-880 NB On-ramp (#14)	**No Build**: 60-sec pretimed cycle time, SB-LT/TH lane, WB-LT, TH, RT lanes; **Build**: 60-sec actuated cycle time, SB-RT only lane, WB-LT, TH, TH/RT lanes. NB for both No Build/Build = 1 LT, 1 TH
6th St/Broadway (#15)	**No Build**: SB-2 TH, TH/RT lanes, NB-LT, 2 TH lanes, WB-LT,TH,TH/RT lanes (WB = Broadway off-ramp approach) **Build**: SB-LT, TH, TH/RT lanes, NB- LT, TH, TH/RT lanes, WB-LT/TH, TH, RT, RT lanes (WB includes new 6th Street that replaces Broadway off-ramp)
6th St/Washington St (#16)	**No Build**: 45-sec pretimed cycle time **Build**: 90-sec actuated cycle time
6th St/MLK Way (#17)	**No Build**: 45-sec pretimed cycle time **Build**: 90-sec actuated cycle time
7th St/Harrison St (#28)	**No Build**: EB-LT/TH, 2 TH lanes, NB-3 TH, 2 free RT lanes with flashing yellow; **Build**: EB-LT/TH, 2 TH, TH/RT lanes, NB- 2 TH, TH/RT lanes (1 TH converted to SB direction)

Table 2: Study Intersection Modifications: No Build to Build (Continued)

Study Intersection (Number)	Modifications from No Build to Build
7th St/Jackson St (#29)	**No Build**: EB - LT/TH, TH, TH/RT, RT lanes, NB - TH/RT lane **Build**: EB - LT/TH, 2 TH, TH/RT lanes, NB - TH lane and RT lane
7th St/Madison St (#30)	**No Build**: EB – 3 TH, TH/RT lanes **Build**: EB- 2 TH, TH/RT, RT lanes
Willie Stargell Ave /Webster St (#51)	**No Build**: 110-sec actuated cycle time **Build:** Exclusive pedestrian crossing phase on the north leg, 145-sec actuated cycle time
7th St/Oak St (#55)	**Build:** No LTOR for EB 7th
8th St/Oak St (#56)	**No Build**: NB- LT/TH, 2 TH lanes, 70-sec pretimed cycle time **Build**: NB-LT, 2T lanes 70-sec actuated cycle time with a Protected NB LT and Ped/Bike phase

Table 3: 2025 No Build and Build Conditions LOS - Study Intersections

Study Intersection (Number)	2025 No Build				2025 Build			
	AM Peak Hour Delay (s) / LOS		PM Peak Hour Delay (s) / LOS		AM Peak Hour Delay (s) / LOS		PM Peak Hour Delay (s) / LOS	
4th St/Broadway (#1)[1]	5.6 (14.3 WB)	A (B)	59.7 (143.7 WB)	F (F)	3.8 (9.1 WB)	A (A)	12.7 (57.8 WB)	B (F)
5th St/Union St (#2)	11.0	B	39.3	D	11.5	B	29.5	C
5th St/Adeline St (#3)	15.9	B	28.1	C	16.4	B	27.6	C
5th St/Market St (#4)	10.4	B	16.3	B	10.6	B	13.8	B
5th St/Brush St (#5)	12.6	B	10.2	B	11.2	B	16.3	B
5th St/MLK Way(#6)	3.8	A	12.0	B	5.4	A	5.6	A
5th St/Washington St (#7)	4.9	A	118.5	F	5.2	A	112.6	F
5th St/Broadway/I-880 NB On-ramp (#8)	18.5	B	62.3	E	13.9	B	45.9	D
5th St/Jackson St/I-980 Off-ramp (#9)	43.8	D	44.0	D	12.7	B	20.9	C
5th St/Madison St (#10)	59.0	E	7.3	A	21.7	C	44.5	D
5th St/Oak St/I-880 SB On-ramp (#11)	50.9	D	274.9	F	9.7	A	32.7	C
6th St/Oak St/I-880 NB Off-ramp (#12)	20.3	C	15.3	B	17.9	B	21.3	C

Table 3: 2025 No Build and Build Conditions LOS - Study Intersections (Continued)

Study Intersection (Number)	2025 No Build				2025 Build			
	AM Peak Hour Delay (s) / LOS		PM Peak Hour Delay (s) / LOS		AM Peak Hour Delay (s) / LOS		PM Peak Hour Delay (s) / LOS	
6th St/Madison St (#13)	15.8	B	9.8	A	30.6	C	36.6	D
6th St/Jackson St/I-880 NB On-ramp (#14)	43.7	D	37.9	D	11.9	B	16.0	B
6th St/Broadway (#15)	22.0	C	44.0	D	21.1	C	25.3	C
6th St/Washington St (#16)	8.6	A	129.7	F	12.7	B	40.3	D
6th St/MLK Way (#17)	6.1	A	6.4	A	11.8	B	17.7	B
6th St/Market St/I-880 Off-ramp (#18)	4.5	A	8.5	A	3.2	A	15.0	B
7th St/Union St (#19)	19.8	B	16.8	B	21.1	C	17.6	B
7th St/Adeline St (#20)	10.6	B	11.6	B	10.6	B	12.1	B
7th St/Market St (#21)	12.7	B	16.6	B	13.0	B	18.4	B
7th St/Brush St (#22)	14.4	B	15.4	B	15.0	B	17.8	B
7th St/Castro St (#23)	11.5	B	21.7	C	11.5	B	24.4	C
7th St/MLK Way (#24)	6.6	A	9.1	A	6.3	A	10.0	A
7th St/Washington St (#25)	8.3	A	61.5	E	8.5	A	69.5	E
7th St/Broadway (#26)	16.7	B	35.2	D	14.1	B	24.3	C
7th St/Webster St (#27)	12.1	B	52.6	D	10.3	B	69.6	E
7th St/Harrison St (#28)	9.0	A	10.5	B	7.7	A	6.3	A
7th St/Jackson St (#29)	32.4	C	19.0	B	11.3	B	31.1	C
7th St/Madison St (#30)	18.0	B	14.4	B	44.3	D	46.3	D
8th St/Harrison St (#31)	13.5	B	16.4	B	12.2	B	14.3	B
8th St/Webster St (#32)	38.6	D	43.0	D	35.3	D	33.5	C
8th St/Franklin St (#33)	26.1	C	27.8	C	25.8	C	28.1	C
8th St/Broadway (#34)	11.5	B	52.8	D	11.5	B	17.6	B

Table 3: 2025 No Build and Build Conditions LOS - Study Intersections (Continued)

Study Intersection (Number)	2025 No Build				2025 Build			
	AM Peak Hour Delay (s) / LOS		PM Peak Hour Delay (s) / LOS		AM Peak Hour Delay (s) / LOS		PM Peak Hour Delay (s) / LOS	
8th St/Washington St (#35)	10.6	B	27.5	C	10.1	B	21.8	C
8th St/MLK (#36)	4.5	A	9.5	A	4.8	A	6.2	A
9th St/Webster St (#37)	32.7	C	66.8	E	23.5	C	25.3	C
11th St/Brush St/I-980 On-Ramp (#38)	9.4	A	10.9	B	9.8	A	10.7	B
11th St/Castro St/I-980 Off-ramp (#39)	47.5	D	39.4	D	35.1	D	40.0	D
11th St/Webster St (#40)	14.5	B	15.2	B	12.6	B	17.1	B
11th St/Harrison St (#41)	11.1	B	12.8	B	8.3	A	7.1	A
12th St/Harrison St (#42)	18.5	B	18.6	B	16.8	B	15.4	B
12th St/Webster St (#43)	7.4	A	11.3	B	6.3	A	9.9	A
12th St/Castro St/I-980 On-ramp (#44)	21.0	C	18.3	B	16.9	B	18.4	B
12th St/Brush St/I-980 Off-ramp (#45)	120.6	F	109.9	F	76.3	E	84.5	F
17th St/Brush St (#46)	8.4	A	11.1	B	8.0	A	12.9	B
17th St/Castro St (#47)	33.1	C	65.2	E	33.7	C	60.5	E
18th St/Castro St/I-980 On-ramp (#48)	11.3	B	12.5	B	11.3	B	13.1	B
18th St/Brush St (#49)	5.8	A	6.8	A	7.3	A	7.5	A
Webster St/Atlantic Ave (#50)	43.5	D	28.6	C	43.4	D	31.5	C
Willie Stargell Ave /Webster St (#51)	16.5	B	18.6	B	29.1	C	28.0	C
Marina Village Pkwy/Constitution Way (#52)	26.0	C	13.9	B	31.5	C	14.0	B
Mariner Square Dr/Constitution Way (#53)	6.0	A	9.1	A	12.8	B	9.2	A
Atlantic Ave/Constitution Way (#54)	17.1	B	22.2	C	15.9	B	25.6	C
7th St/Oak St (#55)	11.9	B	14.4	B	13.0	B	15.9	B
8th St/Oak St (#56)	12.2	B	10.6	B	14.2	B	13.4	B

Note: 1. Intersection delay and LOS for two-way-stop control is presented for average and the worst approach, indicated in parentheses ().

WB=westbound.

2045 No Build and Build Conditions

2045 No Build Conditions assume the same intersection lane geometries and traffic controls as both 2025 No Build Conditions and Existing Conditions. Under 2045 Build Conditions, the same modifications to the study intersections under 2025 Build Conditions would be made to accommodate the Project. **Table 4** includes LOS results for the study intersections under both 2045 No Build and 2045 Build Conditions based on the SimTraffic analysis for the Oakland study area.

Table 4: 2045 No Build and Build Conditions LOS - Study Intersections

Study Intersection (Number)	2045 No Build				2045 Build			
	AM Peak Hour Delay (s) / LOS		PM Peak Hour Delay (s) / LOS		AM Peak Hour Delay (s) / LOS		PM Peak Hour Delay (s) / LOS	
4th St/Broadway (#1)	7.1 (20.4 WB)	A (C)	58.2 (194.4 WB)	F (F)	18.8 (43.0 WB)	C (E)	48.0 (110.3 WB)	E (F)
5th St/Union St (#2)	11.6	A	67.4	E	11.6	B	46.8	D
5th St/Adeline St (#3)	34.4	C	31.7	C	34.4	C	31.9	C
5th St/Market St (#4)	11.9	B	18.1	B	15.2	B	18.7	B
5th St/Brush St (#5)	13.2	B	9.7	A	12.1	B	14.4	B
5th St/MLK Way(#6)	3.6	A	11.6	B	5.9	A	6.5	A
5th St/Washington St (#7)	5.0	A	119.1	F	5.1	A	128.9	F
5th St/Broadway/I-880 NB On-ramp (#8)	19.2	B	61.3	E	23.0	C	56.4	E
5th St/Jackson St/I-980 Off-ramp (#9)	52.3	D	31.7	C	14.7	B	19.9	B
5th St/Madison St (#10)	91.5	F	8.1	A	20.9	C	30.6	C
5th St/Oak St/I-880 SB On-ramp (#11)	66.9	E	360.0	F	11.7	B	52.9	D
6th St/Oak St/I-880 NB Off-ramp (#12)	21.1	C	16.3	B	22.3	C	19.4	B
6th St/Madison St (#13)	14.0	B	11.3	B	34.8	C	29.3	C
6th St/Jackson St/I-880 NB On-ramp (#14)	37.0	D	31.3	C	12.7	B	15.9	B
6th St/Broadway (#15)	22.1	C	96.5	F	20.8	C	33.8	C
6th St/Washington St (#16)	8.9	A	92.9	F	10.9	B	26.7	C
6th St/MLK Way (#17)	6.8	A	8.5	A	10.1	B	14.7	B

Table 4: 2045 No Build and Build Conditions LOS - Study Intersections (Continued)

Study Intersection (Number)	2045 No Build				2045 Build			
	AM Peak Hour Delay (s) / LOS		PM Peak Hour Delay (s) / LOS		AM Peak Hour Delay (s) / LOS		PM Peak Hour Delay (s) / LOS	
6th St/Market St/I-880 Off-ramp (#18)	16.2	B	27.9	C	13.1	B	30.9	C
7th St/Union St (#19)	36.8	D	48.6	D	35.5	D	53.1	D
7th St/Adeline St (#20)	15.9	B	73.3	E	13.4	B	60.9	E
7th St/Market St (#21)	13.8	B	41.7	D	17.0	B	50.4	D
7th St/Brush St (#22)	15.2	B	23.0	C	15.4	B	26.2	C
7th St/Castro St (#23)	11.4	B	29.2	C	12.1	B	29.1	C
7th St/MLK Way (#24)	7.3	A	11.8	B	6.5	A	13.6	B
7th St/Washington St (#25)	8.9	A	140.4	F	8.8	A	91.4	F
7th St/Broadway (#26)	18.2	B	60.1	E	13.1	B	43.4	D
7th St/Webster St (#27)	18.3	B	79.9	E	13.0	B	86.2	F
7th St/Harrison St (#28)	8.8	A	24.7	C	7.7	A	10.5	B
7th St/Jackson St (#29)	19.4	B	19.4	B	13.5	B	14.5	B
7th St/Madison St (#30)	18.7	B	20.3	C	48.4	D	24.0	C
8th St/Harrison St (#31)	13.9	B	73.5	E	12.6	B	90.3	F
8th St/Webster St (#32)	39.4	D	65.0	E	37.7	D	70.3	E
8th St/Franklin St (#33)	27.5	C	45.0	D	26.9	C	31.6	C
8th St/Broadway (#34)	13.3	B	64.7	E	11.8	B	21.2	C
8th St/Washington St (#35)	11.9	B	15.6	B	10.7	B	13.7	B
8th St/MLK (#36)	4.9	A	10.7	B	4.4	A	6.6	A
9th St/Webster St (#37)	26.8	C	47.2	D	25.8	C	26.6	C
11th St/Brush St/I-980 On-Ramp (#38)	10.5	B	12.6	B	10.3	B	12.4	B
11th St/Castro St/I-980 Off-ramp (#39)	51.4	D	38.6	D	31.4	C	39.8	D

Table 4: 2045 No Build and Build Conditions LOS - Study Intersections (Continued)

Study Intersection (Number)	2045 No Build				2045 Build			
	AM Peak Hour Delay (s) / LOS		PM Peak Hour Delay (s) / LOS		AM Peak Hour Delay (s) / LOS		PM Peak Hour Delay (s) / LOS	
11th St/Webster St (#40)	14.6	B	15.1	B	12.7	B	16.5	B
11th St/Harrison St (#41)	11.8	B	11.1	B	9.0	A	8.4	A
12th St/Harrison St (#42)	18.9	B	17.6	B	16.9	B	15.1	B
12th St/Webster St (#43)	7.4	A	10.2	B	6.5	A	10.8	B
12th St/Castro St/I-980 On-ramp (#44)	21.9	C	18.6	B	18.4	B	18.0	B
12th St/Brush St/I-980 Off-ramp (#45)	126.7	F	146.0	F	126.4	F	153.1	F
17th St/Brush St (#46)	13.0	B	29.6	C	13.7	B	31.1	C
17th St/Castro St (#47)	36.0	D	66.9	E	36.1	D	61.1	E
18th St/Castro St/I-980 On-ramp (#48)	11.2	B	12.8	B	11.7	B	12.6	B
18th St/Brush St (#49)	7.9	A	7.6	A	7.8	A	7.6	A
Webster St/Atlantic Ave (#50)	86.0	F	55.7	E	79.4	E	54.2	D
Willie Stargell Ave/Webster St (#51)	78.5	E	37.6	D	77.4	E	49.3	D
Marina Village Pkwy/Constitution Way (#52)	38.4	D	17.5	B	29.4	C	17.5	B
Mariner Square Dr/Constitution Way (#53)	15.2	B	22.1	C	21.4	C	11.9	B
Atlantic Ave/Constitution Way (#54)	36.5	D	55.2	E	37.4	D	42.0	D
7th St/Oak St (#55)	12.1	B	14.7	B	14.1	B	16.4	B
8th St/Oak St (#56)	15.2	B	11.8	B	19.2	B	14.0	B

Note: 1. Intersection delay and LOS for two-way-stop control is presented for average and the worst approach, indicated in parentheses (). WB=westbound.

SimTraffic reports upon which the preceding analysis results are based are included under separate cover. Please call Andrew Kluter, PE at (415) 579-9059 if you have further questions on these results. Thank you.

Existing Conditions
AM Peak Hour

1: Broadway & 4th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.2	0.2	0.0	0.1
Total Del/Veh (s)	8.5	9.2	1.1	1.8	4.3
Total Stops	33	299	9	39	380
Stop/Veh	1.00	0.99	0.04	0.10	0.41
Vehicles Entered	32	298	207	381	918
Vehicles Exited	33	299	207	381	920
Hourly Exit Rate	33	299	207	381	920
Input Volume	37	293	213	373	916
% of Volume	89	102	97	102	100

2: Union St & 5th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.4	0.0	0.2
Total Del/Veh (s)	12.6	15.8	7.8	13.4	11.0
Total Stops	80	246	475	252	1053
Stop/Veh	0.47	0.70	0.54	0.67	0.59
Vehicles Entered	171	347	881	373	1772
Vehicles Exited	171	347	878	372	1768
Hourly Exit Rate	171	347	878	372	1768
Input Volume	171	336	868	363	1738
% of Volume	100	103	101	102	102

3: Adeline Street & 5th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	2.0	0.0	0.3
Total Del/Veh (s)	13.7	16.4	16.0	18.5	15.2
Total Stops	434	207	139	150	930
Stop/Veh	0.56	0.57	0.79	0.80	0.62
Vehicles Entered	769	359	174	188	1490
Vehicles Exited	771	361	175	188	1495
Hourly Exit Rate	771	361	175	188	1495
Input Volume	753	352	172	199	1476
% of Volume	102	103	102	94	101

4: Market St & 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	5.7	17.5	31.7	12.3
Total Stops	212	67	162	441
Stop/Veh	0.34	0.69	0.85	0.48
Vehicles Entered	631	96	188	915
Vehicles Exited	631	96	188	915
Hourly Exit Rate	631	96	188	915
Input Volume	624	97	200	921
% of Volume	101	99	94	99

5: Brush St & 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	12.2	3.2	12.8	12.4
Total Stops	258	8	390	656
Stop/Veh	0.39	0.47	0.62	0.50
Vehicles Entered	651	17	621	1289
Vehicles Exited	650	17	622	1289
Hourly Exit Rate	650	17	622	1289
Input Volume	653	16	609	1278
% of Volume	100	106	102	101

6: Martin Luther King & 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	1.8	13.4	19.9	3.7
Total Stops	80	37	61	178
Stop/Veh	0.07	0.63	0.66	0.14
Vehicles Entered	1098	58	93	1249
Vehicles Exited	1098	59	93	1250
Hourly Exit Rate	1098	59	93	1250
Input Volume	1091	60	86	1237
% of Volume	101	98	108	101

7: 5th St & Washington St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	2.0	0.0	0.1
Total Del/Veh (s)	2.3	14.4	24.1	4.9
Total Stops	41	43	82	166
Stop/Veh	0.04	0.81	0.74	0.14
Vehicles Entered	1005	53	110	1168
Vehicles Exited	1005	53	109	1167
Hourly Exit Rate	1005	53	109	1167
Input Volume	995	58	120	1173
% of Volume	101	91	91	99

8: Broadway/Broadway #10 & 5th St/I-880 NB on-ramp and 5th St & SB Alameda Tunnel #10 Performanc

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.7	19.0	23.6	17.1
Total Stops	655	281	464	1400
Stop/Veh	0.68	0.68	0.67	0.68
Vehicles Entered	960	409	684	2053
Vehicles Exited	962	408	684	2054
Hourly Exit Rate	962	408	684	2054
Input Volume	952	411	688	2051
% of Volume	101	99	99	100

9: Jackson St & 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.6	628.9	0.0	96.0
Total Del/Veh (s)	16.3	204.8	9.0	35.8
Total Stops	904	76	48	1028
Stop/Veh	0.74	0.48	0.46	0.70
Vehicles Entered	1214	151	104	1469
Vehicles Exited	1207	147	104	1458
Hourly Exit Rate	1207	147	104	1458
Input Volume	1217	226	120	1563
% of Volume	99	65	87	93

10: Madison St & 5th St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	11.9	4.7	7.5
Total Stops	397	124	521
Stop/Veh	0.84	0.17	0.43
Vehicles Entered	472	725	1197
Vehicles Exited	472	725	1197
Hourly Exit Rate	472	725	1197
Input Volume	505	740	1245
% of Volume	93	98	96

11: Oak St & 5th St/I-880 SB On-Ramp Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.2	0.0	0.0
Total Del/Veh (s)	11.1	16.5	13.2	12.4
Total Stops	568	199	94	861
Stop/Veh	0.54	0.66	0.82	0.59
Vehicles Entered	1032	284	115	1431
Vehicles Exited	1036	285	115	1436
Hourly Exit Rate	1036	285	115	1436
Input Volume	1078	292	122	1492
% of Volume	96	98	94	96

12: Oak St & 6th St & I-880 NB Off-ramp Performance by approach

Approach	WB	NB	SW	All
Denied Del/Veh (s)	2.9	0.0	0.1	1.8
Total Del/Veh (s)	11.7	20.6	8.5	14.9
Total Stops	603	479	9	1091
Stop/Veh	0.64	0.88	0.90	0.73
Vehicles Entered	939	542	10	1491
Vehicles Exited	935	544	10	1489
Hourly Exit Rate	935	544	10	1489
Input Volume	950	561	9	1520
% of Volume	98	97	111	98

13: Madison St & 6th St Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	12.9	8.9	9.5
Total Stops	112	493	605
Stop/Veh	0.65	0.53	0.55
Vehicles Entered	171	918	1089
Vehicles Exited	171	920	1091
Hourly Exit Rate	171	920	1091
Input Volume	175	919	1094
% of Volume	98	100	100

14: Jackson St/Jackson St #3 & I-880 NB on-Ramp & 6th St #3/6th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	24.9	85.2	17.7	38.3
Total Stops	242	311	476	1029
Stop/Veh	0.66	0.72	0.64	0.67
Vehicles Entered	364	423	740	1527
Vehicles Exited	367	424	740	1531
Hourly Exit Rate	367	424	740	1531
Input Volume	352	491	781	1624
% of Volume	104	86	95	94

15: Broadway #10/Broadway #9 & 6th St/I-880 NB off-ramp #10 #9 Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	1.7	0.0	0.0	1.2
Total Del/Veh (s)	16.5	27.2	20.5	18.5
Total Stops	985	160	277	1422
Stop/Veh	0.90	0.87	0.80	0.88
Vehicles Entered	1079	184	346	1609
Vehicles Exited	1080	184	346	1610
Hourly Exit Rate	1080	184	346	1610
Input Volume	1090	186	359	1635
% of Volume	99	99	96	98

16: Washington St & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.4	7.2	5.8	8.0
Total Stops	126	22	54	202
Stop/Veh	0.61	0.42	0.47	0.54
Vehicles Entered	207	52	115	374
Vehicles Exited	207	52	116	375
Hourly Exit Rate	207	52	116	375
Input Volume	214	55	118	387
% of Volume	97	95	98	97

17: Martin Luther King & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.9	8.5	2.9	5.1
Total Stops	79	27	8	114
Stop/Veh	0.42	0.47	0.11	0.36
Vehicles Entered	185	57	76	318
Vehicles Exited	186	57	76	319
Hourly Exit Rate	186	57	76	319
Input Volume	186	58	69	313
% of Volume	100	98	110	102

18: Market St & 6th St/I-880 off-ramp Performance by approach

Approach	WB	NB	SB	SW	All
Denied Del/Veh (s)	1.2	0.0	0.0	0.1	0.8
Total Del/Veh (s)	23.4	19.9	5.3	3.7	18.3
Total Stops	433	82	66	23	604
Stop/Veh	0.75	0.84	0.38	0.41	0.67
Vehicles Entered	576	96	174	56	902
Vehicles Exited	576	97	175	56	904
Hourly Exit Rate	576	97	175	56	904
Input Volume	570	94	187	60	911
% of Volume	101	103	94	93	99

19: Union St & 7th St #1 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1	0.0
Total Del/Veh (s)	15.3	22.6	6.0	12.9	18.7
Total Stops	153	519	85	29	786
Stop/Veh	0.51	0.59	0.51	0.53	0.56
Vehicles Entered	296	870	166	55	1387
Vehicles Exited	295	874	166	55	1390
Hourly Exit Rate	295	874	166	55	1390
Input Volume	305	869	174	54	1402
% of Volume	97	101	95	102	99

20: Adeline Street & 7th St #1 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	4.8	9.7	21.7	16.6	9.9
Total Stops	79	339	45	150	613
Stop/Veh	0.19	0.35	0.65	0.68	0.37
Vehicles Entered	420	962	68	219	1669
Vehicles Exited	421	963	68	219	1671
Hourly Exit Rate	421	963	68	219	1671
Input Volume	432	979	71	218	1700
% of Volume	97	98	96	100	98

21: Market St & 7th St #1 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	1.1	0.1
Total Del/Veh (s)	11.6	10.4	14.1	10.6	11.4
Total Stops	190	425	135	125	875
Stop/Veh	0.47	0.49	0.41	0.60	0.48
Vehicles Entered	394	862	331	207	1794
Vehicles Exited	396	859	330	207	1792
Hourly Exit Rate	396	859	330	207	1792
Input Volume	404	875	331	224	1834
% of Volume	98	98	100	92	98

22: Brush St & 7th St #1 Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.8	0.6
Total Del/Veh (s)	9.8	25.8	14.3	14.8
Total Stops	99	189	820	1108
Stop/Veh	0.29	0.86	0.56	0.55
Vehicles Entered	342	217	1449	2008
Vehicles Exited	343	215	1446	2004
Hourly Exit Rate	343	215	1446	2004
Input Volume	353	216	1459	2028
% of Volume	97	100	99	99

23: Castro St & 7th St #1 Performance by approach

Approach	EB	NB	SW	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	10.8	16.9	10.7	11.5
Total Stops	158	65	105	328
Stop/Veh	0.30	0.68	0.50	0.39
Vehicles Entered	524	95	209	828
Vehicles Exited	526	95	209	830
Hourly Exit Rate	526	95	209	830
Input Volume	546	100	208	854
% of Volume	96	95	100	97

24: Martin Luther King & 7th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.2	7.4	4.3	6.0
Total Stops	172	38	12	222
Stop/Veh	0.40	0.55	0.14	0.38
Vehicles Entered	425	68	87	580
Vehicles Exited	425	69	87	581
Hourly Exit Rate	425	69	87	581
Input Volume	436	66	84	586
% of Volume	97	105	104	99

25: Washington St & 7th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.4	7.7	5.4	8.0
Total Stops	291	48	18	357
Stop/Veh	0.64	0.63	0.28	0.60
Vehicles Entered	449	76	64	589
Vehicles Exited	450	76	64	590
Hourly Exit Rate	450	76	64	590
Input Volume	456	78	65	599
% of Volume	99	97	98	98

26: Broadway #9/Broadway & 7th St #1/7th St #1 #9 Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	17.3	14.1	14.1	15.0
Total Stops	239	466	230	935
Stop/Veh	0.59	0.64	0.59	0.61
Vehicles Entered	394	718	387	1499
Vehicles Exited	397	718	386	1501
Hourly Exit Rate	397	718	386	1501
Input Volume	397	733	395	1525
% of Volume	100	98	98	98

27: #8 #13 Webster St #9/#8 #13 Webster St & 7th St #1 #9/7th St #1 Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	8.6	16.1	12.7
Total Stops	319	520	839
Stop/Veh	0.49	0.67	0.59
Vehicles Entered	651	771	1422
Vehicles Exited	650	767	1417
Hourly Exit Rate	650	767	1417
Input Volume	656	771	1427
% of Volume	99	99	99

28: #3/Harrison St & 7th St #1/7th St #3 Performance by approach

Approach	EB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	6.5	9.6	8.9
Total Stops	96	754	850
Stop/Veh	0.23	0.44	0.40
Vehicles Entered	424	1684	2108
Vehicles Exited	423	1683	2106
Hourly Exit Rate	423	1683	2106
Input Volume	441	1743	2184
% of Volume	96	97	96

29: Jackson St #3/#14 Jackson St & 7th St #3/7th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.0
Total Del/Veh (s)	23.1	19.2	30.1	23.5
Total Stops	1018	362	239	1619
Stop/Veh	0.84	1.03	0.85	0.88
Vehicles Entered	1197	351	277	1825
Vehicles Exited	1194	348	278	1820
Hourly Exit Rate	1194	348	278	1820
Input Volume	1243	317	283	1843
% of Volume	96	110	98	99

30: Madison St & 7th St #1 Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	17.0	16.1	16.6
Total Stops	594	528	1122
Stop/Veh	0.78	0.68	0.73
Vehicles Entered	755	767	1522
Vehicles Exited	753	765	1518
Hourly Exit Rate	753	765	1518
Input Volume	760	764	1524
% of Volume	99	100	100

31: Harrison St & #13 8th St Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.2	0.0	0.1
Total Del/Veh (s)	7.2	16.5	12.7
Total Stops	248	841	1089
Stop/Veh	0.41	0.95	0.73
Vehicles Entered	597	882	1479
Vehicles Exited	594	882	1476
Hourly Exit Rate	594	882	1476
Input Volume	614	912	1526
% of Volume	97	97	97

32: #8 #13 Webster St/#8 Webster St & 8th St/#13 8th St Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	28.4	49.0	37.0
Total Stops	643	616	1259
Stop/Veh	0.75	1.00	0.86
Vehicles Entered	837	617	1454
Vehicles Exited	841	617	1458
Hourly Exit Rate	841	617	1458
Input Volume	870	608	1478
% of Volume	97	101	99

33: Franklin St & 8th St Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	25.0	32.2	26.5
Total Stops	525	152	677
Stop/Veh	0.77	0.84	0.78
Vehicles Entered	685	181	866
Vehicles Exited	683	181	864
Hourly Exit Rate	683	181	864
Input Volume	706	179	885
% of Volume	97	101	98

34: Broadway & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Del/Veh (s)	11.5	11.6	9.1	10.9
Total Stops	299	254	173	726
Stop/Veh	0.56	0.51	0.49	0.52
Vehicles Entered	529	502	354	1385
Vehicles Exited	528	502	354	1384
Hourly Exit Rate	528	502	354	1384
Input Volume	556	510	348	1414
% of Volume	95	98	102	98

35: Washington St & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	11.7	8.1	4.1	10.9
Total Stops	286	40	11	337
Stop/Veh	0.64	0.60	0.39	0.63
Vehicles Entered	442	67	28	537
Vehicles Exited	441	67	28	536
Hourly Exit Rate	441	67	28	536
Input Volume	444	71	27	542
% of Volume	99	94	104	99

36: Martin Luther King & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	3.0	13.8	6.0	4.7
Total Stops	52	42	61	155
Stop/Veh	0.13	0.76	0.47	0.27
Vehicles Entered	393	55	129	577
Vehicles Exited	393	54	130	577
Hourly Exit Rate	393	54	130	577
Input Volume	402	60	122	584
% of Volume	98	90	107	99

37: #8 Webster St & 9th St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	35.6	21.7	23.8
Total Stops	107	464	571
Stop/Veh	0.78	0.62	0.65
Vehicles Entered	135	734	869
Vehicles Exited	135	736	871
Hourly Exit Rate	135	736	871
Input Volume	137	736	873
% of Volume	99	100	100

38: Brush St & I-980 On-Ramp & 11 St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	45.5	5.5	9.1
Total Stops	203	659	862
Stop/Veh	0.86	0.28	0.34
Vehicles Entered	233	2307	2540
Vehicles Exited	232	2325	2557
Hourly Exit Rate	232	2325	2557
Input Volume	233	2478	2711
% of Volume	100	94	94

39: I-980 Off Ramp & Castro St & 11 St Performance by approach

Approach	EB	NB	NW	All
Denied Del/Veh (s)	0.0	0.2	13.1	3.4
Total Del/Veh (s)	25.0	51.2	70.8	40.2
Total Stops	723	169	289	1181
Stop/Veh	0.75	0.90	0.69	0.75
Vehicles Entered	956	187	405	1548
Vehicles Exited	952	185	410	1547
Hourly Exit Rate	952	185	410	1547
Input Volume	1009	184	402	1595
% of Volume	94	101	102	97

40: #8 Webster St & 11th St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	4.9	23.4	14.6
Total Stops	176	417	593
Stop/Veh	0.37	0.81	0.60
Vehicles Entered	469	509	978
Vehicles Exited	469	507	976
Hourly Exit Rate	469	507	976
Input Volume	470	515	985
% of Volume	100	98	99

41: Harrison St & 11th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.8	0.0	0.5
Total Del/Veh (s)	5.2	13.5	16.5	10.8
Total Stops	118	456	39	613
Stop/Veh	0.29	0.62	0.63	0.51
Vehicles Entered	408	726	61	1195
Vehicles Exited	408	725	61	1194
Hourly Exit Rate	408	725	61	1194
Input Volume	413	742	65	1220
% of Volume	99	98	94	98

42: Harrison St & 12th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.1	0.1
Total Del/Veh (s)	8.3	30.8	9.1	17.8
Total Stops	335	460	45	840
Stop/Veh	0.44	0.76	0.64	0.58
Vehicles Entered	762	599	70	1431
Vehicles Exited	763	597	70	1430
Hourly Exit Rate	763	597	70	1430
Input Volume	761	617	72	1450
% of Volume	100	97	97	99

43: #8 Webster St & 12th St Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	4.7	14.6	7.6
Total Stops	196	244	440
Stop/Veh	0.23	0.69	0.36
Vehicles Entered	854	353	1207
Vehicles Exited	855	351	1206
Hourly Exit Rate	855	351	1206
Input Volume	856	335	1191
% of Volume	100	105	101

44: Castro St & 12th St & I-980 on-ramp Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	33.7	9.5	18.1
Total Stops	255	163	418
Stop/Veh	0.76	0.27	0.45
Vehicles Entered	329	601	930
Vehicles Exited	328	600	928
Hourly Exit Rate	328	600	928
Input Volume	333	609	942
% of Volume	98	99	99

45: Brush St & 12th St & I-980 off-ramp Performance by approach

Approach	EB	WB	SB	SW	All
Denied Del/Veh (s)	0.1	0.0	0.1	74.2	50.0
Total Del/Veh (s)	14.5	60.5	45.4	128.7	101.6
Total Stops	1	174	612	4168	4955
Stop/Veh	0.50	0.94	0.88	2.41	1.90
Vehicles Entered	2	180	684	1686	2552
Vehicles Exited	2	184	678	1640	2504
Hourly Exit Rate	2	184	678	1640	2504
Input Volume	2	197	708	1783	2690
% of Volume	100	93	96	92	93

46: Brush St & 17th St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	31.3	4.0	6.7
Total Stops	223	303	526
Stop/Veh	0.79	0.12	0.18
Vehicles Entered	278	2563	2841
Vehicles Exited	276	2564	2840
Hourly Exit Rate	276	2564	2840
Input Volume	278	2839	3117
% of Volume	99	90	91

47: Castro St & 17th St Performance by approach

Approach	EB	NB	NE	All
Denied Del/Veh (s)	0.0	0.2	598.2	154.5
Total Del/Veh (s)	15.4	31.7	80.2	31.9
Total Stops	756	344	417	1517
Stop/Veh	0.57	0.82	0.92	0.69
Vehicles Entered	1320	415	441	2176
Vehicles Exited	1318	415	442	2175
Hourly Exit Rate	1318	415	442	2175
Input Volume	1448	425	563	2436
% of Volume	91	98	79	89

48: Castro St & 18th St & I-980 on-ramp Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	32.7	3.5	11.3
Total Stops	284	101	385
Stop/Veh	0.83	0.11	0.30
Vehicles Entered	340	944	1284
Vehicles Exited	340	945	1285
Hourly Exit Rate	340	945	1285
Input Volume	335	1069	1404
% of Volume	101	88	92

49: Brush St & 18th St Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	17.5	6.1	6.9
Total Stops	128	698	826
Stop/Veh	0.62	0.26	0.29
Vehicles Entered	206	2627	2833
Vehicles Exited	206	2627	2833
Hourly Exit Rate	206	2627	2833
Input Volume	223	2920	3143
% of Volume	92	90	90

50: Webster St. & Atlantic Ave. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.8	0.0	30.4	0.0	9.9
Total Del/Veh (s)	31.0	19.3	53.4	13.8	31.4
Total Stops	448	276	691	275	1690
Stop/Veh	0.80	0.65	0.93	0.44	0.72
Vehicles Entered	548	421	735	626	2330
Vehicles Exited	550	420	733	625	2328
Hourly Exit Rate	550	420	733	625	2328
Input Volume	539	417	753	644	2353
% of Volume	102	101	97	97	99

51: Webster St. Performance by approach

Approach	EB	NB	SE	NW	All
Denied Del/Veh (s)	0.6	0.0	1.7	0.2	0.9
Total Del/Veh (s)	27.7	14.8	7.9	2.0	14.4
Total Stops	481	413	316	2	1212
Stop/Veh	0.86	0.49	0.27	0.13	0.47
Vehicles Entered	550	828	1157	15	2550
Vehicles Exited	552	828	1155	15	2550
Hourly Exit Rate	552	828	1155	15	2550
Input Volume	546	830	1170	15	2561
% of Volume	101	100	99	100	100

52: Constitution Way & Marina Village Pkwy & Constitution Wy Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.9	0.0	1.2	0.6
Total Del/Veh (s)	75.2	21.8	13.8	32.5
Total Stops	685	723	379	1787
Stop/Veh	1.32	0.80	0.56	0.85
Vehicles Entered	510	901	663	2074
Vehicles Exited	510	903	664	2077
Hourly Exit Rate	510	903	664	2077
Input Volume	512	908	648	2068
% of Volume	100	99	102	100

53: Constitution Wy & Mariner Sqaure Dr. Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.2	0.0	0.1
Total Del/Veh (s)	10.0	3.0	4.1
Total Stops	107	107	214
Stop/Veh	0.44	0.08	0.13
Vehicles Entered	243	1337	1580
Vehicles Exited	243	1336	1579
Hourly Exit Rate	243	1336	1579
Input Volume	251	1336	1587
% of Volume	97	100	99

54: Constitution Way & Atlantic Ave. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.4	0.8	0.1	0.4
Total Del/Veh (s)	11.9	12.0	15.6	15.4	14.4
Total Stops	223	200	642	282	1347
Stop/Veh	0.61	0.63	0.66	0.63	0.64
Vehicles Entered	363	314	962	443	2082
Vehicles Exited	364	315	959	442	2080
Hourly Exit Rate	364	315	959	442	2080
Input Volume	372	326	955	444	2097
% of Volume	98	97	100	100	99

55: Oak St & 7th St Performance by approach

Approach	EB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	17.7	8.8	12.1
Total Stops	452	579	1031
Stop/Veh	0.64	0.48	0.54
Vehicles Entered	705	1204	1909
Vehicles Exited	705	1207	1912
Hourly Exit Rate	705	1207	1912
Input Volume	705	1224	1929
% of Volume	100	99	99

56: Oak St & 8th St Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.6	0.0	0.3
Total Del/Veh (s)	16.8	3.9	10.7
Total Stops	715	152	867
Stop/Veh	0.68	0.16	0.43
Vehicles Entered	1045	962	2007
Vehicles Exited	1054	952	2006
Hourly Exit Rate	1054	952	2006
Input Volume	1064	971	2035
% of Volume	99	98	99

57: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	951	951
Vehicles Exited	960	960
Hourly Exit Rate	960	960
Input Volume	959	959
% of Volume	100	100

58: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	438	438
Vehicles Exited	439	439
Hourly Exit Rate	439	439
Input Volume	446	446
% of Volume	98	98

59: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1024	1024
Vehicles Exited	1024	1024
Hourly Exit Rate	1024	1024
Input Volume	1038	1038
% of Volume	99	99

60: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	142	142
Vehicles Exited	143	143
Hourly Exit Rate	143	143
Input Volume	149	149
% of Volume	96	96

61: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	134	134
Vehicles Exited	134	134
Hourly Exit Rate	134	134
Input Volume	140	140
% of Volume	96	96

62: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	158	158
Vehicles Exited	158	158
Hourly Exit Rate	158	158
Input Volume	168	168
% of Volume	94	94

63: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.5	0.5
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	188	188
Vehicles Exited	187	187
Hourly Exit Rate	187	187
Input Volume	191	191
% of Volume	98	98

64: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	340	340
Vehicles Exited	340	340
Hourly Exit Rate	340	340
Input Volume	360	360
% of Volume	94	94

65: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	47	47
Vehicles Exited	47	47
Hourly Exit Rate	47	47
Input Volume	49	49
% of Volume	96	96

66: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	61	61
Vehicles Exited	61	61
Hourly Exit Rate	61	61
Input Volume	63	63
% of Volume	97	97

67: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	39	39
Vehicles Exited	39	39
Hourly Exit Rate	39	39
Input Volume	35	35
% of Volume	111	111

70: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	346	346
Vehicles Exited	346	346
Hourly Exit Rate	346	346
Input Volume	357	357
% of Volume	97	97

71: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	263	263
Vehicles Exited	263	263
Hourly Exit Rate	263	263
Input Volume	265	265
% of Volume	99	99

72: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	516	516
Vehicles Exited	515	515
Hourly Exit Rate	515	515
Input Volume	532	532
% of Volume	97	97

75: Bend Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	20.4	20.4
Total Stops	440	440
Stop/Veh	0.54	0.54
Vehicles Entered	811	811
Vehicles Exited	802	802
Hourly Exit Rate	802	802
Input Volume	832	832
% of Volume	96	96

76: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	336	336
Vehicles Exited	336	336
Hourly Exit Rate	336	336
Input Volume	329	329
% of Volume	102	102

78: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	559	559
Vehicles Exited	557	557
Hourly Exit Rate	557	557
Input Volume	553	553
% of Volume	101	101

79: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	338	338
Vehicles Exited	338	338
Hourly Exit Rate	338	338
Input Volume	333	333
% of Volume	102	102

81: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	825	825
Vehicles Exited	827	827
Hourly Exit Rate	827	827
Input Volume	814	814
% of Volume	102	102

83: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	140	140
Vehicles Exited	140	140
Hourly Exit Rate	140	140
Input Volume	148	148
% of Volume	95	95

84: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.5	1.5
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	169	169
Vehicles Exited	169	169
Hourly Exit Rate	169	169
Input Volume	175	175
% of Volume	97	97

86: Bend Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.7	2.7
Total Stops	114	114
Stop/Veh	0.10	0.10
Vehicles Entered	1153	1153
Vehicles Exited	1153	1153
Hourly Exit Rate	1153	1153
Input Volume	1160	1160
% of Volume	99	99

88: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	3.1	3.1
Total Stops	22	22
Stop/Veh	0.05	0.05
Vehicles Entered	457	457
Vehicles Exited	458	458
Hourly Exit Rate	458	458
Input Volume	447	447
% of Volume	102	102

89: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.6	0.6
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1149	1149
Vehicles Exited	1150	1150
Hourly Exit Rate	1150	1150
Input Volume	1266	1266
% of Volume	91	91

91: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	164	164
Vehicles Exited	164	164
Hourly Exit Rate	164	164
Input Volume	166	166
% of Volume	99	99

93: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	981	981
Vehicles Exited	979	979
Hourly Exit Rate	979	979
Input Volume	996	996
% of Volume	98	98

96: Bend Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	4.3	1.0	4.1
Total Stops	195	0	195
Stop/Veh	0.30	0.00	0.28
Vehicles Entered	655	47	702
Vehicles Exited	654	47	701
Hourly Exit Rate	654	47	701
Input Volume	670	49	719
% of Volume	98	96	97

97: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	539	539
Vehicles Exited	538	538
Hourly Exit Rate	538	538
Input Volume	550	550
% of Volume	98	98

99: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	504	504
Vehicles Exited	504	504
Hourly Exit Rate	504	504
Input Volume	553	553
% of Volume	91	91

101: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	575	575
Vehicles Exited	575	575
Hourly Exit Rate	575	575
Input Volume	628	628
% of Volume	92	92

102: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.4	1.4
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	386	386
Vehicles Exited	385	385
Hourly Exit Rate	385	385
Input Volume	381	381
% of Volume	101	101

104: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	370	370
Vehicles Exited	369	369
Hourly Exit Rate	369	369
Input Volume	360	360
% of Volume	102	102

105: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	638	638
Vehicles Exited	637	637
Hourly Exit Rate	637	637
Input Volume	670	670
% of Volume	95	95

107: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	6.9	6.9
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	255	255
Vehicles Exited	257	257
Hourly Exit Rate	257	257
Input Volume	261	261
% of Volume	98	98

108: Brush St & I-980 off-ramp Performance by approach

Approach	SB	SW	All
Denied Del/Veh (s)	1707.3	9.6	283.5
Total Del/Veh (s)	304.5	4.6	15.9
Total Stops	50	593	643
Stop/Veh	0.51	0.23	0.25
Vehicles Entered	90	2518	2608
Vehicles Exited	90	2518	2608
Hourly Exit Rate	90	2518	2608
Input Volume	400	2500	2900
% of Volume	22	101	90

109: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.6	1.6
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	326	326
Vehicles Exited	326	326
Hourly Exit Rate	326	326
Input Volume	301	301
% of Volume	108	108

111: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	198	198
Vehicles Exited	198	198
Hourly Exit Rate	198	198
Input Volume	195	195
% of Volume	102	102

113: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.7	1.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	198	198
Vehicles Exited	191	191
Hourly Exit Rate	191	191
Input Volume	213	213
% of Volume	90	90

114: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	62	62
Vehicles Exited	62	62
Hourly Exit Rate	62	62
Input Volume	61	61
% of Volume	102	102

117: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	371	371
Vehicles Exited	372	372
Hourly Exit Rate	372	372
Input Volume	403	403
% of Volume	92	92

118: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1433	1433
Vehicles Exited	1440	1440
Hourly Exit Rate	1440	1440
Input Volume	1524	1524
% of Volume	94	94

119: Bend Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1090	1090
Vehicles Exited	1087	1087
Hourly Exit Rate	1087	1087
Input Volume	1081	1081
% of Volume	101	101

120: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	947	947
Vehicles Exited	943	943
Hourly Exit Rate	943	943
Input Volume	987	987
% of Volume	96	96

121: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	24	24
Vehicles Exited	24	24
Hourly Exit Rate	24	24
Input Volume	28	28
% of Volume	86	86

123: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	57	57
Vehicles Exited	57	57
Hourly Exit Rate	57	57
Input Volume	53	53
% of Volume	108	108

124: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1229	1229
Vehicles Exited	1230	1230
Hourly Exit Rate	1230	1230
Input Volume	1367	1367
% of Volume	90	90

126: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.6	0.6
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	271	271
Vehicles Exited	271	271
Hourly Exit Rate	271	271
Input Volume	304	304
% of Volume	89	89

134: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	515	515
Vehicles Exited	515	515
Hourly Exit Rate	515	515
Input Volume	529	529
% of Volume	97	97

135: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.7	1.7
Total Stops	29	29
Stop/Veh	0.03	0.03
Vehicles Entered	902	902
Vehicles Exited	903	903
Hourly Exit Rate	903	903
Input Volume	895	895
% of Volume	101	101

137: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	696	696
Vehicles Exited	696	696
Hourly Exit Rate	696	696
Input Volume	676	676
% of Volume	103	103

140: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	254	254
Vehicles Exited	254	254
Hourly Exit Rate	254	254
Input Volume	255	255
% of Volume	100	100

142: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	550	550
Vehicles Exited	550	550
Hourly Exit Rate	550	550
Input Volume	554	554
% of Volume	99	99

147: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.3	1.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	78	78
Vehicles Exited	78	78
Hourly Exit Rate	78	78
Input Volume	80	80
% of Volume	98	98

300: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.5	2.5
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	2672	2672
Vehicles Exited	2667	2667
Hourly Exit Rate	2667	2667
Input Volume	2677	2677
% of Volume	100	100

301: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	134	134
Vehicles Exited	133	133
Hourly Exit Rate	133	133
Input Volume	139	139
% of Volume	96	96

302: Constitution Wy & Posey Tube Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	5.2	0.4	2.9
Total Stops	144	2	146
Stop/Veh	0.10	0.00	0.05
Vehicles Entered	1423	1267	2690
Vehicles Exited	1425	1266	2691
Hourly Exit Rate	1425	1266	2691
Input Volume	1422	1270	2692
% of Volume	100	100	100

305: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	5.7	5.7
Total Stops	79	79
Stop/Veh	0.12	0.12
Vehicles Entered	677	677
Vehicles Exited	676	676
Hourly Exit Rate	676	676
Input Volume	674	674
% of Volume	100	100

307: Bend Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.3	2.3
Total Stops	30	30
Stop/Veh	0.02	0.02
Vehicles Entered	1257	1257
Vehicles Exited	1255	1255
Hourly Exit Rate	1255	1255
Input Volume	1260	1260
% of Volume	100	100

308: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	379	379
Vehicles Exited	379	379
Hourly Exit Rate	379	379
Input Volume	371	371
% of Volume	102	102

311: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.2	2.2
Total Stops	61	61
Stop/Veh	0.10	0.10
Vehicles Entered	631	631
Vehicles Exited	630	630
Hourly Exit Rate	630	630
Input Volume	631	631
% of Volume	100	100

312: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	440	440
Vehicles Exited	441	441
Hourly Exit Rate	441	441
Input Volume	456	456
% of Volume	97	97

313: Webster St. Performance by approach

Approach	SE	NW	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.4	0.8	1.0
Total Stops	1	0	1
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	614	850	1464
Vehicles Exited	613	849	1462
Hourly Exit Rate	613	849	1462
Input Volume	627	853	1480
% of Volume	98	100	99

401: Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.1	0.1
Total Del/Veh (s)	0.9	0.9
Total Stops	11	11
Stop/Veh	0.02	0.02
Vehicles Entered	631	631
Vehicles Exited	631	631
Hourly Exit Rate	631	631
Input Volume	624	624
% of Volume	101	101

513: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	259	259
Vehicles Exited	260	260
Hourly Exit Rate	260	260
Input Volume	247	247
% of Volume	105	105

514: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.3	1.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	116	116
Vehicles Exited	116	116
Hourly Exit Rate	116	116
Input Volume	117	117
% of Volume	99	99

517: Harrison Tunnel #2 Performance by approach

Approach	NB	NW	All
Denied Del/Veh (s)	0.2	0.2	0.2
Total Del/Veh (s)	0.4	0.4	0.4
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	1287	1262	2549
Vehicles Exited	1286	1263	2549
Hourly Exit Rate	1286	1263	2549
Input Volume	1300	1270	2570
% of Volume	99	99	99

518: Bend Performance by approach

Approach	EB	All
Denied Del/Veh (s)	1.7	1.7
Total Del/Veh (s)	11.5	11.5
Total Stops	161	161
Stop/Veh	0.13	0.13
Vehicles Entered	1194	1194
Vehicles Exited	1194	1194
Hourly Exit Rate	1194	1194
Input Volume	1200	1200
% of Volume	100	100

519: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	146	146
Vehicles Exited	147	147
Hourly Exit Rate	147	147
Input Volume	142	142
% of Volume	104	104

522: Castro St Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	3.3	1.0	2.0
Total Stops	154	0	154
Stop/Veh	1.00	0.00	0.45
Vehicles Entered	153	187	340
Vehicles Exited	154	188	342
Hourly Exit Rate	154	188	342
Input Volume	160	201	361
% of Volume	96	94	95

600: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.3	1.3
Total Stops	41	41
Stop/Veh	0.02	0.02
Vehicles Entered	1739	1739
Vehicles Exited	1739	1739
Hourly Exit Rate	1739	1739
Input Volume	1894	1894
% of Volume	92	92

601: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.5	0.5
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	564	564
Vehicles Exited	564	564
Hourly Exit Rate	564	564
Input Volume	569	569
% of Volume	99	99

602: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.5	0.5
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	90	90
Vehicles Exited	90	90
Hourly Exit Rate	90	90
Input Volume	100	100
% of Volume	90	90

604: Jackson on #1/I-880 NB on-Ramp & 6th St #2 #3 Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	31.3	31.3
Total Stops	2062	2062
Stop/Veh	1.12	1.12
Vehicles Entered	1834	1834
Vehicles Exited	1829	1829
Hourly Exit Rate	1829	1829
Input Volume	1994	1994
% of Volume	92	92

605: I-880 NB on-Ramp & 6th St #2 #3/I-880 NB on-Ramp & 6th St #3 & #2 Performance by approach

Approach	WB	SW	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	5.1	56.7	27.6
Total Stops	224	457	681
Stop/Veh	0.21	0.56	0.37
Vehicles Entered	1045	802	1847
Vehicles Exited	1045	789	1834
Hourly Exit Rate	1045	789	1834
Input Volume	1162	832	1994
% of Volume	90	95	92

607: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	255	255
Vehicles Exited	255	255
Hourly Exit Rate	255	255
Input Volume	266	266
% of Volume	96	96

609: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Total Stops	3	3
Stop/Veh	0.00	0.00
Vehicles Entered	1153	1153
Vehicles Exited	1153	1153
Hourly Exit Rate	1153	1153
Input Volume	1160	1160
% of Volume	99	99

610: Harrison St Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.4	0.1	2.2
Total Stops	2	0	2
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	655	47	702
Vehicles Exited	655	47	702
Hourly Exit Rate	655	47	702
Input Volume	670	49	719
% of Volume	98	96	98

901: 5th St & SB I-880 Off-Ramp Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	17.1	17.1
Total Stops	524	524
Stop/Veh	0.44	0.44
Vehicles Entered	1194	1194
Vehicles Exited	1192	1192
Hourly Exit Rate	1192	1192
Input Volume	1200	1200
% of Volume	99	99

1401: 6th St/#2 & Harrison Tunnel #2/#3 Performance by approach

Approach	NB	NE	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	54.5	4.0	54.5
Total Stops	11475	4	11479
Stop/Veh	4.33	1.00	4.32
Vehicles Entered	2550	4	2554
Vehicles Exited	2492	4	2496
Hourly Exit Rate	2492	4	2496
Input Volume	2571	5	2576
% of Volume	97	80	97

1601: Bend Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	186	186
Vehicles Exited	186	186
Hourly Exit Rate	186	186
Input Volume	186	186
% of Volume	100	100

3501: Bend Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.8	1.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	393	393
Vehicles Exited	392	392
Hourly Exit Rate	392	392
Input Volume	402	402
% of Volume	98	98

Total Network Performance

Denied Del/Veh (s)	48.2
Total Del/Veh (s)	60.4
Total Stops	65331
Stop/Veh	2.03
Vehicles Entered	31236
Vehicles Exited	31102
Hourly Exit Rate	31102
Input Volume	142096
% of Volume	22

Arterial Level of Service: EB #10

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
I-880 NB off-ramp #1	15	28.0	34.4	0.0	5	5	27.7
Total		28.0	34.4	0.0	5	5	27.7

Arterial Level of Service: EB #10

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
I-880 NB off-ramp #1	5	28.4	5	27.9	5	27.9	5
Total	5	28.4	5	27.9	5	27.9	5

Arterial Level of Service: WB #10

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Broadway #9	15	27.4	37.8	0.1	8	7	28.6
5th St	8	1.2	10.5	0.0	16	16	1.4
Total		28.6	48.3	0.1	10	9	30.0

Arterial Level of Service: WB #10

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Broadway #9	9	21.5	8	25.4	6	34.4	8
5th St	17	0.4	16	1.1	16	1.1	15
Total	11	21.9	10	26.5	8	35.4	9

Arterial Level of Service: EB #3

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
7th St #3	28	4.6	11.1	0.1	21	21	4.6
Jackson St #3	29	36.9	58.5	0.1	8	11	21.3
I-880 NB on-Ramp &	14	14.6	25.8	0.1	8	9	12.2
#2	605	4.7	11.3	0.0	12	13	3.6
	604	33.9	42.0	0.1	6	5	34.9
Total		94.7	148.7	0.4	9	10	76.5

Arterial Level of Service: EB #3

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
7th St #3	21	4.7	20	5.2	22	4.3	22
Jackson St #3	6	56.6	5	69.3	12	18.4	12
I-880 NB on-Ramp &	7	17.6	7	17.7	8	13.6	9
#2	10	6.1	11	5.6	11	5.6	14
	5	37.8	5	37.1	5	38.0	8
Total	7	122.8	7	134.8	10	80.0	11

Arterial Level of Service: WB #3

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
7th St #1	29	-	-	0.1	-	-	-
Total		-	-	0.1	-	-	-

Arterial Level of Service: WB #3

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
7th St #1	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-

Arterial Level of Service: EB #9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Broadway #9	15	7.9	19.7	0.1	17	17	7.6
7th St #1 #9	26	8.2	20.9	0.1	11	11	8.3
#8 #13 Webster St #9	27	9.3	28.0	0.1	19	18	10.1
Total		25.4	68.6	0.3	16	16	26.0

Arterial Level of Service: EB #9

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Broadway #9	15	10.7	18	7.1	17	8.2	19
7th St #1 #9	11	7.7	11	8.7	11	8.3	11
#8 #13 Webster St #9	19	9.1	18	9.8	20	7.7	18
Total	15	27.5	15	25.6	16	24.2	16

Arterial Level of Service: WB #9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
6th St	15	21.2	28.5	0.1	8	8	21.4
Total		21.2	28.5	0.1	8	8	21.4

Arterial Level of Service: WB #9

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
6th St	8	21.3	8	21.7	8	21.6	8
Total	8	21.3	8	21.7	8	21.6	8

Arterial Level of Service: SB #8

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
12th St	43	17.3	22.9	0.1	9	9	18.8
11th St	40	35.5	42.4	0.0	4	4	36.0
9th St	37	22.4	32.6	0.1	11	11	23.2
8th St	32	51.4	56.6	0.1	3	3	51.4
7th St #1 #9	27	15.8	22.6	0.0	8	7	16.7
Total		142.4	177.1	0.3	6	6	146.1

Arterial Level of Service: SB #8

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
12th St	9	17.1	9	16.4	9	17.6	9
11th St	4	35.1	4	35.1	4	36.3	4
9th St	11	22.0	11	21.9	11	22.4	11
8th St	3	51.9	3	51.5	3	51.3	3
7th St #1 #9	8	15.4	8	14.9	7	16.3	8
Total	6	141.6	6	139.8	6	143.8	6

Arterial Level of Service: WB #13

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Harrison St	31	7.4	20.5	0.1	21	22	6.6
#8 Webster St	32	28.7	38.9	0.1	6	6	27.6
7th St #1 #9	27	17.6	25.3	0.0	7	7	17.6
Total		53.7	84.6	0.2	10	10	51.9

Arterial Level of Service: WB #13

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Harrison St	21	7.8	22	6.7	21	7.6	20
#8 Webster St	6	27.4	6	29.9	6	30.2	6
7th St #1 #9	7	17.3	7	18.0	7	17.6	7
Total	10	52.5	10	54.7	10	55.4	10

Arterial Level of Service: NB #2

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
#2	1401	57.5	164.0	0.8	18	17	64.4
	75	20.4	35.6	0.1	11	12	17.7
I-880 NB on-Ramp &	605	56.7	72.5	0.1	5	4	65.0
	604	27.6	39.0	0.1	6	6	28.7
Total		162.2	311.1	1.1	13	12	175.8

Arterial Level of Service: NB #2

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
#2	14	119.9	21	35.5	23	22.0	21
	7	36.9	10	22.9	10	23.0	22
I-880 NB on-Ramp &	4	71.5	5	62.6	4	67.7	11
	6	30.9	6	29.7	6	30.9	8
Total	10	259.2	13	150.7	14	143.6	18

Intersection: 1: Broadway & 4th St

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	61	176	25	50	66	48
Average Queue (ft)	23	71	2	6	20	6
95th Queue (ft)	51	127	14	29	53	29
Link Distance (ft)	278	328	232	232	170	170
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Union St & 5th St

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T>	L	L	TR	L	T	R	R	R>
Maximum Queue (ft)	17	150	90	107	124	62	79	204	149	167
Average Queue (ft)	2	35	22	52	49	27	34	114	64	92
95th Queue (ft)	8	98	63	90	96	54	67	181	123	152
Link Distance (ft)	416	416		560	560		410	410	159	159
Upstream Blk Time (%)		0							0	1
Queuing Penalty (veh)		0							0	1
Storage Bay Dist (ft)			290			220				
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 3: Adeline Street & 5th St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	LT	TR
Maximum Queue (ft)	24	164	211	151	101	108	94	55	90	61	81	93
Average Queue (ft)	4	79	112	64	36	40	37	16	38	13	43	37
95th Queue (ft)	15	148	185	123	78	83	75	47	71	38	74	73
Link Distance (ft)	560	560	560	296	296	296	543	543			324	324
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)									150	150		
Storage Blk Time (%)									0			
Queuing Penalty (veh)									0			

Intersection: 4: Market St & 5th St

Movement	EB	EB	EB	NB	NB	SB	SB	SB
Directions Served	LT	T	TR	T	TR	L	T	T
Maximum Queue (ft)	115	88	97	63	97	98	100	91
Average Queue (ft)	74	31	41	13	38	44	43	37
95th Queue (ft)	119	71	80	43	79	85	78	74
Link Distance (ft)	99	99	99	255	255	208	208	208
Upstream Blk Time (%)	2	0	0					
Queuing Penalty (veh)	5	0	0					
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: Brush St & 5th St

Movement	EB	EB	EB	NB	SB	SB	SB
Directions Served	T	T	TR	R	L	L	T
Maximum Queue (ft)	121	110	102	39	133	150	172
Average Queue (ft)	72	57	43	8	67	72	73
95th Queue (ft)	110	96	81	30	114	129	133
Link Distance (ft)	234	234	234	164	528	528	528
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 6: Martin Luther King & 5th St

Movement	EB	EB	EB	NB	NB	SB	SB
Directions Served	LT	T	TR	T	TR	LT	T
Maximum Queue (ft)	58	68	68	64	56	91	58
Average Queue (ft)	23	21	23	16	15	38	11
95th Queue (ft)	50	54	56	46	43	72	40
Link Distance (ft)	536	536	536	188	188	241	241
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 7: 5th St & Washington St

Movement	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	TR	T	R	LT
Maximum Queue (ft)	42	50	39	83	50	139
Average Queue (ft)	15	13	8	22	20	60
95th Queue (ft)	39	39	30	61	53	111
Link Distance (ft)	1002	1002	1002	175		222
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					25	
Storage Blk Time (%)				14	3	
Queuing Penalty (veh)				3	1	

Intersection: 8: Broadway/Broadway #10 & 5th St/I-880 NB on-ramp and 5th St & SB Alameda Tunnel #1

Movement	EB	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	<L	LT	T	R	T	T	R>	<	L	T
Maximum Queue (ft)	240	248	125	95	74	148	192	206	144	168
Average Queue (ft)	141	135	51	41	13	65	108	143	61	81
95th Queue (ft)	207	211	100	85	46	124	181	216	115	148
Link Distance (ft)	292	292	292		170	170	170	186	186	186
Upstream Blk Time (%)	0	0				0	1	3	0	0
Queuing Penalty (veh)	0	0				0	2	8	0	0
Storage Bay Dist (ft)				70						
Storage Blk Time (%)			2	0						
Queuing Penalty (veh)			2	0						

Intersection: 9: Jackson St & 5th St

Movement	EB	EB	EB	NB	SB
Directions Served	LT	T	TR	TR	LT
Maximum Queue (ft)	165	146	178	241	78
Average Queue (ft)	127	88	126	215	32
95th Queue (ft)	169	137	174	268	67
Link Distance (ft)	92	92	92	207	200
Upstream Blk Time (%)	36	6	28	92	
Queuing Penalty (veh)	142	22	112	0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 10: Madison St & 5th St

Movement	EB	EB	EB	SB	SB
Directions Served	T	T	TR	L	LT
Maximum Queue (ft)	122	117	118	109	185
Average Queue (ft)	57	56	68	27	56
95th Queue (ft)	103	97	106	78	140
Link Distance (ft)	302	302	302	199	199
Upstream Blk Time (%)					0
Queuing Penalty (veh)					0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 11: Oak St & 5th St/I-880 SB On-Ramp

Movement	EB	EB	EB	NB	NB	SB
Directions Served	L	T	TR	T	R	LT
Maximum Queue (ft)	245	116	136	183	75	121
Average Queue (ft)	110	61	83	82	43	53
95th Queue (ft)	201	97	127	154	91	99
Link Distance (ft)	342	342	342	6472		193
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					50	
Storage Blk Time (%)				16	1	
Queuing Penalty (veh)				13	3	

Intersection: 12: Oak St & 6th St & I-880 NB Off-ramp

Movement	WB	WB	WB	NB	SW
Directions Served	LT	TR	R	LT	>
Maximum Queue (ft)	343	125	112	214	35
Average Queue (ft)	78	101	89	175	7
95th Queue (ft)	259	144	136	238	28
Link Distance (ft)	867			193	149
Upstream Blk Time (%)				11	
Queuing Penalty (veh)				61	
Storage Bay Dist (ft)		100	100		
Storage Blk Time (%)		7	2		
Queuing Penalty (veh)		11	3		

Intersection: 13: Madison St & 6th St

Movement	WB	WB	WB	SB	SB	SB
Directions Served	LT	T	T	T	T	R
Maximum Queue (ft)	48	102	48	192	216	75
Average Queue (ft)	18	46	11	86	156	62
95th Queue (ft)	45	83	35	172	225	98
Link Distance (ft)	346	346	346	197	197	
Upstream Blk Time (%)				0	2	
Queuing Penalty (veh)				0	8	
Storage Bay Dist (ft)						50
Storage Blk Time (%)					22	4
Queuing Penalty (veh)					45	14

Intersection: 14: Jackson St/Jackson St #3 & I-880 NB on-Ramp & 6th St #3/6th St

Movement	WB	WB	NB	NB	SB
Directions Served	T	R	L	T	TR
Maximum Queue (ft)	275	84	221	221	258
Average Queue (ft)	139	3	203	135	218
95th Queue (ft)	248	47	223	249	279
Link Distance (ft)	309	309	200	200	206
Upstream Blk Time (%)	1	0	76	13	17
Queuing Penalty (veh)	1	0	187	31	135
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 15: Broadway #10/Broadway #9 & 6th St/I-880 NB off-ramp #10 #9

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	T	T	T	TR
Maximum Queue (ft)	343	333	76	62	98	112	142	87	163
Average Queue (ft)	170	128	69	17	51	50	73	33	84
95th Queue (ft)	285	270	80	46	87	93	129	73	145
Link Distance (ft)	362	362		186	186	186	218	218	218
Upstream Blk Time (%)	1	0							
Queuing Penalty (veh)	0	0							
Storage Bay Dist (ft)			50						
Storage Blk Time (%)		15	5						
Queuing Penalty (veh)		98	4						

Intersection: 16: Washington St & 6th St

Movement	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR
Maximum Queue (ft)	104	91	71	90
Average Queue (ft)	51	33	17	35
95th Queue (ft)	92	71	50	75
Link Distance (ft)	270	270	222	183
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: Martin Luther King & 6th St

Movement	WB	WB	WB	NB	NB	SB	SB
Directions Served	LT	T	TR	LT	T	T	TR
Maximum Queue (ft)	65	43	45	70	47	30	31
Average Queue (ft)	31	16	14	16	8	2	5
95th Queue (ft)	59	42	38	50	31	15	25
Link Distance (ft)	317	317	317	241	241	165	165
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 18: Market St & 6th St/I-880 off-ramp

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB	SW
Directions Served	LT	T	R	L	T	T	T	T	R	>
Maximum Queue (ft)	227	191	187	65	64	86	36	75	72	56
Average Queue (ft)	128	44	97	18	18	31	9	19	25	15
95th Queue (ft)	197	131	163	49	51	68	30	54	60	39
Link Distance (ft)	231	231		208	208	208	132	132		209
Upstream Blk Time (%)	0	0								
Queuing Penalty (veh)	0	0								
Storage Bay Dist (ft)			165						60	
Storage Blk Time (%)		0	1					0	0	
Queuing Penalty (veh)		0	1					0	0	

Intersection: 19: Union St & 7th St #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	23	175	129	124	289	234	53	90	82
Average Queue (ft)	5	79	37	106	128	103	14	34	24
95th Queue (ft)	19	141	91	148	262	179	42	68	62
Link Distance (ft)		535	535		527	527	159	159	327
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	100			100					
Storage Blk Time (%)		4		28	3				
Queuing Penalty (veh)		0		73	9				

Intersection: 20: Adeline Street & 7th St #1

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	TR	LT	TR
Maximum Queue (ft)	57	61	78	146	232	199	62	30	52	70	121	107
Average Queue (ft)	23	13	30	40	100	88	17	7	12	19	43	40
95th Queue (ft)	52	43	67	100	201	172	45	24	35	52	94	83
Link Distance (ft)		527	527		1438	1438	1438		324	324	316	316
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	160			150				70				
Storage Blk Time (%)				0	3				0			
Queuing Penalty (veh)				0	2				0			

Intersection: 21: Market St & 7th St #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	T
Maximum Queue (ft)	66	73	85	80	84	169	125	110	110	135	65	35
Average Queue (ft)	27	21	31	31	40	74	77	63	45	49	25	6
95th Queue (ft)	59	56	68	67	75	130	116	100	90	103	55	27
Link Distance (ft)		1438	1438	1438		363	363	363	132	132		
Upstream Blk Time (%)									0	1		
Queuing Penalty (veh)									0	1		
Storage Bay Dist (ft)	185				170						100	100
Storage Blk Time (%)						0						
Queuing Penalty (veh)						0						

Intersection: 21: Market St & 7th St #1

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	70	87
Average Queue (ft)	28	35
95th Queue (ft)	64	66
Link Distance (ft)	315	315
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 22: Brush St & 7th St #1

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	TR	L	T	T	T	LT	T	TR
Maximum Queue (ft)	60	83	82	56	104	87	83	230	345	383
Average Queue (ft)	16	31	31	16	58	46	28	126	107	229
95th Queue (ft)	45	65	69	46	99	84	65	210	272	384
Link Distance (ft)	363	363	363		420	420	420	365	365	365
Upstream Blk Time (%)									1	4
Queuing Penalty (veh)									0	0
Storage Bay Dist (ft)				160						
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 23: Castro St & 7th St #1

Movement	EB	EB	EB	EB	NB	NB	NB	SW	SW	SW
Directions Served	<	<	T	T	LT	T	T>	R	R	R>
Maximum Queue (ft)	90	106	70	73	93	20	37	73	52	56
Average Queue (ft)	23	54	30	25	33	1	8	15	16	17
95th Queue (ft)	64	91	63	62	73	8	30	47	40	48
Link Distance (ft)		420	420	420	165	165	165	188	188	188
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	215									
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 24: Martin Luther King & 7th St #1

Movement	EB	EB	EB	EB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	T	TR	LT	T
Maximum Queue (ft)	54	71	111	132	49	52	47	12
Average Queue (ft)	17	14	35	47	13	19	10	0
95th Queue (ft)	48	46	80	102	38	46	36	6
Link Distance (ft)			142	142	165	165	201	201
Upstream Blk Time (%)		0	0	0				
Queuing Penalty (veh)		0	0	0				
Storage Bay Dist (ft)	250	250						
Storage Blk Time (%)		0	0					
Queuing Penalty (veh)		0	0					

Intersection: 25: Washington St & 7th St #1

Movement	EB	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	T	TR	T	R	LT
Maximum Queue (ft)	90	67	95	129	72	56	52
Average Queue (ft)	36	17	51	63	22	16	14
95th Queue (ft)	72	51	83	108	56	46	42
Link Distance (ft)	1029	1029	1029	1029	183		207
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)						70	
Storage Blk Time (%)					0	0	
Queuing Penalty (veh)					0	0	

Intersection: 26: Broadway #9/Broadway & 7th St #1/7th St #1 #9

Movement	EB	EB	EB	EB	NB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	T	TR	R	LT	T
Maximum Queue (ft)	79	78	102	116	166	178	156	186	152
Average Queue (ft)	24	23	50	56	89	115	56	81	58
95th Queue (ft)	57	56	88	98	154	171	109	147	123
Link Distance (ft)	278	278	278	278	218	218	218	191	191
Upstream Blk Time (%)							0	0	0
Queuing Penalty (veh)							0	0	0
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 27: #8 #13 Webster St #9/#8 #13 Webster St & 7th St #1 #9/7th St #1

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	TR>	>	<LT	T	T
Maximum Queue (ft)	66	84	99	96	209	194	150
Average Queue (ft)	23	33	60	43	109	93	81
95th Queue (ft)	55	66	96	78	175	152	133
Link Distance (ft)	653	653	653	653	213	213	213
Upstream Blk Time (%)					0	0	
Queuing Penalty (veh)					0	0	
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 28: #3/Harrison St & 7th St #1/7th St #3

Movement	EB	EB	EB	NB	NB	NB	NB
Directions Served	LT	T	T	T	T	T	R
Maximum Queue (ft)	66	64	81	106	195	226	168
Average Queue (ft)	32	25	11	43	116	153	18
95th Queue (ft)	60	55	44	83	198	218	111
Link Distance (ft)	309	309	309	184	184	184	184
Upstream Blk Time (%)				0	0	2	1
Queuing Penalty (veh)				0	2	11	4
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 29: Jackson St #3/#14 Jackson St & 7th St #3/7th St #1

Movement	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	TR	T	R	LT
Maximum Queue (ft)	282	362	406	237	75	249
Average Queue (ft)	99	167	223	149	46	132
95th Queue (ft)	236	350	435	245	96	222
Link Distance (ft)	611	611	611	206		554
Upstream Blk Time (%)		0	1	3		
Queuing Penalty (veh)		0	5	8		
Storage Bay Dist (ft)					50	
Storage Blk Time (%)				27	1	
Queuing Penalty (veh)				19	4	

Intersection: 30: Madison St & 7th St #1

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	T	TR	L	T	T
Maximum Queue (ft)	102	157	208	189	85	218	294
Average Queue (ft)	45	68	123	124	41	76	163
95th Queue (ft)	88	140	182	175	68	173	259
Link Distance (ft)	300	300	300	300	574	574	574
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 31: Harrison St & #13 8th St

Movement	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	TR	L	LT	T	T
Maximum Queue (ft)	109	75	145	95	193	186	183
Average Queue (ft)	50	26	76	43	105	122	124
95th Queue (ft)	89	63	128	75	164	179	179
Link Distance (ft)	567	567	567	220	220	220	220
Upstream Blk Time (%)					0	0	0
Queuing Penalty (veh)					0	0	0
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 32: #8 #13 Webster St/#8 Webster St & 8th St/#13 8th St

Movement	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	L	LT	T	T	T	T	TR	R
Maximum Queue (ft)	197	170	260	309	157	160	159	149
Average Queue (ft)	107	95	86	177	113	109	120	93
95th Queue (ft)	166	149	181	278	160	153	159	144
Link Distance (ft)	310	310	310	310	151	151	151	151
Upstream Blk Time (%)			0	0	4	2	3	1
Queuing Penalty (veh)			0	1	6	3	5	2
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 33: Franklin St & 8th St

Movement	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	T	TR	LT	T	T
Maximum Queue (ft)	128	117	213	260	179	109	16
Average Queue (ft)	49	54	90	169	98	13	1
95th Queue (ft)	96	97	163	251	163	60	9
Link Distance (ft)	251	251	251	251	183	183	183
Upstream Blk Time (%)			0	1	0		
Queuing Penalty (veh)			0	2	0		
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 34: Broadway & 8th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	LT	T	T	TR
Maximum Queue (ft)	140	107	153	215	146	166	117	120
Average Queue (ft)	36	32	59	92	73	79	53	51
95th Queue (ft)	89	82	119	166	132	143	98	96
Link Distance (ft)	314	314	314	314	191	191	251	251
Upstream Blk Time (%)						0		
Queuing Penalty (veh)						0		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 35: Washington St & 8th St

Movement	WB	WB	WB	NB	SB
Directions Served	L	T	TR	LT	TR
Maximum Queue (ft)	92	120	153	80	44
Average Queue (ft)	28	58	81	28	9
95th Queue (ft)	69	96	132	63	33
Link Distance (ft)	316	316	316	207	255
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 36: Martin Luther King & 8th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	<L	L	LT	TR	<LT	T	T	TR>
Maximum Queue (ft)	45	34	51	49	47	28	68	65
Average Queue (ft)	16	6	14	10	19	5	23	22
95th Queue (ft)	42	25	40	34	43	19	55	53
Link Distance (ft)	293	293	293	293	201	201	216	216
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 37: #8 Webster St & 9th St

Movement	EB	EB	EB	SB	SB	SB	SB
Directions Served	T	T	R	LT	T	T	T
Maximum Queue (ft)	128	51	104	238	180	142	105
Average Queue (ft)	58	4	33	136	85	73	51
95th Queue (ft)	112	30	84	201	149	123	99
Link Distance (ft)	198	198	198	456	456	456	456
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 38: Brush St & I-980 On-Ramp & 11 St

Movement	EB	EB	SB	SB	SB	SB
Directions Served	T	TR>	<L	LT	T	TR
Maximum Queue (ft)	191	152	209	205	194	181
Average Queue (ft)	119	67	131	93	98	103
95th Queue (ft)	187	143	213	172	165	160
Link Distance (ft)	268	268	197	197	197	197
Upstream Blk Time (%)			1	0	0	0
Queuing Penalty (veh)			4	0	0	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 39: I-980 Off Ramp & Castro St & 11 St

Movement	EB	EB	EB	EB	EB	NB	NB	NW	NW	NW
Directions Served	L	LT	T	T	T	T	TR	R	R	R>
Maximum Queue (ft)	25	273	286	217	121	15	236	280	253	185
Average Queue (ft)	2	188	192	118	65	1	128	236	151	25
95th Queue (ft)	14	264	268	191	115	7	211	290	299	93
Link Distance (ft)	391	391	391	391	391	246	246	232	232	232
Upstream Blk Time (%)							0	44	8	0
Queuing Penalty (veh)							0	0	0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 40: #8 Webster St & 11th St

Movement	EB	EB	EB	EB	SB	SB	SB	SB
Directions Served	T	T	T	TR	LT	T	T	T
Maximum Queue (ft)	135	46	12	79	207	158	88	67
Average Queue (ft)	58	8	0	37	126	69	37	27
95th Queue (ft)	110	33	6	69	184	126	70	60
Link Distance (ft)	316	316	316	316	229	229	229	229
Upstream Blk Time (%)					0			
Queuing Penalty (veh)					0			
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 41: Harrison St & 11th St

Movement	EB	EB	EB	EB	NB	NB	B96	B96	SB
Directions Served	LT	T	T	TR	T	TR	T	T	LT
Maximum Queue (ft)	92	73	35	31	132	137	112	127	87
Average Queue (ft)	44	24	6	4	109	111	46	63	30
95th Queue (ft)	80	56	25	20	128	129	102	124	71
Link Distance (ft)	286	286	286	286	41	41	95	95	231
Upstream Blk Time (%)					28	37	1	2	
Queuing Penalty (veh)					94	125	3	8	
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 42: Harrison St & 12th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	LT	T	T	TR
Maximum Queue (ft)	226	150	34	65	206	185	68	68
Average Queue (ft)	127	38	5	26	132	120	21	20
95th Queue (ft)	205	104	25	58	187	176	54	49
Link Distance (ft)	334	334	334	334	231	231	233	233
Upstream Blk Time (%)					0	0		
Queuing Penalty (veh)					0	0		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 43: #8 Webster St & 12th St

Movement	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	LT	T	T	T	T	T	T	TR
Maximum Queue (ft)	158	105	57	49	161	72	48	83
Average Queue (ft)	68	32	11	10	84	9	16	40
95th Queue (ft)	127	80	40	36	139	40	44	72
Link Distance (ft)	292	292	292	292	239	239	239	239
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 44: Castro St & 12th St & I-980 on-ramp

Movement	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	TR	R>	<	<L	LT	T	T
Maximum Queue (ft)	172	266	178	24	97	124	56	48
Average Queue (ft)	34	149	56	2	49	67	19	9
95th Queue (ft)	96	232	151	14	88	104	49	34
Link Distance (ft)	274	274	274	235	235	235	235	235
Upstream Blk Time (%)		0						
Queuing Penalty (veh)		0						
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 45: Brush St & 12th St & I-980 off-ramp

Movement	EB	WB	WB	WB	WB	SB	SB	SB	SW	SW
Directions Served	R	L	T	T	T	T	T	TR	L	LR
Maximum Queue (ft)	25	78	92	99	99	281	265	229	1436	1445
Average Queue (ft)	1	32	41	41	38	159	171	126	1226	1250
95th Queue (ft)	11	69	76	79	84	254	246	220	1714	1699
Link Distance (ft)	596	379	379	379	379	464	464	464	1409	1409
Upstream Blk Time (%)									32	36
Queuing Penalty (veh)									0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 46: Brush St & 17th St

Movement	EB	EB	SB	SB	SB	SB
Directions Served	T	TR>	<	<L	LT	T
Maximum Queue (ft)	168	146	209	194	211	207
Average Queue (ft)	91	67	62	59	53	45
95th Queue (ft)	150	129	131	125	134	125
Link Distance (ft)	272	272	235	235	235	235
Upstream Blk Time (%)			0	0	0	0
Queuing Penalty (veh)			1	0	0	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 47: Castro St & 17th St

Movement	EB	EB	EB	EB	NB	NB	NB	NE	NE
Directions Served	L	T	T	T	T	T	TR	L	LR
Maximum Queue (ft)	214	285	263	218	290	244	72	262	277
Average Queue (ft)	59	144	144	115	171	74	20	137	250
95th Queue (ft)	147	228	211	188	266	197	54	314	262
Link Distance (ft)		329	329	329	432	432	432	232	232
Upstream Blk Time (%)		0						17	88
Queuing Penalty (veh)		0						0	0
Storage Bay Dist (ft)	190								
Storage Blk Time (%)		1							
Queuing Penalty (veh)		3							

Intersection: 48: Castro St & 18th St & I-980 on-ramp

Movement	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	TR	R>	<	<L	LT	T	T
Maximum Queue (ft)	177	233	188	33	65	74	53	64
Average Queue (ft)	48	130	44	5	20	35	17	12
95th Queue (ft)	114	207	130	23	52	67	47	42
Link Distance (ft)	256	256	256	234	234	234	234	234
Upstream Blk Time (%)	0	0						
Queuing Penalty (veh)	0	0						
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 49: Brush St & 18th St

Movement	WB	WB	WB	SB	SB	SB	SB
Directions Served	L	T	T	T	T	T	TR
Maximum Queue (ft)	122	68	69	126	146	152	155
Average Queue (ft)	48	28	15	112	104	117	115
95th Queue (ft)	93	55	47	138	150	149	147
Link Distance (ft)	348	348	348	105	105	105	105
Upstream Blk Time (%)				16	9	14	14
Queuing Penalty (veh)				119	64	102	100
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 50: Webster St. & Atlantic Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	TR	L	T	TR	L
Maximum Queue (ft)	161	209	138	123	93	87	152	171	171	184	446	112
Average Queue (ft)	75	107	74	39	37	23	74	89	129	144	272	49
95th Queue (ft)	150	181	127	88	77	61	129	143	202	226	519	99
Link Distance (ft)		393	393	393			401	401			426	
Upstream Blk Time (%)											23	
Queuing Penalty (veh)											0	
Storage Bay Dist (ft)	230				80	130			160	160		170
Storage Blk Time (%)		0		1	0		1		29	27	8	
Queuing Penalty (veh)		0		1	1		0		95	91	34	

Intersection: 50: Webster St. & Atlantic Ave.

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	160	158	121
Average Queue (ft)	67	72	21
95th Queue (ft)	127	133	78
Link Distance (ft)	186	186	186
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 51: Webster St.

Movement	EB	EB	EB	NB	NB	NB	SE	SE	SE	SE	NW
Directions Served	L	L	>	<	T	T	R	R	R	>	R
Maximum Queue (ft)	324	263	96	163	352	303	195	141	114	116	64
Average Queue (ft)	189	135	29	45	154	96	90	49	48	6	11
95th Queue (ft)	282	249	63	117	293	224	158	113	98	62	46
Link Distance (ft)	686	686			895	895	730	730			
Upstream Blk Time (%)											1
Queuing Penalty (veh)											0
Storage Bay Dist (ft)			160	150					300	300	
Storage Blk Time (%)		1	0	0	8						
Queuing Penalty (veh)		1	0	0	5						

Intersection: 52: Constitution Way & Marina Village Pkwy & Constitution Wy

Movement	WB	WB	WB	NB	NB	SB	SB	SB	SB
Directions Served	L	>	>	R	R>	L	L	T	T
Maximum Queue (ft)	155	451	433	395	384	146	177	74	106
Average Queue (ft)	83	292	239	238	181	58	106	25	46
95th Queue (ft)	194	482	450	366	324	117	154	61	89
Link Distance (ft)		441	441	898	898			1204	1204
Upstream Blk Time (%)		6	1						
Queuing Penalty (veh)		0	0						
Storage Bay Dist (ft)	130					450	450		
Storage Blk Time (%)	0	63							
Queuing Penalty (veh)	0	34							

Intersection: 53: Constitution Wy & Mariner Sqaure Dr.

Movement	WB	NB	NB
Directions Served	R	T	R
Maximum Queue (ft)	259	307	82
Average Queue (ft)	83	71	3
95th Queue (ft)	237	237	58
Link Distance (ft)	406	452	452
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 54: Constitution Way & Atlantic Ave.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	L	L	T	T	R	L
Maximum Queue (ft)	74	113	129	72	115	89	77	204	292	254	105	47
Average Queue (ft)	26	47	54	15	52	36	16	83	162	109	29	9
95th Queue (ft)	60	98	105	47	93	71	55	159	263	218	76	32
Link Distance (ft)		401	401		506	506			640	640		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	190			190			190	190			80	200
Storage Blk Time (%)								0	3	5	0	
Queuing Penalty (veh)								0	5	3	0	

Intersection: 54: Constitution Way & Atlantic Ave.

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	81	111	122	83
Average Queue (ft)	39	55	56	18
95th Queue (ft)	69	92	107	56
Link Distance (ft)	898	898	898	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				60
Storage Blk Time (%)			5	0
Queuing Penalty (veh)			2	0

Intersection: 55: Oak St & 7th St

Movement	EB	EB	EB	EB	NB	NB	NB
Directions Served	LT	T	T	T	T	T	TR
Maximum Queue (ft)	173	148	122	121	142	148	188
Average Queue (ft)	94	63	59	55	88	92	110
95th Queue (ft)	153	118	105	107	129	135	166
Link Distance (ft)	357	357	357	357	197	197	197
Upstream Blk Time (%)							0
Queuing Penalty (veh)							0
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 56: Oak St & 8th St

Movement	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	T	R	LT	T	T
Maximum Queue (ft)	307	223	140	76	128	62	52
Average Queue (ft)	215	132	30	55	54	25	12
95th Queue (ft)	288	220	96	79	99	55	39
Link Distance (ft)	312	312	312		250	250	250
Upstream Blk Time (%)	0						
Queuing Penalty (veh)	0						
Storage Bay Dist (ft)				50			
Storage Blk Time (%)			1	11			
Queuing Penalty (veh)			1	32			

Intersection: 86: Bend

Movement	EB	EB
Directions Served	T	
Maximum Queue (ft)	242	174
Average Queue (ft)	25	14
95th Queue (ft)	130	105
Link Distance (ft)	280	280
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	1	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 108: Brush St & I-980 off-ramp

Movement	SB	SB	SW	SW	SW
Directions Served	T	T	L	L	L
Maximum Queue (ft)	198	180	156	152	162
Average Queue (ft)	176	60	103	93	127
95th Queue (ft)	189	170	182	187	194
Link Distance (ft)	164	164	126	126	126
Upstream Blk Time (%)	100	10	7	9	20
Queuing Penalty (veh)	0	0	0	0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 302: Constitution Wy & Posey Tube

Movement	NB	B307
Directions Served	T	T
Maximum Queue (ft)	20	267
Average Queue (ft)	1	9
95th Queue (ft)	14	110
Link Distance (ft)	106	419
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 313: Webster St.

Movement	SE	SE
Directions Served	T	T
Maximum Queue (ft)	6	18
Average Queue (ft)	0	1
95th Queue (ft)	4	13
Link Distance (ft)	895	895
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 401:

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	89	30
Average Queue (ft)	11	1
95th Queue (ft)	50	14
Link Distance (ft)	94	94
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 517: Harrison Tunnel #2

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 522: Castro St

Movement	WB	WB	NB
Directions Served	R	R	T
Maximum Queue (ft)	56	62	9
Average Queue (ft)	32	33	0
95th Queue (ft)	46	55	4
Link Distance (ft)	153	153	102
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 604: Jackson on #1/I-880 NB on-Ramp & 6th St #2 #3

Movement	WB	WB
Directions Served	T	R
Maximum Queue (ft)	396	412
Average Queue (ft)	355	356
95th Queue (ft)	446	476
Link Distance (ft)	314	314
Upstream Blk Time (%)	44	43
Queuing Penalty (veh)	436	428
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 605: I-880 NB on-Ramp & 6th St #2 #3/I-880 NB on-Ramp & 6th St #3 & #2

Movement	WB	SW	B75
Directions Served	T	R	T
Maximum Queue (ft)	197	552	398
Average Queue (ft)	93	439	186
95th Queue (ft)	200	697	481
Link Distance (ft)	122	459	421
Upstream Blk Time (%)	9	49	4
Queuing Penalty (veh)	108	407	31
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 610: Harrison St

Movement	NB
Directions Served	T
Maximum Queue (ft)	24
Average Queue (ft)	1
95th Queue (ft)	12
Link Distance (ft)	438
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 901: 5th St & SB I-880 Off-Ramp

Movement	EB	EB	B518
Directions Served	T	T	T
Maximum Queue (ft)	444	510	683
Average Queue (ft)	112	155	122
95th Queue (ft)	382	469	753
Link Distance (ft)	462	462	1820
Upstream Blk Time (%)	0	7	2
Queuing Penalty (veh)	0	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1401: 6th St/#2 & Harrison Tunnel #2/#3

Movement	NB	NB	NE
Directions Served	T	TR	L
Maximum Queue (ft)	1694	1759	30
Average Queue (ft)	814	886	4
95th Queue (ft)	2006	2029	21
Link Distance (ft)	4375	4375	98
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 3414

Existing Conditions
PM Peak Hour

1: Broadway & 4th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	5.6	73.4	0.0	79.1
Denied Del/Veh (s)	0.1	105.8	584.8	0.0	244.4
Total Delay (hr)	0.9	8.8	10.9	0.5	21.1
Total Del/Veh (s)	34.2	172.1	123.5	4.4	74.3
Travel Dist (mi)	4.9	11.0	13.5	20.9	50.4
Travel Time (hr)	1.1	15.0	84.8	1.3	102.2
Vehicles Entered	92	180	310	429	1011
Vehicles Exited	92	173	305	429	999
Hourly Exit Rate	92	173	305	429	999
Input Volume	90	185	453	440	1168
% of Volume	102	94	67	98	86

2: 880 On Ramp & 880 SB Off Ramp #1 #3/Union St #3 & 5th St/5th St #1 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.2
Denied Del/Veh (s)	0.2	0.0	0.3	0.0	0.2
Total Delay (hr)	2.6	2.0	11.9	0.5	17.1
Total Del/Veh (s)	25.9	27.0	25.9	17.6	25.6
Travel Dist (mi)	25.1	33.9	511.3	4.7	575.0
Travel Time (hr)	3.5	3.4	30.1	0.8	37.7
Vehicles Entered	353	266	1636	107	2362
Vehicles Exited	353	270	1635	107	2365
Hourly Exit Rate	353	270	1635	107	2365
Input Volume	355	269	1643	111	2378
% of Volume	99	100	100	96	99

3: Adeline Street & 5th St #1 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.2	0.0	0.2
Denied Del/Veh (s)	0.0	0.0	2.1	0.0	0.4
Total Delay (hr)	7.6	1.3	2.6	1.4	13.0
Total Del/Veh (s)	22.1	19.1	27.7	30.2	23.4
Travel Dist (mi)	149.4	17.1	34.7	13.1	214.3
Travel Time (hr)	13.7	2.0	4.1	2.0	21.8
Vehicles Entered	1229	251	337	164	1981
Vehicles Exited	1226	251	338	164	1979
Hourly Exit Rate	1226	251	338	164	1979
Input Volume	1239	260	340	172	2011
% of Volume	99	97	99	95	98

4: Market St & 5th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	1.3	1.3	2.2	4.8
Total Del/Veh (s)	5.1	24.2	38.5	13.0
Travel Dist (mi)	29.3	5.5	10.7	45.5
Travel Time (hr)	2.3	1.5	2.6	6.5
Vehicles Entered	925	188	202	1315
Vehicles Exited	926	188	200	1314
Hourly Exit Rate	926	188	200	1314
Input Volume	941	190	208	1339
% of Volume	98	99	96	98

5: Brush St & 5th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Delay (hr)	2.7	0.1	1.9	4.7
Total Del/Veh (s)	9.6	4.1	12.2	10.3
Travel Dist (mi)	64.2	1.7	69.1	135.0
Travel Time (hr)	5.0	0.2	4.4	9.6
Vehicles Entered	1013	55	561	1629
Vehicles Exited	1013	55	558	1626
Hourly Exit Rate	1013	55	558	1626
Input Volume	1030	52	557	1639
% of Volume	98	106	100	99

6: Martin Luther King & 5th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Delay (hr)	4.3	1.4	0.4	6.1
Total Del/Veh (s)	10.5	22.6	18.4	12.4
Travel Dist (mi)	186.1	8.4	4.3	198.8
Travel Time (hr)	10.9	1.8	0.5	13.2
Vehicles Entered	1449	229	75	1753
Vehicles Exited	1450	229	75	1754
Hourly Exit Rate	1450	229	75	1754
Input Volume	1461	228	80	1769
% of Volume	99	100	94	99

7: 5th St #1 & Washington St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	6.7	35.6	0.0	42.3
Denied Del/Veh (s)	18.3	487.7	0.0	88.6
Total Delay (hr)	35.7	6.7	7.0	49.4
Total Del/Veh (s)	97.3	145.1	183.3	109.5
Travel Dist (mi)	170.1	5.4	7.0	182.5
Travel Time (hr)	48.2	42.6	7.3	98.1
Vehicles Entered	1308	164	137	1609
Vehicles Exited	1264	159	131	1554
Hourly Exit Rate	1264	159	131	1554
Input Volume	1344	274	173	1791
% of Volume	94	58	76	87

8: Broadway/#5 Broadway #3 & 5th St #1/I-880 NB on-ramp and 5th St & #10 #1 Almeda Tun Performanc

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.4	0.0	0.1
Total Delay (hr)	26.9	10.8	9.6	47.4
Total Del/Veh (s)	72.4	79.9	38.7	62.7
Travel Dist (mi)	90.5	21.0	44.7	156.2
Travel Time (hr)	30.3	11.9	11.8	54.0
Vehicles Entered	1308	473	894	2675
Vehicles Exited	1302	474	896	2672
Hourly Exit Rate	1302	474	896	2672
Input Volume	1465	629	914	3008
% of Volume	89	75	98	89

9: Jackson St & 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	44.5	0.0	44.5
Denied Del/Veh (s)	0.0	401.9	0.0	96.4
Total Delay (hr)	8.2	8.2	1.1	17.5
Total Del/Veh (s)	26.9	94.1	23.8	39.8
Travel Dist (mi)	29.4	11.9	8.3	49.7
Travel Time (hr)	9.6	53.1	1.4	64.1
Vehicles Entered	1096	306	168	1570
Vehicles Exited	1088	302	169	1559
Hourly Exit Rate	1088	302	169	1559
Input Volume	1328	402	173	1903
% of Volume	82	75	98	82

10: Madison St & 5th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.7	1.0	2.8
Total Del/Veh (s)	11.3	4.8	7.5
Travel Dist (mi)	39.1	39.5	78.6
Travel Time (hr)	3.2	2.6	5.8
Vehicles Entered	551	781	1332
Vehicles Exited	555	781	1336
Hourly Exit Rate	555	781	1336
Input Volume	650	802	1452
% of Volume	85	97	92

11: Oak St & 5th St/I-880 SB On-Ramp Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.3	0.0	0.1
Total Delay (hr)	3.0	129.7	0.1	132.8
Total Del/Veh (s)	9.3	657.5	4.9	243.8
Travel Dist (mi)	87.1	680.5	4.1	771.6
Travel Time (hr)	6.5	152.7	0.3	159.5
Vehicles Entered	1153	636	85	1874
Vehicles Exited	1156	481	85	1722
Hourly Exit Rate	1156	481	85	1722
Input Volume	1255	635	85	1975
% of Volume	92	76	100	87

12: Oak St/Oak St & 6th St #11/I-880 NB Off-ramp #11 & 6th St Performance by approach

Approach	WB	NB	SW	All
Denied Delay (hr)	0.4	0.0	0.0	0.4
Denied Del/Veh (s)	2.9	0.0	0.1	1.3
Total Delay (hr)	1.2	4.0	0.2	5.4
Total Del/Veh (s)	7.6	22.6	10.5	15.3
Travel Dist (mi)	94.4	30.2	1.5	126.1
Travel Time (hr)	5.2	5.2	0.2	10.7
Vehicles Entered	561	636	53	1250
Vehicles Exited	563	636	53	1252
Hourly Exit Rate	563	636	53	1252
Input Volume	565	772	50	1387
% of Volume	100	82	106	90

13: Madison St & 6th St /6th St #11 Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.5	2.6	3.2
Total Del/Veh (s)	11.1	9.7	9.9
Travel Dist (mi)	13.9	48.9	62.8
Travel Time (hr)	1.1	4.7	5.7
Vehicles Entered	178	970	1148
Vehicles Exited	179	969	1148
Hourly Exit Rate	179	969	1148
Input Volume	213	982	1195
% of Volume	84	99	96

14: Jackson St & I-880 NB on-Ramp & 6th S/6th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	2.0	10.6	2.1	14.8
Total Del/Veh (s)	19.8	64.0	12.9	34.1
Travel Dist (mi)	25.1	29.8	30.4	85.2
Travel Time (hr)	3.1	11.9	3.8	18.8
Vehicles Entered	367	589	593	1549
Vehicles Exited	364	587	593	1544
Hourly Exit Rate	364	587	593	1544
Input Volume	393	762	600	1755
% of Volume	93	77	99	88

15: #5 Broadway #3/Broadway #9 #3 & 6th St/#5 #9 I880 SB off-ramp Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	14.9	0.7	5.7	21.3
Total Del/Veh (s)	50.7	9.9	38.3	41.6
Travel Dist (mi)	156.0	13.1	29.8	199.0
Travel Time (hr)	21.6	1.1	6.8	29.5
Vehicles Entered	1041	249	529	1819
Vehicles Exited	1031	247	526	1804
Hourly Exit Rate	1031	247	526	1804
Input Volume	1033	335	544	1912
% of Volume	100	74	97	94

16: Washington St & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	3.1	0.3	4.0	7.3
Total Del/Veh (s)	69.2	13.2	118.5	71.6
Travel Dist (mi)	10.6	5.0	5.3	20.9
Travel Time (hr)	3.5	0.5	4.2	8.2
Vehicles Entered	156	90	119	365
Vehicles Exited	149	90	114	353
Hourly Exit Rate	149	90	114	353
Input Volume	165	147	143	455
% of Volume	90	61	80	78

17: Martin Luther King & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.3	0.1	0.6
Total Del/Veh (s)	8.0	5.0	3.5	5.6
Travel Dist (mi)	8.1	12.4	3.4	23.9
Travel Time (hr)	0.6	0.8	0.2	1.5
Vehicles Entered	120	210	72	402
Vehicles Exited	121	211	72	404
Hourly Exit Rate	121	211	72	404
Input Volume	141	207	79	427
% of Volume	86	102	91	95

18: Market St & 6th St/I-880 off-ramp Performance by approach

Approach	WB	NB	SB	SW	All
Denied Delay (hr)	0.2	0.0	0.0	0.0	0.2
Denied Del/Veh (s)	1.9	0.0	0.0	0.1	1.0
Total Delay (hr)	3.7	0.3	0.3	0.1	4.5
Total Del/Veh (s)	29.4	7.2	6.4	7.8	18.7
Travel Dist (mi)	20.2	9.4	8.2	1.5	39.2
Travel Time (hr)	4.8	0.7	0.8	0.2	6.4
Vehicles Entered	443	169	196	45	853
Vehicles Exited	444	169	196	45	854
Hourly Exit Rate	444	169	196	45	854
Input Volume	445	178	199	50	872
% of Volume	100	95	98	90	98

19: Union St #3/Union St & 7th St #3 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.1	0.1
Total Delay (hr)	2.9	2.0	2.1	0.1	7.1
Total Del/Veh (s)	15.2	14.8	11.1	10.5	13.5
Travel Dist (mi)	70.5	56.0	33.4	3.0	162.9
Travel Time (hr)	5.4	3.9	3.7	0.3	13.3
Vehicles Entered	689	476	662	49	1876
Vehicles Exited	686	475	663	49	1873
Hourly Exit Rate	686	475	663	49	1873
Input Volume	728	487	663	46	1924
% of Volume	94	98	100	107	97

20: Adeline Street & 7th St #3 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	3.4	1.7	0.8	0.8	6.7
Total Del/Veh (s)	9.5	11.3	14.1	16.8	11.0
Travel Dist (mi)	140.3	154.8	15.8	11.1	322.1
Travel Time (hr)	8.7	7.2	1.4	1.3	18.6
Vehicles Entered	1261	535	194	181	2171
Vehicles Exited	1262	538	193	180	2173
Hourly Exit Rate	1262	538	193	180	2173
Input Volume	1302	560	209	186	2257
% of Volume	97	96	92	97	96

21: Market St & 7th St #3 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	2.0	0.2
Total Delay (hr)	5.0	1.0	3.1	1.2	10.3
Total Del/Veh (s)	13.1	9.1	26.9	20.0	15.4
Travel Dist (mi)	395.7	32.9	16.2	12.6	457.5
Travel Time (hr)	18.7	2.4	4.1	1.8	26.9
Vehicles Entered	1380	398	406	211	2395
Vehicles Exited	1372	393	408	211	2384
Hourly Exit Rate	1372	393	408	211	2384
Input Volume	1430	426	414	214	2484
% of Volume	96	92	99	99	96

22: Brush St & 7th St #3 Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.0	0.3	0.1
Total Delay (hr)	4.3	0.2	5.8	10.3
Total Del/Veh (s)	12.0	3.3	19.1	14.4
Travel Dist (mi)	111.6	17.0	76.0	204.6
Travel Time (hr)	8.3	0.8	8.8	17.8
Vehicles Entered	1302	177	1087	2566
Vehicles Exited	1298	177	1091	2566
Hourly Exit Rate	1298	177	1091	2566
Input Volume	1347	197	1106	2650
% of Volume	96	90	99	97

23: Castro St & 7th St #3 Performance by approach

Approach	EB	NB	SW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Delay (hr)	10.0	2.5	0.9	13.4
Total Del/Veh (s)	22.0	21.1	17.5	21.4
Travel Dist (mi)	151.6	14.2	10.0	175.7
Travel Time (hr)	15.5	3.0	1.4	19.9
Vehicles Entered	1610	429	179	2218
Vehicles Exited	1628	427	175	2230
Hourly Exit Rate	1628	427	175	2230
Input Volume	1669	415	193	2277
% of Volume	98	103	91	98

24: Martin Luther King & 7th St #3 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	3.2	0.4	0.4	4.0
Total Del/Veh (s)	9.3	10.5	10.6	9.5
Travel Dist (mi)	52.3	5.8	7.3	65.4
Travel Time (hr)	5.0	0.6	0.7	6.3
Vehicles Entered	1236	134	132	1502
Vehicles Exited	1233	134	133	1500
Hourly Exit Rate	1233	134	133	1500
Input Volume	1274	138	131	1543
% of Volume	97	97	102	97

25: Washington St & 7th St #3 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	2.1	0.0	0.0	2.1
Denied Del/Veh (s)	4.9	0.0	0.0	4.4
Total Delay (hr)	18.3	0.3	3.2	21.8
Total Del/Veh (s)	44.0	9.5	139.1	46.7
Travel Dist (mi)	291.5	4.3	4.1	299.8
Travel Time (hr)	30.4	0.5	3.4	34.2
Vehicles Entered	1491	96	82	1669
Vehicles Exited	1468	97	77	1642
Hourly Exit Rate	1468	97	77	1642
Input Volume	1520	141	101	1762
% of Volume	97	69	76	93

26: Broadway #9 #3/Broadway & 7th St #3/7th St #9 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	8.1	2.6	5.2	15.8
Total Del/Veh (s)	19.9	12.2	29.4	20.0
Travel Dist (mi)	93.4	40.4	32.5	166.4
Travel Time (hr)	11.3	4.8	6.5	22.6
Vehicles Entered	1439	753	634	2826
Vehicles Exited	1437	754	632	2823
Hourly Exit Rate	1437	754	632	2823
Input Volume	1503	832	646	2981
% of Volume	96	91	98	95

27: #13 Webster St #8 #9/#13 Webster St #8 & 7th St #9/7th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	15.5	5.5	21.0
Total Del/Veh (s)	31.3	16.9	25.6
Travel Dist (mi)	247.8	63.1	311.0
Travel Time (hr)	25.1	7.9	33.1
Vehicles Entered	1764	1169	2933
Vehicles Exited	1759	1168	2927
Hourly Exit Rate	1759	1168	2927
Input Volume	1856	1220	3076
% of Volume	95	96	95

28: NB Tunnel #2/NB Tunnel & 7th St Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.2	4.6	5.8
Total Del/Veh (s)	4.1	12.8	8.8
Travel Dist (mi)	76.9	63.2	140.1
Travel Time (hr)	4.0	7.0	11.0
Vehicles Entered	1068	1279	2347
Vehicles Exited	1068	1278	2346
Hourly Exit Rate	1068	1278	2346
Input Volume	1106	1306	2412
% of Volume	97	98	97

29: Jackson St & 7th St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.3	0.0
Total Delay (hr)	5.3	1.4	3.0	9.6
Total Del/Veh (s)	11.9	16.1	28.1	15.2
Travel Dist (mi)	206.6	15.6	39.3	261.5
Travel Time (hr)	12.8	2.1	4.4	19.2
Vehicles Entered	1589	310	373	2272
Vehicles Exited	1586	311	375	2272
Hourly Exit Rate	1586	311	375	2272
Input Volume	1637	402	385	2424
% of Volume	97	77	97	94

30: Madison St & 7th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.2	0.1
Total Delay (hr)	3.3	6.3	9.6
Total Del/Veh (s)	8.0	23.0	14.0
Travel Dist (mi)	102.5	106.1	208.6
Travel Time (hr)	7.1	10.0	17.1
Vehicles Entered	1477	974	2451
Vehicles Exited	1477	972	2449
Hourly Exit Rate	1477	972	2449
Input Volume	1572	983	2555
% of Volume	94	99	96

31: NB Tunnel & #13 8th St Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1
Total Delay (hr)	1.5	4.1	5.6
Total Del/Veh (s)	8.8	19.4	14.7
Travel Dist (mi)	64.9	41.4	106.3
Travel Time (hr)	3.8	5.6	9.4
Vehicles Entered	601	756	1357
Vehicles Exited	600	756	1356
Hourly Exit Rate	600	756	1356
Input Volume	599	775	1374
% of Volume	100	98	99

32: #13 Webster St #8/Webster St #8 & 8th St/#13 8th St Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	5.8	15.2	21.0
Total Del/Veh (s)	26.7	51.3	40.8
Travel Dist (mi)	56.3	44.7	100.9
Travel Time (hr)	8.0	16.9	24.9
Vehicles Entered	775	1064	1839
Vehicles Exited	777	1064	1841
Hourly Exit Rate	777	1064	1841
Input Volume	772	1117	1889
% of Volume	101	95	97

33: Franklin St & 8th St Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0
Total Delay (hr)	3.6	1.3	4.9
Total Del/Veh (s)	19.1	30.5	21.3
Travel Dist (mi)	40.4	5.5	45.8
Travel Time (hr)	5.3	1.5	6.9
Vehicles Entered	670	155	825
Vehicles Exited	671	155	826
Hourly Exit Rate	671	155	826
Input Volume	669	162	831
% of Volume	100	96	99

34: Broadway & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.5	0.5
Denied Del/Veh (s)	0.0	0.0	3.0	1.2
Total Delay (hr)	2.1	1.7	4.0	7.7
Total Del/Veh (s)	14.8	13.9	22.7	17.7
Travel Dist (mi)	37.3	22.1	28.9	88.2
Travel Time (hr)	3.5	2.5	5.5	11.4
Vehicles Entered	501	425	624	1550
Vehicles Exited	500	425	618	1543
Hourly Exit Rate	500	425	618	1543
Input Volume	511	467	630	1608
% of Volume	98	91	98	96

35: Washington St & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	2.7	2.7
Denied Del/Veh (s)	0.0	0.0	96.7	15.7
Total Delay (hr)	2.8	0.2	2.3	5.3
Total Del/Veh (s)	22.8	9.5	87.8	30.7
Travel Dist (mi)	22.7	4.4	4.4	31.4
Travel Time (hr)	3.7	0.4	5.2	9.3
Vehicles Entered	443	85	93	621
Vehicles Exited	439	84	86	609
Hourly Exit Rate	439	84	86	609
Input Volume	460	117	103	680
% of Volume	95	72	83	90

36: Martin Luther King & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	1.0	0.4	0.3	1.6
Total Del/Veh (s)	8.2	11.8	7.0	8.5
Travel Dist (mi)	27.6	6.2	6.3	40.2
Travel Time (hr)	2.0	0.6	0.5	3.1
Vehicles Entered	417	112	154	683
Vehicles Exited	418	113	152	683
Hourly Exit Rate	418	113	152	683
Input Volume	448	113	156	717
% of Volume	93	100	97	95

37: Webster St #8 & 9th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.2	14.4	14.6
Denied Del/Veh (s)	2.3	43.0	34.4
Total Delay (hr)	4.3	27.1	31.3
Total Del/Veh (s)	46.6	80.3	73.1
Travel Dist (mi)	12.3	97.1	109.4
Travel Time (hr)	5.0	45.0	50.0
Vehicles Entered	325	1174	1499
Vehicles Exited	326	1171	1497
Hourly Exit Rate	326	1171	1497
Input Volume	327	1234	1561
% of Volume	100	95	96

38: Brush St & I-980 On-Ramp & 11 St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	2.2	3.2	5.4
Total Del/Veh (s)	30.1	6.8	9.9
Travel Dist (mi)	13.3	107.3	120.7
Travel Time (hr)	2.7	8.5	11.2
Vehicles Entered	261	1714	1975
Vehicles Exited	262	1700	1962
Hourly Exit Rate	262	1700	1962
Input Volume	261	1733	1994
% of Volume	100	98	98

39: I-980 Off Ramp & Castro St & 11 St Performance by approach

Approach	EB	NB	NW	All
Denied Delay (hr)	0.0	0.0	329.5	329.5
Denied Del/Veh (s)	0.0	0.1	912.6	586.7
Total Delay (hr)	5.4	1.0	10.4	16.8
Total Del/Veh (s)	30.7	36.4	50.7	41.1
Travel Dist (mi)	55.2	4.9	32.7	92.8
Travel Time (hr)	7.5	1.2	341.6	350.4
Vehicles Entered	620	102	728	1450
Vehicles Exited	629	101	727	1457
Hourly Exit Rate	629	101	727	1457
Input Volume	632	103	1184	1919
% of Volume	100	98	61	76

40: Webster St #8 & 11th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1
Total Delay (hr)	2.1	6.1	8.1
Total Del/Veh (s)	7.5	26.2	16.1
Travel Dist (mi)	59.1	46.6	105.8
Travel Time (hr)	4.2	7.8	12.0
Vehicles Entered	979	824	1803
Vehicles Exited	980	826	1806
Hourly Exit Rate	980	826	1806
Input Volume	966	842	1808
% of Volume	101	98	100

41: NB Tunnel & 11th St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	1.3	3.8	0.7	5.8
Total Del/Veh (s)	4.6	21.4	20.3	11.9
Travel Dist (mi)	67.6	11.7	7.6	86.9
Travel Time (hr)	3.7	4.3	1.0	9.1
Vehicles Entered	992	637	132	1761
Vehicles Exited	993	636	131	1760
Hourly Exit Rate	993	636	131	1760
Input Volume	978	657	142	1777
% of Volume	102	97	92	99

42: NB Tunnel & 12th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1	0.1
Total Delay (hr)	1.4	4.8	0.5	6.7
Total Del/Veh (s)	8.3	34.2	11.0	18.9
Travel Dist (mi)	38.3	29.0	7.2	74.5
Travel Time (hr)	2.8	5.9	0.8	9.4
Vehicles Entered	603	496	161	1260
Vehicles Exited	602	496	161	1259
Hourly Exit Rate	602	496	161	1259
Input Volume	623	519	163	1305
% of Volume	97	96	99	96

43: Webster St #8 & 12th St Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.1
Total Delay (hr)	1.1	3.7	4.9
Total Del/Veh (s)	5.9	17.4	11.9
Travel Dist (mi)	48.0	34.8	82.8
Travel Time (hr)	3.0	5.0	8.0
Vehicles Entered	697	762	1459
Vehicles Exited	696	762	1458
Hourly Exit Rate	696	762	1458
Input Volume	726	761	1487
% of Volume	96	100	98

44: Castro St & 12th St & I-980 on-ramp Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.1
Total Delay (hr)	6.0	2.6	8.5
Total Del/Veh (s)	25.3	10.7	17.9
Travel Dist (mi)	43.8	56.2	100.0
Travel Time (hr)	8.0	6.2	14.2
Vehicles Entered	834	862	1696
Vehicles Exited	843	861	1704
Hourly Exit Rate	843	861	1704
Input Volume	828	1303	2131
% of Volume	102	66	80

45: Brush St & 12th St & I-980 off-ramp Performance by approach

Approach	EB	WB	SB	SW	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.1	0.0	0.1	0.3	0.2
Total Delay (hr)	0.0	1.1	3.4	18.0	22.5
Total Del/Veh (s)	7.1	16.9	30.6	49.3	41.6
Travel Dist (mi)	0.1	21.0	36.3	333.3	390.8
Travel Time (hr)	0.0	1.9	4.7	29.9	36.4
Vehicles Entered	1	232	400	1278	1911
Vehicles Exited	1	229	398	1289	1917
Hourly Exit Rate	1	229	398	1289	1917
Input Volume	1	242	407	1292	1942
% of Volume	100	95	98	100	99

46: Brush St & 17th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	2.1	1.4	3.5
Total Del/Veh (s)	27.6	3.9	7.9
Travel Dist (mi)	14.2	75.6	89.8
Travel Time (hr)	2.7	4.4	7.0
Vehicles Entered	270	1319	1589
Vehicles Exited	274	1319	1593
Hourly Exit Rate	274	1319	1593
Input Volume	268	1309	1577
% of Volume	102	101	101

47: Castro St & 17th St Performance by approach

Approach	EB	NB	NE	All
Denied Delay (hr)	0.0	1.1	6.1	7.2
Denied Del/Veh (s)	0.0	4.3	47.0	13.2
Total Delay (hr)	3.6	14.8	7.8	26.2
Total Del/Veh (s)	22.6	56.8	61.3	47.9
Travel Dist (mi)	42.4	76.0	20.1	138.5
Travel Time (hr)	5.3	18.5	14.8	38.6
Vehicles Entered	573	923	454	1950
Vehicles Exited	571	913	452	1936
Hourly Exit Rate	571	913	452	1936
Input Volume	566	920	454	1940
% of Volume	101	99	100	100

48: Castro St & 18th St & I-980 on-ramp Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	4.0	2.6	6.7
Total Del/Veh (s)	29.9	6.6	12.5
Travel Dist (mi)	23.3	88.3	111.6
Travel Time (hr)	5.1	6.4	11.5
Vehicles Entered	475	1417	1892
Vehicles Exited	484	1421	1905
Hourly Exit Rate	484	1421	1905
Input Volume	485	1436	1921
% of Volume	100	99	99

49: Brush St & 18th St Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.2	2.1	3.3
Total Del/Veh (s)	16.5	5.5	7.3
Travel Dist (mi)	20.8	52.0	72.8
Travel Time (hr)	2.0	4.9	6.9
Vehicles Entered	263	1353	1616
Vehicles Exited	263	1346	1609
Hourly Exit Rate	263	1346	1609
Input Volume	270	1325	1595
% of Volume	97	102	101

50: Webster St. & Atlantic Ave. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.2	0.0	0.2	0.0	0.4
Denied Del/Veh (s)	1.1	0.0	1.3	0.1	0.6
Total Delay (hr)	3.8	3.0	4.0	5.9	16.7
Total Del/Veh (s)	24.5	26.6	23.3	17.4	21.5
Travel Dist (mi)	40.9	36.3	50.6	56.4	184.2
Travel Time (hr)	5.7	4.7	6.3	8.4	25.0
Vehicles Entered	545	403	606	1218	2772
Vehicles Exited	546	407	605	1219	2777
Hourly Exit Rate	546	407	605	1219	2777
Input Volume	528	399	611	1236	2774
% of Volume	103	102	99	99	100

51: Webster St. Performance by approach

Approach	EB	NB	SE	NW	All
Denied Delay (hr)	0.2	0.0	0.6	0.0	0.8
Denied Del/Veh (s)	1.1	0.0	1.3	0.1	0.9
Total Delay (hr)	4.2	3.2	5.5	0.0	12.8
Total Del/Veh (s)	24.7	15.5	11.0	1.7	14.7
Travel Dist (mi)	78.2	137.3	320.6	0.1	536.1
Travel Time (hr)	7.3	8.8	19.1	0.0	35.2
Vehicles Entered	598	742	1760	17	3117
Vehicles Exited	599	739	1758	17	3113
Hourly Exit Rate	599	739	1758	17	3113
Input Volume	595	750	1786	16	3147
% of Volume	101	99	98	106	99

52: Constitution Way & Marina Village Pkwy & Constitution Wy Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.2	0.0	0.3	0.5
Denied Del/Veh (s)	1.4	0.0	0.6	0.6
Total Delay (hr)	4.8	2.6	4.7	12.1
Total Del/Veh (s)	32.6	13.8	10.8	15.7
Travel Dist (mi)	45.1	115.7	352.6	513.5
Travel Time (hr)	7.1	7.5	19.3	33.9
Vehicles Entered	530	675	1546	2751
Vehicles Exited	529	672	1540	2741
Hourly Exit Rate	529	672	1540	2741
Input Volume	523	685	1517	2725
% of Volume	101	98	102	101

53: Constitution Wy & Mariner Sqaure Dr. Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.1
Total Delay (hr)	0.7	0.5	1.2
Total Del/Veh (s)	9.5	1.9	3.6
Travel Dist (mi)	16.2	88.6	104.8
Travel Time (hr)	1.4	4.6	5.9
Vehicles Entered	258	909	1167
Vehicles Exited	258	908	1166
Hourly Exit Rate	258	908	1166
Input Volume	251	914	1165
% of Volume	103	99	100

54: Constitution Way & Atlantic Ave. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.2	0.0	0.3
Denied Del/Veh (s)	0.0	0.8	0.9	0.0	0.3
Total Delay (hr)	1.5	1.3	3.0	8.1	13.9
Total Del/Veh (s)	12.4	12.2	16.9	20.8	17.5
Travel Dist (mi)	39.9	36.5	77.1	250.1	403.5
Travel Time (hr)	3.4	2.9	6.3	18.4	31.1
Vehicles Entered	443	373	631	1394	2841
Vehicles Exited	443	374	634	1393	2844
Hourly Exit Rate	443	374	634	1393	2844
Input Volume	427	364	651	1371	2813
% of Volume	104	103	97	102	101

55: Oak St & 7th St Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	5.4	3.8	9.3
Total Del/Veh (s)	13.2	13.8	13.5
Travel Dist (mi)	116.2	50.8	167.0
Travel Time (hr)	9.5	6.5	16.0
Vehicles Entered	1478	991	2469
Vehicles Exited	1467	996	2463
Hourly Exit Rate	1467	996	2463
Input Volume	1572	1090	2662
% of Volume	93	91	93

56: Oak St & 8th St Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.1
Denied Del/Veh (s)	0.7	0.0	0.4
Total Delay (hr)	2.9	0.9	3.8
Total Del/Veh (s)	15.5	5.1	10.4
Travel Dist (mi)	39.7	39.5	79.2
Travel Time (hr)	4.5	2.3	6.8
Vehicles Entered	669	648	1317
Vehicles Exited	670	648	1318
Hourly Exit Rate	670	648	1318
Input Volume	696	690	1386
% of Volume	96	94	95

57: 5th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.1	0.0
Total Delay (hr)	5.8	0.1	0.1	6.0
Total Del/Veh (s)	17.0	22.6	33.7	17.2
Travel Dist (mi)	84.3	0.2	0.4	84.9
Travel Time (hr)	8.7	0.1	0.1	9.0
Vehicles Entered	1239	10	13	1262
Vehicles Exited	1234	10	12	1256
Hourly Exit Rate	1234	10	12	1256
Input Volume	1252	10	10	1272
% of Volume	99	100	120	99

58: Webster Tube #10 #9/#13 Tube #9 #8 & Almda Tunn #10 #1 Performance by approach

Approach	SB	SE	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.7	1.0	1.7
Total Del/Veh (s)	1.4	2.7	1.9
Travel Dist (mi)	99.6	176.6	276.2
Travel Time (hr)	4.0	7.0	11.1
Vehicles Entered	1783	1396	3179
Vehicles Exited	1782	1397	3179
Hourly Exit Rate	1782	1397	3179
Input Volume	1895	1577	3472
% of Volume	94	89	92

59: NB Tunnel /NB Tunnel Performance by approach

Approach	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.4	0.0	0.4
Total Del/Veh (s)	2.1	0.3	1.9
Travel Dist (mi)	59.2	2.8	62.0
Travel Time (hr)	2.5	0.2	2.6
Vehicles Entered	636	98	734
Vehicles Exited	636	97	733
Hourly Exit Rate	636	97	733
Input Volume	657	103	760
% of Volume	97	94	96

60: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	13.6	13.6
Travel Time (hr)	0.7	0.7
Vehicles Entered	216	216
Vehicles Exited	216	216
Hourly Exit Rate	216	216
Input Volume	211	211
% of Volume	102	102

61: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.3	1.3
Travel Dist (mi)	7.1	7.1
Travel Time (hr)	0.3	0.3
Vehicles Entered	91	91
Vehicles Exited	91	91
Hourly Exit Rate	91	91
Input Volume	95	95
% of Volume	96	96

62: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	2.4	2.4
Travel Dist (mi)	6.7	6.7
Travel Time (hr)	0.4	0.4
Vehicles Entered	155	155
Vehicles Exited	154	154
Hourly Exit Rate	154	154
Input Volume	180	180
% of Volume	86	86

63: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Travel Dist (mi)	26.0	26.0
Travel Time (hr)	1.0	1.0
Vehicles Entered	240	240
Vehicles Exited	241	241
Hourly Exit Rate	241	241
Input Volume	321	321
% of Volume	75	75

64: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.2	0.2
Travel Dist (mi)	31.1	31.1
Travel Time (hr)	1.4	1.4
Vehicles Entered	1080	1080
Vehicles Exited	1079	1079
Hourly Exit Rate	1079	1079
Input Volume	1088	1088
% of Volume	99	99

65: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Travel Dist (mi)	1.7	1.7
Travel Time (hr)	0.1	0.1
Vehicles Entered	97	97
Vehicles Exited	98	98
Hourly Exit Rate	98	98
Input Volume	103	103
% of Volume	95	95

66: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.4	1.4
Travel Dist (mi)	5.9	5.9
Travel Time (hr)	0.3	0.3
Vehicles Entered	106	106
Vehicles Exited	106	106
Hourly Exit Rate	106	106
Input Volume	109	109
% of Volume	97	97

67: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.0	0.0
Travel Dist (mi)	0.8	0.8
Travel Time (hr)	0.0	0.0
Vehicles Entered	51	51
Vehicles Exited	51	51
Hourly Exit Rate	51	51
Input Volume	50	50
% of Volume	102	102

68: Bend Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Travel Dist (mi)	3.0	3.0
Travel Time (hr)	0.1	0.1
Vehicles Entered	50	50
Vehicles Exited	51	51
Hourly Exit Rate	51	51
Input Volume	50	50
% of Volume	102	102

70: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Travel Dist (mi)	5.1	5.1
Travel Time (hr)	0.2	0.2
Vehicles Entered	132	132
Vehicles Exited	132	132
Hourly Exit Rate	132	132
Input Volume	132	132
% of Volume	100	100

71: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.3	1.3
Travel Dist (mi)	27.8	27.8
Travel Time (hr)	1.2	1.2
Vehicles Entered	351	351
Vehicles Exited	350	350
Hourly Exit Rate	350	350
Input Volume	378	378
% of Volume	93	93

72: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	27.9	27.9
Travel Time (hr)	1.2	1.2
Vehicles Entered	466	466
Vehicles Exited	466	466
Hourly Exit Rate	466	466
Input Volume	502	502
% of Volume	93	93

76: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.8	0.8
Travel Dist (mi)	18.0	18.0
Travel Time (hr)	0.9	0.9
Vehicles Entered	325	325
Vehicles Exited	325	325
Hourly Exit Rate	325	325
Input Volume	320	320
% of Volume	102	102

78: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	66.5	66.5
Travel Time (hr)	3.9	3.9
Vehicles Entered	1230	1230
Vehicles Exited	1227	1227
Hourly Exit Rate	1227	1227
Input Volume	1567	1567
% of Volume	78	78

79: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.8	0.8
Travel Dist (mi)	47.1	47.1
Travel Time (hr)	1.9	1.9
Vehicles Entered	603	603
Vehicles Exited	605	605
Hourly Exit Rate	605	605
Input Volume	657	657
% of Volume	92	92

80: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.5	0.5
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	125.8	125.8
Travel Time (hr)	5.2	5.2
Vehicles Entered	1773	1773
Vehicles Exited	1779	1779
Hourly Exit Rate	1779	1779
Input Volume	1929	1929
% of Volume	92	92

81: 5th St #1 Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.2	0.1	1.3
Total Del/Veh (s)	3.3	1.6	3.0
Travel Dist (mi)	110.0	55.5	165.6
Travel Time (hr)	5.3	2.0	7.3
Vehicles Entered	1328	247	1575
Vehicles Exited	1329	247	1576
Hourly Exit Rate	1329	247	1576
Input Volume	1345	252	1597
% of Volume	99	98	99

82: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.7	0.7
Total Del/Veh (s)	1.6	1.6
Travel Dist (mi)	199.7	199.7
Travel Time (hr)	8.9	8.9
Vehicles Entered	1441	1441
Vehicles Exited	1442	1442
Hourly Exit Rate	1442	1442
Input Volume	1414	1414
% of Volume	102	102

83: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	14.9	14.9
Travel Time (hr)	0.7	0.7
Vehicles Entered	198	198
Vehicles Exited	198	198
Hourly Exit Rate	198	198
Input Volume	214	214
% of Volume	93	93

86: #10 #1 Almeda Tun/Almda Tunn #10 #1 Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.7	1.7
Total Del/Veh (s)	4.3	4.3
Travel Dist (mi)	35.9	35.9
Travel Time (hr)	3.7	3.7
Vehicles Entered	1400	1400
Vehicles Exited	1400	1400
Hourly Exit Rate	1400	1400
Input Volume	1584	1584
% of Volume	88	88

88: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	3.8	3.8
Travel Dist (mi)	27.6	27.6
Travel Time (hr)	1.6	1.6
Vehicles Entered	295	295
Vehicles Exited	295	295
Hourly Exit Rate	295	295
Input Volume	305	305
% of Volume	97	97

89: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.5	0.5
Travel Dist (mi)	50.0	50.0
Travel Time (hr)	1.8	1.8
Vehicles Entered	507	507
Vehicles Exited	508	508
Hourly Exit Rate	508	508
Input Volume	506	506
% of Volume	100	100

91: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	9.5	9.5
Travel Time (hr)	0.4	0.4
Vehicles Entered	183	183
Vehicles Exited	183	183
Hourly Exit Rate	183	183
Input Volume	197	197
% of Volume	93	93

92: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.5	0.5
Travel Dist (mi)	34.6	34.6
Travel Time (hr)	1.4	1.4
Vehicles Entered	663	663
Vehicles Exited	657	657
Hourly Exit Rate	657	657
Input Volume	697	697
% of Volume	94	94

93: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.2	1.2
Travel Dist (mi)	47.6	47.6
Travel Time (hr)	1.9	1.9
Vehicles Entered	654	654
Vehicles Exited	658	658
Hourly Exit Rate	658	658
Input Volume	689	689
% of Volume	96	96

96: Bend Performance by approach

Approach	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.8	0.0	0.8
Total Del/Veh (s)	4.3	1.3	3.9
Travel Dist (mi)	16.5	2.1	18.6
Travel Time (hr)	1.3	0.1	1.4
Vehicles Entered	636	98	734
Vehicles Exited	637	98	735
Hourly Exit Rate	637	98	735
Input Volume	657	103	760
% of Volume	97	95	97

97: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.1	1.1
Travel Dist (mi)	47.3	47.3
Travel Time (hr)	1.7	1.7
Vehicles Entered	410	410
Vehicles Exited	410	410
Hourly Exit Rate	410	410
Input Volume	420	420
% of Volume	98	98

99: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	37.4	37.4
Travel Time (hr)	1.3	1.3
Vehicles Entered	549	549
Vehicles Exited	550	550
Hourly Exit Rate	550	550
Input Volume	559	559
% of Volume	98	98

101: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	70.2	70.2
Travel Time (hr)	3.6	3.6
Vehicles Entered	1093	1093
Vehicles Exited	1091	1091
Hourly Exit Rate	1091	1091
Input Volume	1092	1092
% of Volume	100	100

104: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.4	1.4
Travel Dist (mi)	19.3	19.3
Travel Time (hr)	0.8	0.8
Vehicles Entered	177	177
Vehicles Exited	177	177
Hourly Exit Rate	177	177
Input Volume	169	169
% of Volume	105	105

105: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.1	1.1
Travel Dist (mi)	70.2	70.2
Travel Time (hr)	2.8	2.8
Vehicles Entered	891	891
Vehicles Exited	892	892
Hourly Exit Rate	892	892
Input Volume	1006	1006
% of Volume	89	89

106: Bend Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.4	1.4
Travel Dist (mi)	9.7	9.7
Travel Time (hr)	0.6	0.6
Vehicles Entered	443	443
Vehicles Exited	443	443
Hourly Exit Rate	443	443
Input Volume	460	460
% of Volume	96	96

107: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	5.7	5.7
Travel Dist (mi)	237.7	237.7
Travel Time (hr)	8.4	8.4
Vehicles Entered	192	192
Vehicles Exited	195	195
Hourly Exit Rate	195	195
Input Volume	196	196
% of Volume	99	99

108: Brush St & I-980 off-ramp Performance by approach

Approach	SB	SW	All
Denied Delay (hr)	0.0	0.1	0.1
Denied Del/Veh (s)	0.2	0.2	0.2
Total Delay (hr)	1.2	0.2	1.4
Total Del/Veh (s)	22.2	0.6	3.8
Travel Dist (mi)	6.2	27.8	34.0
Travel Time (hr)	1.5	1.6	3.1
Vehicles Entered	199	1151	1350
Vehicles Exited	200	1152	1352
Hourly Exit Rate	200	1152	1352
Input Volume	200	1124	1324
% of Volume	100	102	102

109: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.5	1.5
Travel Dist (mi)	23.7	23.7
Travel Time (hr)	0.9	0.9
Vehicles Entered	200	200
Vehicles Exited	200	200
Hourly Exit Rate	200	200
Input Volume	252	252
% of Volume	79	79

111: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	7.9	7.9
Travel Time (hr)	0.3	0.3
Vehicles Entered	183	183
Vehicles Exited	183	183
Hourly Exit Rate	183	183
Input Volume	185	185
% of Volume	99	99

113: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	26.7	26.7
Travel Time (hr)	1.0	1.0
Vehicles Entered	204	204
Vehicles Exited	205	205
Hourly Exit Rate	205	205
Input Volume	210	210
% of Volume	98	98

114: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	7.2	7.2
Travel Time (hr)	0.3	0.3
Vehicles Entered	95	95
Vehicles Exited	95	95
Hourly Exit Rate	95	95
Input Volume	93	93
% of Volume	102	102

117: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Travel Dist (mi)	40.5	40.5
Travel Time (hr)	1.8	1.8
Vehicles Entered	511	511
Vehicles Exited	509	509
Hourly Exit Rate	509	509
Input Volume	504	504
% of Volume	101	101

118: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	73.7	73.7
Travel Time (hr)	2.8	2.8
Vehicles Entered	1080	1080
Vehicles Exited	1082	1082
Hourly Exit Rate	1082	1082
Input Volume	1110	1110
% of Volume	97	97

120: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.4	1.4
Travel Dist (mi)	40.3	40.3
Travel Time (hr)	1.7	1.7
Vehicles Entered	596	596
Vehicles Exited	595	595
Hourly Exit Rate	595	595
Input Volume	616	616
% of Volume	97	97

121: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Travel Dist (mi)	2.6	2.6
Travel Time (hr)	0.1	0.1
Vehicles Entered	45	45
Vehicles Exited	45	45
Hourly Exit Rate	45	45
Input Volume	41	41
% of Volume	110	110

122: Bend Performance by approach

Approach	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1
Total Delay (hr)	0.0	0.0	0.1
Total Del/Veh (s)	0.7	1.2	0.9
Travel Dist (mi)	5.3	4.1	9.4
Travel Time (hr)	0.2	0.2	0.4
Vehicles Entered	188	132	320
Vehicles Exited	188	132	320
Hourly Exit Rate	188	132	320
Input Volume	190	132	322
% of Volume	99	100	99

123: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Travel Dist (mi)	6.4	6.4
Travel Time (hr)	0.3	0.3
Vehicles Entered	111	111
Vehicles Exited	111	111
Hourly Exit Rate	111	111
Input Volume	132	132
% of Volume	84	84

124: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.3	1.3
Travel Dist (mi)	34.0	34.0
Travel Time (hr)	1.5	1.5
Vehicles Entered	519	519
Vehicles Exited	524	524
Hourly Exit Rate	524	524
Input Volume	505	505
% of Volume	104	104

126: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.8	0.8
Travel Dist (mi)	20.5	20.5
Travel Time (hr)	0.9	0.9
Vehicles Entered	288	288
Vehicles Exited	287	287
Hourly Exit Rate	287	287
Input Volume	285	285
% of Volume	101	101

134: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.5	1.5
Travel Dist (mi)	25.1	25.1
Travel Time (hr)	1.1	1.1
Vehicles Entered	431	431
Vehicles Exited	431	431
Hourly Exit Rate	431	431
Input Volume	438	438
% of Volume	98	98

135: Bend Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	2.9	2.9
Total Del/Veh (s)	5.9	5.9
Travel Dist (mi)	99.7	99.7
Travel Time (hr)	7.2	7.2
Vehicles Entered	1784	1784
Vehicles Exited	1783	1783
Hourly Exit Rate	1783	1783
Input Volume	1895	1895
% of Volume	94	94

137: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.8	0.8
Travel Dist (mi)	47.8	47.8
Travel Time (hr)	1.9	1.9
Vehicles Entered	634	634
Vehicles Exited	634	634
Hourly Exit Rate	634	634
Input Volume	645	645
% of Volume	98	98

139: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.3	1.3
Total Del/Veh (s)	1.5	1.5
Travel Dist (mi)	338.6	338.6
Travel Time (hr)	9.8	9.8
Vehicles Entered	3179	3179
Vehicles Exited	3180	3180
Hourly Exit Rate	3180	3180
Input Volume	3472	3472
% of Volume	92	92

140: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	23.9	23.9
Travel Time (hr)	1.0	1.0
Vehicles Entered	203	203
Vehicles Exited	203	203
Hourly Exit Rate	203	203
Input Volume	201	201
% of Volume	101	101

142: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	0.8	0.8
Travel Dist (mi)	87.5	87.5
Travel Time (hr)	3.5	3.5
Vehicles Entered	1167	1167
Vehicles Exited	1167	1167
Hourly Exit Rate	1167	1167
Input Volume	1154	1154
% of Volume	101	101

147: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	20.6	20.6
Travel Time (hr)	0.8	0.8
Vehicles Entered	181	181
Vehicles Exited	181	181
Hourly Exit Rate	181	181
Input Volume	190	190
% of Volume	95	95

151: Bend Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.6	1.6
Travel Dist (mi)	70.4	70.4
Travel Time (hr)	5.0	5.0
Vehicles Entered	725	725
Vehicles Exited	723	723
Hourly Exit Rate	723	723
Input Volume	700	700
% of Volume	103	103

153: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Travel Dist (mi)	4.9	4.9
Travel Time (hr)	0.2	0.2
Vehicles Entered	274	274
Vehicles Exited	275	275
Hourly Exit Rate	275	275
Input Volume	281	281
% of Volume	98	98

154: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	0.8	0.8
Travel Dist (mi)	31.8	31.8
Travel Time (hr)	1.5	1.5
Vehicles Entered	1519	1519
Vehicles Exited	1520	1520
Hourly Exit Rate	1520	1520
Input Volume	1600	1600
% of Volume	95	95

155: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Travel Dist (mi)	0.3	0.3
Travel Time (hr)	0.0	0.0
Vehicles Entered	8	8
Vehicles Exited	8	8
Hourly Exit Rate	8	8
Input Volume	8	8
% of Volume	100	100

202: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.6	1.6
Travel Dist (mi)	0.3	0.3
Travel Time (hr)	0.0	0.0
Vehicles Entered	6	6
Vehicles Exited	6	6
Hourly Exit Rate	6	6
Input Volume	7	7
% of Volume	86	86

203: Bend Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.1	1.1
Travel Dist (mi)	73.5	73.5
Travel Time (hr)	2.7	2.7
Vehicles Entered	925	925
Vehicles Exited	924	924
Hourly Exit Rate	924	924
Input Volume	941	941
% of Volume	98	98

204: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Travel Dist (mi)	24.1	24.1
Travel Time (hr)	1.1	1.1
Vehicles Entered	391	391
Vehicles Exited	393	393
Hourly Exit Rate	393	393
Input Volume	391	391
% of Volume	101	101

205: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	28.2	28.2
Travel Time (hr)	1.2	1.2
Vehicles Entered	435	435
Vehicles Exited	435	435
Hourly Exit Rate	435	435
Input Volume	445	445
% of Volume	98	98

222: Bend Performance by approach

Approach	WB	All
Denied Delay (hr)	0.3	0.3
Denied Del/Veh (s)	1.1	1.1
Total Delay (hr)	1.0	1.0
Total Del/Veh (s)	3.5	3.5
Travel Dist (mi)	176.6	176.6
Travel Time (hr)	8.5	8.5
Vehicles Entered	1048	1048
Vehicles Exited	1041	1041
Hourly Exit Rate	1041	1041
Input Volume	1033	1033
% of Volume	101	101

300: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.1	1.1
Total Del/Veh (s)	1.9	1.9
Travel Dist (mi)	390.6	390.6
Travel Time (hr)	18.1	18.1
Vehicles Entered	2062	2062
Vehicles Exited	2059	2059
Hourly Exit Rate	2059	2059
Input Volume	2075	2075
% of Volume	99	99

301: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Travel Dist (mi)	10.4	10.4
Travel Time (hr)	0.6	0.6
Vehicles Entered	117	117
Vehicles Exited	117	117
Hourly Exit Rate	117	117
Input Volume	126	126
% of Volume	93	93

302: Constitution Wy & Posey Tube Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	2.4	0.1	2.5
Total Del/Veh (s)	8.0	0.3	4.3
Travel Dist (mi)	87.0	31.4	118.4
Travel Time (hr)	6.5	1.4	7.9
Vehicles Entered	1069	1033	2102
Vehicles Exited	1069	1034	2103
Hourly Exit Rate	1069	1034	2103
Input Volume	1062	1051	2113
% of Volume	101	98	100

305: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.5	1.5
Total Del/Veh (s)	5.9	5.9
Travel Dist (mi)	127.2	127.2
Travel Time (hr)	6.6	6.6
Vehicles Entered	906	906
Vehicles Exited	906	906
Hourly Exit Rate	906	906
Input Volume	905	905
% of Volume	100	100

307: Bend Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.5	0.5
Total Del/Veh (s)	1.8	1.8
Travel Dist (mi)	103.1	103.1
Travel Time (hr)	5.0	5.0
Vehicles Entered	1023	1023
Vehicles Exited	1024	1024
Hourly Exit Rate	1024	1024
Input Volume	1042	1042
% of Volume	98	98

308: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.6	0.6
Travel Dist (mi)	53.1	53.1
Travel Time (hr)	2.6	2.6
Vehicles Entered	514	514
Vehicles Exited	519	519
Hourly Exit Rate	519	519
Input Volume	509	509
% of Volume	102	102

310: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.1	1.1
Travel Dist (mi)	38.8	38.8
Travel Time (hr)	1.8	1.8
Vehicles Entered	330	330
Vehicles Exited	330	330
Hourly Exit Rate	330	330
Input Volume	328	328
% of Volume	101	101

311: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.4	0.4
Total Del/Veh (s)	2.4	2.4
Travel Dist (mi)	57.1	57.1
Travel Time (hr)	3.0	3.0
Vehicles Entered	641	641
Vehicles Exited	642	642
Hourly Exit Rate	642	642
Input Volume	635	635
% of Volume	101	101

312: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.1	1.1
Travel Dist (mi)	94.3	94.3
Travel Time (hr)	4.2	4.2
Vehicles Entered	940	940
Vehicles Exited	945	945
Hourly Exit Rate	945	945
Input Volume	957	957
% of Volume	99	99

313: Webster St. Performance by approach

Approach	SE	NW	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.0	0.2	1.2
Total Del/Veh (s)	3.1	0.8	2.2
Travel Dist (mi)	228.8	39.3	268.1
Travel Time (hr)	10.5	1.9	12.4
Vehicles Entered	1184	766	1950
Vehicles Exited	1180	767	1947
Hourly Exit Rate	1180	767	1947
Input Volume	1200	771	1971
% of Volume	98	99	99

401: 5th St #1 Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	91.0	91.0
Travel Time (hr)	3.3	3.3
Vehicles Entered	924	924
Vehicles Exited	924	924
Hourly Exit Rate	924	924
Input Volume	941	941
% of Volume	98	98

500: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.6	0.6
Travel Dist (mi)	20.0	20.0
Travel Time (hr)	1.1	1.1
Vehicles Entered	420	420
Vehicles Exited	420	420
Hourly Exit Rate	420	420
Input Volume	491	491
% of Volume	86	86

513: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	20.7	20.7
Travel Time (hr)	0.8	0.8
Vehicles Entered	381	381
Vehicles Exited	381	381
Hourly Exit Rate	381	381
Input Volume	382	382
% of Volume	100	100

514: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	5.6	5.6
Travel Dist (mi)	3.4	3.4
Travel Time (hr)	0.2	0.2
Vehicles Entered	52	52
Vehicles Exited	51	51
Hourly Exit Rate	51	51
Input Volume	61	61
% of Volume	84	84

517: NB Tunnel #2 Performance by approach

Approach	NB	NW	All
Denied Delay (hr)	0.1	0.0	0.1
Denied Del/Veh (s)	0.2	0.2	0.2
Total Delay (hr)	0.1	0.1	0.2
Total Del/Veh (s)	0.5	0.4	0.4
Travel Dist (mi)	28.0	23.4	51.4
Travel Time (hr)	1.1	1.0	2.1
Vehicles Entered	1110	890	2000
Vehicles Exited	1110	891	2001
Hourly Exit Rate	1110	891	2001
Input Volume	1101	900	2001
% of Volume	101	99	100

518: Bend Performance by approach

Approach	EB	All
Denied Delay (hr)	48.6	48.6
Denied Del/Veh (s)	133.4	133.4
Total Delay (hr)	33.0	33.0
Total Del/Veh (s)	100.6	100.6
Travel Dist (mi)	392.4	392.4
Travel Time (hr)	94.9	94.9
Vehicles Entered	1167	1167
Vehicles Exited	1115	1115
Hourly Exit Rate	1115	1115
Input Volume	1328	1328
% of Volume	84	84

519: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Travel Dist (mi)	5.6	5.6
Travel Time (hr)	0.3	0.3
Vehicles Entered	123	123
Vehicles Exited	123	123
Hourly Exit Rate	123	123
Input Volume	127	127
% of Volume	97	97

522: Castro St Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.4	0.2	0.6
Total Del/Veh (s)	4.7	0.9	1.9
Travel Dist (mi)	12.8	36.8	49.6
Travel Time (hr)	1.0	1.8	2.8
Vehicles Entered	265	816	1081
Vehicles Exited	266	815	1081
Hourly Exit Rate	266	815	1081
Input Volume	284	805	1089
% of Volume	94	101	99

604: Jackson on /I-880 NB on-Ramp & 6th St #2 Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	2.2	2.2
Total Del/Veh (s)	4.4	4.4
Travel Dist (mi)	126.1	126.1
Travel Time (hr)	7.8	7.8
Vehicles Entered	1791	1791
Vehicles Exited	1793	1793
Hourly Exit Rate	1793	1793
Input Volume	1881	1881
% of Volume	95	95

605: I-880 NB on-Ramp & 6th St #2/I-880 NB on-Ramp & 6th S & #2 Performance by approach

Approach	WB	SW	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.3	0.8	1.1
Total Del/Veh (s)	1.0	3.9	2.2
Travel Dist (mi)	31.3	66.5	97.8
Travel Time (hr)	1.9	5.4	7.3
Vehicles Entered	1068	723	1791
Vehicles Exited	1067	724	1791
Hourly Exit Rate	1067	724	1791
Input Volume	1181	700	1881
% of Volume	90	103	95

901: 5th St & SB I-880 Off-Ramp Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	19.2	19.2
Total Del/Veh (s)	61.6	61.6
Travel Dist (mi)	105.6	105.6
Travel Time (hr)	22.8	22.8
Vehicles Entered	1115	1115
Vehicles Exited	1096	1096
Hourly Exit Rate	1096	1096
Input Volume	1328	1328
% of Volume	83	83

1401: NB Tunnel #2 & #2 Performance by approach

Approach	NB	NE	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0
Total Delay (hr)	7.3	0.0	7.3
Total Del/Veh (s)	12.7	3.8	12.7
Travel Dist (mi)	1595.3	0.1	1595.4
Travel Time (hr)	71.9	0.0	71.9
Vehicles Entered	2001	6	2007
Vehicles Exited	1999	6	2005
Hourly Exit Rate	1999	6	2005
Input Volume	2001	5	2006
% of Volume	100	120	100

1601: Bend Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	2.1	2.1
Travel Dist (mi)	16.4	16.4
Travel Time (hr)	0.6	0.6
Vehicles Entered	120	120
Vehicles Exited	121	121
Hourly Exit Rate	121	121
Input Volume	141	141
% of Volume	86	86

3501: Bend Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.7	1.7
Travel Dist (mi)	56.1	56.1
Travel Time (hr)	2.1	2.1
Vehicles Entered	414	414
Vehicles Exited	414	414
Hourly Exit Rate	414	414
Input Volume	446	446
% of Volume	93	93

Total Network Performance

Denied Delay (hr)	575.8
Denied Del/Veh (s)	58.9
Total Delay (hr)	872.7
Total Del/Veh (s)	88.9
Travel Dist (mi)	16973.9
Travel Time (hr)	2107.5
Vehicles Entered	34051
Vehicles Exited	33672
Hourly Exit Rate	33672
Input Volume	172314
% of Volume	20

Arterial Level of Service: EB #1

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
5th St #1	2	26.5	66.7	0.3	18
Adeline Street	3	21.4	38.8	0.1	12
	81	3.8	13.8	0.1	20
	203	1.1	10.7	0.1	28
	401	0.9	12.8	0.1	29
Market St	4	5.2	9.0	0.0	12
Brush St	5	9.6	17.4	0.1	13
Martin Luther King	6	12.9	28.3	0.1	18
	57	17.3	25.6	0.1	9
	7	98.6	132.6	0.1	4
Broadway	8	89.4	98.2	0.1	3
	86	6.8	11.7	0.0	7
Webster Tube #10 #9	58	2.7	18.1	0.1	26
Total		296.2	483.6	1.4	11

Arterial Level of Service: WB #1

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Adeline Street	3	12.2	20.5	0.1	14
Union St #3	2	23.7	38.6	0.1	12
Total		36.0	59.1	0.2	13

Arterial Level of Service: EB #3

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
5th St #1	2	23.2	60.9	0.3	19
7th St #3	19	10.9	20.3	0.0	8
Adeline Street	20	3.6	17.3	0.1	24
Market St	21	12.9	47.5	0.3	22
Brush St	22	12.5	22.9	0.1	14
Castro St	23	19.7	30.9	0.1	10
Martin Luther King	24	9.3	14.5	0.0	12
Washington St	25	35.5	64.4	0.2	13
Broadway #9 #3	26	24.0	34.7	0.1	7
6th St	15	28.5	36.4	0.1	6
5th St #1	8	24.8	31.0	0.0	5
Total		205.1	380.6	1.4	13

Arterial Level of Service: WB #3

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
#5 #9 I880 SB off-ra	15	9.7	16.1	0.0	10
7th St #9	26	10.3	17.0	0.1	13
Brush St	22	3.3	15.6	0.1	20
Market St	21	1.0	11.2	0.1	29
Adeline Street	20	10.5	44.5	0.3	24
Union St	19	12.2	26.5	0.1	16
5th St	2	17.1	27.2	0.0	6
Total		64.2	158.1	0.7	17

Arterial Level of Service: EB #5

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
#5 #9 I880 SB off-ra	15	9.7	16.1	0.0	10
Total		9.7	16.1	0.0	10

Arterial Level of Service: WB #5

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	222	3.5	28.9	0.2	23
Broadway #9 #3	15	69.5	93.1	0.2	6
5th St #1	8	28.1	38.1	0.0	4
Total		101.1	160.1	0.4	9

Arterial Level of Service: SE #10

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	86	0.7	8.4	0.0	10
Webster Tube #10 #9	58	2.7	18.1	0.1	26
Total		3.4	26.4	0.2	21

Arterial Level of Service: WB #11

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
6th St	12	9.1	31.4	0.2	22
Madison St	13	6.6	16.5	0.1	16
Total		15.8	48.0	0.3	20

Arterial Level of Service: EB #9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
6th St	15	-	-	0.1	-
Total		-	-	0.1	-

Arterial Level of Service: WB #9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	222	3.5	28.9	0.2	23
Broadway #9 #3	15	36.2	58.2	0.2	10
7th St #9	26	11.8	24.9	0.1	9
#13 Webster St #8 #9	27	19.6	39.3	0.1	13
	135	4.2	14.3	0.1	16
Almda Tunn #10 #1	58	1.4	8.1	0.1	27
Total		76.7	173.7	0.7	14

Arterial Level of Service: WB #13

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
NB Tunnel	31	9.0	22.1	0.1	19
Webster St #8	32	27.2	37.4	0.1	6
7th St #9	27	17.4	24.9	0.0	7
	135	7.5	14.7	0.1	15
Almda Tunn #10 #1	58	1.4	8.1	0.1	27
Total		62.5	107.1	0.4	12

Arterial Level of Service: NB #2

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	517	0.5	3.7	0.0	33
#2	1401	12.7	121.3	0.8	23
7th St	28	20.6	28.0	0.1	8
Total		33.8	153.0	0.9	21

Arterial Level of Service: SB #8

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
12th St	43	20.2	25.9	0.1	8
11th St	40	27.2	34.2	0.0	5
9th St	37	80.7	139.9	0.1	4
8th St	32	55.0	60.2	0.1	3
7th St #9	27	17.8	24.6	0.0	7
	135	7.5	14.7	0.1	15
Almda Tunn #10 #1	58	1.4	8.1	0.1	27
Total		209.9	307.6	0.4	6

Intersection: 1: Broadway & 4th St

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	154	357	247	273	90	93
Average Queue (ft)	53	244	158	249	35	9
95th Queue (ft)	114	428	332	264	79	48
Link Distance (ft)	276	329	232	232	182	182
Upstream Blk Time (%)		38	26	93		
Queuing Penalty (veh)		0	0	0		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: 880 On Ramp & 880 SB Off Ramp #1 #3/Union St #3 & 5th St/5th St #1

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T>	L	L	TR	L	T	R	R	R>
Maximum Queue (ft)	89	280	82	94	124	244	600	776	75	81
Average Queue (ft)	24	111	29	54	57	50	227	363	25	25
95th Queue (ft)	66	202	67	88	105	145	491	685	57	61
Link Distance (ft)	416	416		565	565		1647	1647	159	159
Upstream Blk Time (%)		0								
Queuing Penalty (veh)		0								
Storage Bay Dist (ft)			290			220				
Storage Blk Time (%)							8			
Queuing Penalty (veh)							5			

Intersection: 3: Adeline Street & 5th St #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	LT	TR
Maximum Queue (ft)	71	368	442	114	104	102	115	161	172	60	127	82
Average Queue (ft)	24	194	270	52	32	39	55	48	87	13	58	36
95th Queue (ft)	52	339	400	100	84	87	100	116	152	44	105	73
Link Distance (ft)	565	565	565		352	352	543	543			324	324
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				275					150	150		
Storage Blk Time (%)								0	1		0	
Queuing Penalty (veh)								0	1		0	

Intersection: 4: Market St & 5th St #1

Movement	EB	EB	EB	NB	NB	B122	SB	SB	SB
Directions Served	LT	T	TR	T	TR	T	L	T	T
Maximum Queue (ft)	117	133	117	74	161	5	136	71	63
Average Queue (ft)	61	62	54	23	81	0	75	33	21
95th Queue (ft)	117	126	121	61	140	5	119	60	57
Link Distance (ft)	99	99	99	100	100	148	210	210	210
Upstream Blk Time (%)	2	2	2	0	6				
Queuing Penalty (veh)	5	7	6	0	0				
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 5: Brush St & 5th St #1

Movement	EB	EB	EB	NB	SB	SB	SB
Directions Served	T	T	TR	R	L	L	T
Maximum Queue (ft)	140	142	165	50	123	151	167
Average Queue (ft)	69	72	75	21	52	65	61
95th Queue (ft)	117	123	140	49	107	130	134
Link Distance (ft)	234	234	234	165	528	528	528
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 6: Martin Luther King & 5th St #1

Movement	EB	EB	EB	NB	NB	SB	SB
Directions Served	LT	T	TR	T	TR	LT	T
Maximum Queue (ft)	203	268	269	157	89	81	43
Average Queue (ft)	128	158	173	80	38	29	9
95th Queue (ft)	186	227	244	136	75	65	34
Link Distance (ft)	654	654	654	189	189	240	240
Upstream Blk Time (%)				0			
Queuing Penalty (veh)				0			
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 7: 5th St #1 & Washington St

Movement	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	TR	T	R	LT
Maximum Queue (ft)	628	652	628	212	50	240
Average Queue (ft)	378	401	374	175	42	191
95th Queue (ft)	743	764	754	233	54	289
Link Distance (ft)	662	662	662	175		222
Upstream Blk Time (%)	7	9	8	74		50
Queuing Penalty (veh)	27	37	33	0		86
Storage Bay Dist (ft)					20	
Storage Blk Time (%)				39	72	
Queuing Penalty (veh)				53	100	

Intersection: 8: Broadway/#5 Broadway #3 & 5th St #1/I-880 NB on-ramp and 5th St & #10 #1 Almeda Tu

Movement	EB	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	<L	LT	T	R	T	T	R>	<	L	T
Maximum Queue (ft)	349	360	358	95	161	219	229	230	224	238
Average Queue (ft)	324	329	328	43	41	145	205	193	134	187
95th Queue (ft)	360	362	365	107	138	229	219	261	207	270
Link Distance (ft)	300	300	300		182	182	182	186	186	186
Upstream Blk Time (%)	55	63	47		2	14	78	27	4	12
Queuing Penalty (veh)	270	308	229		4	29	163	84	11	38
Storage Bay Dist (ft)				70						
Storage Blk Time (%)			35	1						
Queuing Penalty (veh)			31	1						

Intersection: 9: Jackson St & 5th St

Movement	EB	EB	EB	NB	SB
Directions Served	LT	T	TR	TR	LT
Maximum Queue (ft)	185	156	175	248	189
Average Queue (ft)	158	91	129	218	81
95th Queue (ft)	175	155	193	256	155
Link Distance (ft)	92	92	92	207	200
Upstream Blk Time (%)	82	8	22	83	0
Queuing Penalty (veh)	362	36	97	0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 10: Madison St & 5th St

Movement	EB	EB	EB	SB	SB
Directions Served	T	T	TR	L	LT
Maximum Queue (ft)	169	117	143	140	190
Average Queue (ft)	46	56	71	24	51
95th Queue (ft)	126	106	125	86	135
Link Distance (ft)	302	302	302	199	199
Upstream Blk Time (%)	0			0	0
Queuing Penalty (veh)	0			0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 11: Oak St & 5th St/I-880 SB On-Ramp

Movement	EB	EB	EB	NB	NB	SB
Directions Served	L	T	TR	T	R	LT
Maximum Queue (ft)	202	119	135	5372	75	75
Average Queue (ft)	92	70	90	3360	68	31
95th Queue (ft)	159	104	131	5826	101	65
Link Distance (ft)	342	342	342	6472		193
Upstream Blk Time (%)				0		
Queuing Penalty (veh)				0		
Storage Bay Dist (ft)					50	
Storage Blk Time (%)				78	4	
Queuing Penalty (veh)				144	19	

Intersection: 12: Oak St/Oak St & 6th St #11/I-880 NB Off-ramp #11 & 6th St

Movement	WB	WB	WB	NB	SW
Directions Served	LT	TR	R	LT	>
Maximum Queue (ft)	90	118	105	214	70
Average Queue (ft)	10	57	49	201	27
95th Queue (ft)	57	108	94	236	54
Link Distance (ft)	867			193	149
Upstream Blk Time (%)				16	
Queuing Penalty (veh)				120	
Storage Bay Dist (ft)		100	100		
Storage Blk Time (%)	0	1	0		
Queuing Penalty (veh)	0	1	0		

Intersection: 13: Madison St & 6th St /6th St #11

Movement	WB	WB	WB	SB	SB	SB
Directions Served	LT	T	T	T	T	R
Maximum Queue (ft)	53	106	47	200	216	76
Average Queue (ft)	15	57	10	83	153	59
95th Queue (ft)	47	92	36	174	229	97
Link Distance (ft)	346	346	346	197	197	
Upstream Blk Time (%)				0	2	
Queuing Penalty (veh)				1	11	
Storage Bay Dist (ft)						50
Storage Blk Time (%)					25	3
Queuing Penalty (veh)					49	14

Intersection: 14: Jackson St & I-880 NB on-Ramp & 6th S/6th St

Movement	WB	WB	WB	NB	NB	SB
Directions Served	L	T	R	L	T	TR
Maximum Queue (ft)	31	238	22	231	272	247
Average Queue (ft)	6	141	1	204	238	183
95th Queue (ft)	25	214	14	232	284	259
Link Distance (ft)	309	309	309	200	200	206
Upstream Blk Time (%)				48	45	5
Queuing Penalty (veh)				183	171	32
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 15: #5 Broadway #3/Broadway #9 #3 & 6th St/#5 #9 I880 SB off-ramp

Movement	WB	WB	WB	B222	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	T	L	T	T	T	T	TR
Maximum Queue (ft)	601	632	75	296	37	59	100	207	187	217
Average Queue (ft)	341	332	69	22	5	16	28	102	81	118
95th Queue (ft)	673	716	85	214	23	47	72	205	153	217
Link Distance (ft)	753	753		891	186	186	186	218	218	218
Upstream Blk Time (%)	3	3		1				4	0	3
Queuing Penalty (veh)	0	0		0				7	1	6
Storage Bay Dist (ft)			50							
Storage Blk Time (%)		11	9							
Queuing Penalty (veh)		62	5							

Intersection: 16: Washington St & 6th St

Movement	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR
Maximum Queue (ft)	215	227	122	181
Average Queue (ft)	72	68	22	126
95th Queue (ft)	182	179	90	235
Link Distance (ft)	270	270	222	183
Upstream Blk Time (%)	3	3	1	36
Queuing Penalty (veh)	3	2	2	52
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: Martin Luther King & 6th St

Movement	WB	WB	WB	B1601	NB	NB	SB	SB
Directions Served	LT	T	TR	T	LT	T	T	TR
Maximum Queue (ft)	60	60	59	146	98	39	24	31
Average Queue (ft)	21	21	17	15	23	5	3	4
95th Queue (ft)	51	50	45	183	65	24	16	20
Link Distance (ft)	317	317	317	662	240	240	165	165
Upstream Blk Time (%)				0				
Queuing Penalty (veh)				0				
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 18: Market St & 6th St/I-880 off-ramp

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB	SW
Directions Served	LT	T	R	L	T	T	T	T	R	>
Maximum Queue (ft)	177	232	189	68	61	112	73	70	58	53
Average Queue (ft)	76	40	129	14	6	22	25	20	10	14
95th Queue (ft)	141	133	193	44	32	70	65	55	39	40
Link Distance (ft)	232	232		210	210	210	143	143		165
Upstream Blk Time (%)		0								
Queuing Penalty (veh)		0								
Storage Bay Dist (ft)			165						60	
Storage Blk Time (%)			5					0	0	
Queuing Penalty (veh)			5					0	0	

Intersection: 19: Union St #3/Union St & 7th St #3

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	104	256	199	107	99	117	81	174	57
Average Queue (ft)	12	151	94	44	40	59	30	131	21
95th Queue (ft)	53	229	171	85	82	103	70	191	52
Link Distance (ft)		535	535		527	527	159	159	327
Upstream Blk Time (%)								3	
Queuing Penalty (veh)								10	
Storage Bay Dist (ft)	100			100					
Storage Blk Time (%)	0	17		1	0				
Queuing Penalty (veh)	0	3		2	0				

Intersection: 20: Adeline Street & 7th St #3

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	TR	LT	TR
Maximum Queue (ft)	61	168	201	102	153	165	71	37	88	116	124	51
Average Queue (ft)	22	107	130	32	55	65	19	9	24	46	53	16
95th Queue (ft)	53	158	183	76	114	121	52	29	64	96	101	41
Link Distance (ft)		527	527		1438	1438	1438		324	324	316	316
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	160			150				70				
Storage Blk Time (%)		0			0				1			
Queuing Penalty (veh)		0			0				0			

Intersection: 21: Market St & 7th St #3

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	T
Maximum Queue (ft)	173	236	238	254	58	70	107	90	148	162	87	90
Average Queue (ft)	47	95	109	121	16	21	40	38	69	121	48	21
95th Queue (ft)	112	206	217	238	47	56	83	77	134	178	83	61
Link Distance (ft)		1438	1438	1438		363	363	363	143	143		
Upstream Blk Time (%)									1	11		
Queuing Penalty (veh)									3	23		
Storage Bay Dist (ft)	185				170						100	100
Storage Blk Time (%)		1									0	0
Queuing Penalty (veh)		1									0	0

Intersection: 21: Market St & 7th St #3

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	60	58
Average Queue (ft)	21	28
95th Queue (ft)	54	56
Link Distance (ft)	315	315
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 22: Brush St & 7th St #3

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	TR	L	T	T	T	LT	T	TR
Maximum Queue (ft)	234	261	243	12	30	34	28	362	315	230
Average Queue (ft)	87	106	114	1	8	3	2	234	127	113
95th Queue (ft)	190	207	212	7	28	19	15	343	261	203
Link Distance (ft)	363	363	363		420	420	420	365	365	365
Upstream Blk Time (%)								0	0	
Queuing Penalty (veh)								0	0	
Storage Bay Dist (ft)				160						
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 23: Castro St & 7th St #3

Movement	EB	EB	EB	EB	NB	NB	NB	SW	SW	SW
Directions Served	<	<	T	T	LT	T	T>	R	R	R>
Maximum Queue (ft)	189	204	324	340	180	142	69	53	66	80
Average Queue (ft)	114	136	193	198	130	44	22	10	20	24
95th Queue (ft)	168	185	289	294	192	116	55	34	49	60
Link Distance (ft)		420	420	420	165	165	165	188	188	188
Upstream Blk Time (%)					2	0				
Queuing Penalty (veh)					0	0				
Storage Bay Dist (ft)	215									
Storage Blk Time (%)	0	0								
Queuing Penalty (veh)	0	0								

Intersection: 24: Martin Luther King & 7th St #3

Movement	EB	EB	EB	EB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	T	TR	LT	T
Maximum Queue (ft)	105	142	178	159	80	89	96	41
Average Queue (ft)	29	73	110	119	26	32	54	6
95th Queue (ft)	75	152	178	182	61	69	86	29
Link Distance (ft)			142	142	165	165	201	201
Upstream Blk Time (%)	0	0	1	4				
Queuing Penalty (veh)	0	0	9	26				
Storage Bay Dist (ft)	250	250						
Storage Blk Time (%)	0	0	1					
Queuing Penalty (veh)	0	1	9					

Intersection: 25: Washington St & 7th St #3

Movement	EB	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	T	TR	T	R	LT
Maximum Queue (ft)	415	532	580	584	125	94	194
Average Queue (ft)	142	212	265	276	34	27	97
95th Queue (ft)	463	625	702	713	89	71	234
Link Distance (ft)	1029	1029	1029	1029	183		207
Upstream Blk Time (%)	0	0	1	1	0		25
Queuing Penalty (veh)	1	1	2	3	0		26
Storage Bay Dist (ft)						70	
Storage Blk Time (%)					1	0	
Queuing Penalty (veh)					1	0	

Intersection: 26: Broadway #9 #3/Broadway & 7th St #3/7th St #9

Movement	EB	EB	EB	EB	NB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	T	TR	R	LT	T
Maximum Queue (ft)	200	252	263	285	179	197	267	211	218
Average Queue (ft)	85	132	157	151	76	107	69	155	129
95th Queue (ft)	164	218	240	246	151	173	172	242	227
Link Distance (ft)	278	278	278	278	218	218	218	194	194
Upstream Blk Time (%)	0	0	0	0		0	0	15	4
Queuing Penalty (veh)	0	0	1	2		0	1	47	12
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 27: #13 Webster St #8 #9/#13 Webster St #8 & 7th St #9/7th St

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	TR>	>	<LT	T	T
Maximum Queue (ft)	315	438	478	479	229	209	221
Average Queue (ft)	129	184	249	253	154	145	144
95th Queue (ft)	253	358	423	438	218	202	220
Link Distance (ft)	653	653	653	653	213	213	213
Upstream Blk Time (%)		0	0	0	0	0	0
Queuing Penalty (veh)		0	0	0	2	0	1
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 28: NB Tunnel #2/NB Tunnel & 7th St

Movement	EB	EB	EB	NB	NB	NB	NB
Directions Served	LT	T	T	T	T	T	R
Maximum Queue (ft)	89	78	62	123	145	181	168
Average Queue (ft)	47	38	23	45	104	140	31
95th Queue (ft)	76	67	57	95	162	186	132
Link Distance (ft)	313	313	313	138	138	138	138
Upstream Blk Time (%)				0	1	10	1
Queuing Penalty (veh)				0	2	33	5
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 29: Jackson St & 7th St

Movement	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	TR	T	R	LT
Maximum Queue (ft)	170	209	230	236	75	341
Average Queue (ft)	74	113	135	116	59	168
95th Queue (ft)	138	182	200	232	98	276
Link Distance (ft)	611	611	611	206		554
Upstream Blk Time (%)				2		
Queuing Penalty (veh)				6		
Storage Bay Dist (ft)					50	
Storage Blk Time (%)				14	10	
Queuing Penalty (veh)				28	20	

Intersection: 30: Madison St & 7th St

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	T	TR	L	T	T
Maximum Queue (ft)	115	172	209	201	138	288	375
Average Queue (ft)	49	70	123	123	67	131	226
95th Queue (ft)	87	144	190	186	112	261	356
Link Distance (ft)	300	300	300	300	574	574	574
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 31: NB Tunnel & #13 8th St

Movement	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	TR	L	LT	T	T
Maximum Queue (ft)	143	116	146	88	148	158	160
Average Queue (ft)	64	37	76	43	87	99	109
95th Queue (ft)	111	81	129	77	133	142	152
Link Distance (ft)	567	567	567	221	221	221	221
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 32: #13 Webster St #8/Webster St #8 & 8th St/#13 8th St

Movement	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	L	LT	T	T	T	T	TR	R
Maximum Queue (ft)	200	168	154	250	195	185	202	209
Average Queue (ft)	115	98	56	124	160	159	162	176
95th Queue (ft)	180	155	116	209	181	173	180	230
Link Distance (ft)	310	310	310	310	151	151	151	151
Upstream Blk Time (%)				0	43	47	54	22
Queuing Penalty (veh)				0	121	131	151	62
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 33: Franklin St & 8th St

Movement	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	T	TR	LT	T	T
Maximum Queue (ft)	137	116	150	216	148	89	6
Average Queue (ft)	65	48	74	111	81	9	0
95th Queue (ft)	118	90	128	189	141	48	5
Link Distance (ft)	251	251	251	251	185	185	185
Upstream Blk Time (%)				0			
Queuing Penalty (veh)				0			
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 34: Broadway & 8th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	LT	T	T	TR
Maximum Queue (ft)	181	122	202	85	170	160	237	239
Average Queue (ft)	72	40	81	35	83	69	116	130
95th Queue (ft)	147	94	152	71	147	132	236	242
Link Distance (ft)	315	315	315	315	194	194	245	245
Upstream Blk Time (%)					0		6	6
Queuing Penalty (veh)					0		0	0
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 35: Washington St & 8th St

Movement	WB	WB	WB	B106	NB	SB
Directions Served	L	T	TR	T	LT	TR
Maximum Queue (ft)	176	113	189	18	115	193
Average Queue (ft)	57	36	89	2	42	77
95th Queue (ft)	186	80	151	15	92	225
Link Distance (ft)	216	216	216	44	207	255
Upstream Blk Time (%)	8		0	2		15
Queuing Penalty (veh)	13		0	2		0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 36: Martin Luther King & 8th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	<L	L	LT	TR	<LT	T	T	TR>
Maximum Queue (ft)	67	79	85	96	71	48	77	55
Average Queue (ft)	25	22	37	38	28	14	35	15
95th Queue (ft)	58	55	70	79	58	39	68	43
Link Distance (ft)	293	293	293	293	201	201	216	216
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 37: Webster St #8 & 9th St

Movement	EB	EB	EB	SB	SB	SB	SB
Directions Served	T	T	R	LT	T	T	T
Maximum Queue (ft)	208	152	158	422	425	408	361
Average Queue (ft)	119	36	84	322	291	280	210
95th Queue (ft)	190	114	171	443	433	431	389
Link Distance (ft)	198	198	198	456	456	456	456
Upstream Blk Time (%)	1		4	0	0	0	
Queuing Penalty (veh)	0		0	0	0	0	
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 38: Brush St & I-980 On-Ramp & 11 St

Movement	EB	EB	SB	SB	SB	SB
Directions Served	T	TR>	<L	LT	T	TR
Maximum Queue (ft)	182	142	191	173	169	173
Average Queue (ft)	104	45	88	81	92	103
95th Queue (ft)	169	97	169	143	149	161
Link Distance (ft)	268	268	197	197	197	197
Upstream Blk Time (%)			0	0	0	0
Queuing Penalty (veh)			1	0	0	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 39: I-980 Off Ramp & Castro St & 11 St

Movement	EB	EB	EB	EB	EB	NB	NB	NW	NW	NW
Directions Served	L	LT	T	T	T	T	TR	R	R	R>
Maximum Queue (ft)	59	195	170	121	100	27	123	278	262	228
Average Queue (ft)	3	106	98	76	49	4	59	252	243	45
95th Queue (ft)	28	174	155	117	94	16	108	269	289	147
Link Distance (ft)	391	391	391	391	391	246	246	232	232	232
Upstream Blk Time (%)								97	55	0
Queuing Penalty (veh)								0	0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 40: Webster St #8 & 11th St

Movement	EB	EB	EB	EB	SB	SB	SB	SB
Directions Served	T	T	T	TR	LT	T	T	T
Maximum Queue (ft)	224	149	39	91	246	215	112	74
Average Queue (ft)	125	51	7	46	179	132	52	23
95th Queue (ft)	194	118	29	83	240	209	93	57
Link Distance (ft)	316	316	316	316	229	229	229	229
Upstream Blk Time (%)					2	0		
Queuing Penalty (veh)					4	0		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 41: NB Tunnel & 11th St

Movement	EB	EB	EB	EB	NB	NB	B96	B96	SB
Directions Served	LT	T	T	TR	T	TR	T	T	LT
Maximum Queue (ft)	149	110	53	57	121	130	91	119	144
Average Queue (ft)	55	42	21	14	105	108	29	46	70
95th Queue (ft)	106	85	50	42	130	129	73	104	121
Link Distance (ft)	286	286	286	286	41	41	95	95	231
Upstream Blk Time (%)					47	52	0	2	
Queuing Penalty (veh)					155	171	0	6	
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 42: NB Tunnel & 12th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	LT	T	T	TR
Maximum Queue (ft)	191	124	24	55	180	173	107	62
Average Queue (ft)	106	22	3	24	129	114	46	26
95th Queue (ft)	168	68	16	53	175	166	85	52
Link Distance (ft)	334	334	334	334	231	231	233	233
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 43: Webster St #8 & 12th St

Movement	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	LT	T	T	T	T	T	T	TR
Maximum Queue (ft)	166	130	54	58	254	200	76	118
Average Queue (ft)	79	33	12	18	168	57	32	56
95th Queue (ft)	147	86	41	50	249	157	65	93
Link Distance (ft)	292	292	292	292	239	239	239	239
Upstream Blk Time (%)					1	0		
Queuing Penalty (veh)					0	0		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 44: Castro St & 12th St & I-980 on-ramp

Movement	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	TR	R>	<	<L	LT	T	T
Maximum Queue (ft)	245	290	249	31	108	125	83	64
Average Queue (ft)	75	237	157	9	61	75	28	17
95th Queue (ft)	189	315	252	31	93	110	64	50
Link Distance (ft)	274	274	274	235	235	235	235	235
Upstream Blk Time (%)	0	4	0					
Queuing Penalty (veh)	0	0	0					
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 45: Brush St & 12th St & I-980 off-ramp

Movement	EB	WB	WB	WB	WB	SB	SB	SB	SW	SW
Directions Served	R	L	T	T	T	T	T	TR	L	LR
Maximum Queue (ft)	22	117	64	58	55	140	163	134	900	938
Average Queue (ft)	1	43	23	18	15	66	93	33	439	522
95th Queue (ft)	8	89	52	48	45	124	152	101	860	884
Link Distance (ft)	596	379	379	379	379	462	462	462	1362	1362
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 46: Brush St & 17th St

Movement	EB	EB	SB	SB	SB	SB
Directions Served	T	TR>	<	<L	LT	T
Maximum Queue (ft)	148	146	82	147	122	81
Average Queue (ft)	75	64	35	48	39	21
95th Queue (ft)	128	119	71	104	86	62
Link Distance (ft)	272	272	235	235	235	235
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 47: Castro St & 17th St

Movement	EB	EB	EB	EB	NB	NB	NB	NE	NE
Directions Served	L	T	T	T	T	T	TR	L	LR
Maximum Queue (ft)	133	152	135	112	464	453	432	247	264
Average Queue (ft)	55	95	84	45	413	359	142	84	241
95th Queue (ft)	104	140	127	96	505	513	369	257	280
Link Distance (ft)		329	329	329	432	432	432	232	232
Upstream Blk Time (%)					27	11	1	8	54
Queuing Penalty (veh)					0	0	0	0	0
Storage Bay Dist (ft)	190								
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 48: Castro St & 18th St & I-980 on-ramp

Movement	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	TR	R>	<	<L	LT	T	T
Maximum Queue (ft)	188	264	214	60	120	125	68	74
Average Queue (ft)	54	174	86	10	65	72	27	23
95th Queue (ft)	126	245	194	38	102	112	57	58
Link Distance (ft)	256	256	256	234	234	234	234	234
Upstream Blk Time (%)		0	0					
Queuing Penalty (veh)		0	0					
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 49: Brush St & 18th St

Movement	WB	WB	WB	SB	SB	SB	SB
Directions Served	L	T	T	T	T	T	TR
Maximum Queue (ft)	107	79	86	119	120	139	118
Average Queue (ft)	44	39	29	62	80	78	66
95th Queue (ft)	83	71	70	118	138	135	123
Link Distance (ft)	348	348	348	105	105	105	105
Upstream Blk Time (%)				1	3	2	1
Queuing Penalty (veh)				4	12	8	4
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 50: Webster St. & Atlantic Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	TR	L	T	TR	L
Maximum Queue (ft)	125	173	146	147	105	126	141	167	130	184	298	185
Average Queue (ft)	55	77	65	61	57	39	77	98	55	99	133	106
95th Queue (ft)	105	138	118	119	106	87	131	155	102	179	239	186
Link Distance (ft)		393	393	393			401	401			426	
Upstream Blk Time (%)											0	0
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	230				80	130			160	160		170
Storage Blk Time (%)		0		4	1	0	1		0	0	4	0
Queuing Penalty (veh)		0		5	1	0	0		0	1	12	1

Intersection: 50: Webster St. & Atlantic Ave.

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	212	218	154
Average Queue (ft)	148	155	31
95th Queue (ft)	236	241	110
Link Distance (ft)	186	186	186
Upstream Blk Time (%)	6	8	0
Queuing Penalty (veh)	22	32	0
Storage Bay Dist (ft)			
Storage Blk Time (%)	8		
Queuing Penalty (veh)	11		

Intersection: 51: Webster St.

Movement	EB	EB	EB	NB	NB	NB	SE	SE	SE	SE	NW
Directions Served	L	L	>	<	T	T	R	R	R	>	R
Maximum Queue (ft)	285	246	114	174	266	208	257	258	228	143	60
Average Queue (ft)	171	116	54	83	105	55	157	121	81	8	10
95th Queue (ft)	250	229	93	155	216	145	243	218	158	69	45
Link Distance (ft)	686	686			895	895	994	994			
Upstream Blk Time (%)											1
Queuing Penalty (veh)											0
Storage Bay Dist (ft)			160	150					300	300	
Storage Blk Time (%)		1		1	3			0	0		
Queuing Penalty (veh)		1		2	5			0	0		

Intersection: 52: Constitution Way & Marina Village Pkwy & Constitution Wy

Movement	WB	WB	WB	NB	NB	SB	SB	SB	SB
Directions Served	L	>	>	R	R>	L	L	T	T
Maximum Queue (ft)	155	351	275	255	218	164	198	191	253
Average Queue (ft)	96	164	84	139	97	81	123	90	134
95th Queue (ft)	172	314	227	223	182	151	175	175	211
Link Distance (ft)		441	441	898	898			1204	1204
Upstream Blk Time (%)		0							
Queuing Penalty (veh)		0							
Storage Bay Dist (ft)	130					450	450		
Storage Blk Time (%)	2	16							
Queuing Penalty (veh)	4	28							

Intersection: 53: Constitution Wy & Mariner Sqaure Dr.

Movement	WB	NB
Directions Served	R	T
Maximum Queue (ft)	260	224
Average Queue (ft)	76	27
95th Queue (ft)	231	116
Link Distance (ft)	406	452
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 54: Constitution Way & Atlantic Ave.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	L	L	T	T	R	L
Maximum Queue (ft)	89	118	153	101	107	118	54	122	220	178	98	97
Average Queue (ft)	30	47	72	41	40	47	16	60	111	70	18	16
95th Queue (ft)	71	92	127	80	82	90	43	105	185	141	61	56
Link Distance (ft)		401	401		506	506			640	640		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	190			190			190	190			80	200
Storage Blk Time (%)									1	3	0	
Queuing Penalty (veh)									1	1	0	

Intersection: 54: Constitution Way & Atlantic Ave.

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	118	376	416	85
Average Queue (ft)	47	207	233	43
95th Queue (ft)	88	326	359	103
Link Distance (ft)	898	898	898	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				60
Storage Blk Time (%)			45	0
Queuing Penalty (veh)			32	2

Intersection: 55: Oak St & 7th St

Movement	EB	EB	EB	EB	NB	NB	NB
Directions Served	LT	T	T	T	T	T	TR
Maximum Queue (ft)	172	184	196	195	132	139	208
Average Queue (ft)	96	101	109	105	74	80	146
95th Queue (ft)	151	166	187	185	114	122	209
Link Distance (ft)	357	357	357	357	197	197	197
Upstream Blk Time (%)							2
Queuing Penalty (veh)							7
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 56: Oak St & 8th St

Movement	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	T	R	LT	T	T
Maximum Queue (ft)	256	172	97	72	114	68	50
Average Queue (ft)	156	70	12	42	49	26	10
95th Queue (ft)	224	160	53	69	88	60	39
Link Distance (ft)	312	312	312		250	250	250
Upstream Blk Time (%)	0						
Queuing Penalty (veh)	0						
Storage Bay Dist (ft)				50			
Storage Blk Time (%)			0	4			
Queuing Penalty (veh)			0	7			

Intersection: 57: 5th St #1

Movement	EB	EB	EB	NB	SB
Directions Served	LT	T	TR	TR	LT
Maximum Queue (ft)	244	258	260	44	47
Average Queue (ft)	163	185	191	8	10
95th Queue (ft)	253	271	275	32	34
Link Distance (ft)	282	282	282	112	178
Upstream Blk Time (%)	1	2	2		
Queuing Penalty (veh)	6	8	9		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 58: Webster Tube #10 #9/#13 Tube #9 #8 & Almda Tunn #10 #1

Movement	SB	B135	B135	SE
Directions Served	T	T		R
Maximum Queue (ft)	62	266	283	136
Average Queue (ft)	2	114	86	5
95th Queue (ft)	44	248	232	96
Link Distance (ft)	238	229	229	629
Upstream Blk Time (%)		1	1	0
Queuing Penalty (veh)		10	7	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 59: NB Tunnel /NB Tunnel

Movement	NB
Directions Served	T
Maximum Queue (ft)	6
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	438
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 81: 5th St #1

Movement	EB
Directions Served	LT
Maximum Queue (ft)	64
Average Queue (ft)	4
95th Queue (ft)	30
Link Distance (ft)	352
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 86: #10 #1 Almeda Tun/Almda Tunn #10 #1

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	127	137
Average Queue (ft)	98	96
95th Queue (ft)	120	121
Link Distance (ft)	41	41
Upstream Blk Time (%)	30	27
Queuing Penalty (veh)	238	210
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 108: Brush St & I-980 off-ramp

Movement	SB	SB	SW	SW	SW
Directions Served	T	T	L	L	L
Maximum Queue (ft)	156	88	61	77	122
Average Queue (ft)	73	22	4	12	13
95th Queue (ft)	134	58	28	51	66
Link Distance (ft)	164	164	126	126	126
Upstream Blk Time (%)	1	0	0	0	0
Queuing Penalty (veh)	0	0	0	0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 302: Constitution Wy & Posey Tube

Movement	WB	NB
Directions Served	R	T
Maximum Queue (ft)	118	14
Average Queue (ft)	41	0
95th Queue (ft)	92	7
Link Distance (ft)	390	106
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 313: Webster St.

Movement	SE	SE	SE
Directions Served	T	T	T
Maximum Queue (ft)	154	178	22
Average Queue (ft)	26	32	1
95th Queue (ft)	100	113	13
Link Distance (ft)	895	895	895
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 401: 5th St #1

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	50	76
Average Queue (ft)	4	8
95th Queue (ft)	25	42
Link Distance (ft)	463	463
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 517: NB Tunnel #2

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 522: Castro St

Movement	WB	WB	NB	NB
Directions Served	R	R	T	T
Maximum Queue (ft)	64	76	12	18
Average Queue (ft)	40	45	0	1
95th Queue (ft)	60	68	5	8
Link Distance (ft)	153	153	102	102
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 604: Jackson on /I-880 NB on-Ramp & 6th St #2

Movement	WB	WB
Directions Served	T	R
Maximum Queue (ft)	274	246
Average Queue (ft)	118	86
95th Queue (ft)	238	197
Link Distance (ft)	337	337
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	2	1
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 605: I-880 NB on-Ramp & 6th St #2/I-880 NB on-Ramp & 6th S & #2

Movement	WB	SW	B151
Directions Served	T	R	T
Maximum Queue (ft)	21	240	4
Average Queue (ft)	1	87	0
95th Queue (ft)	12	189	3
Link Distance (ft)	103	445	362
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		1	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 901: 5th St & SB I-880 Off-Ramp

Movement	EB	EB	B518
Directions Served	T	T	T
Maximum Queue (ft)	530	536	1857
Average Queue (ft)	428	384	1081
95th Queue (ft)	661	707	2431
Link Distance (ft)	449	449	1816
Upstream Blk Time (%)	35	19	30
Queuing Penalty (veh)	0	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1401: NB Tunnel #2 & #2

Movement	NB	NB	NE
Directions Served	T	TR	L
Maximum Queue (ft)	385	452	30
Average Queue (ft)	102	204	5
95th Queue (ft)	307	399	23
Link Distance (ft)	4137	4137	139
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 4707

No Build 2025
Conditions
AM Peak Hour

Summary of All Intervals

Run Number	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57
End Time	8:12	8:12	8:12	8:12	8:12
Total Time (min)	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60
# of Intervals	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1
Vehs Entered	34767	34694	34682	34776	34726
Vehs Exited	34446	34432	34477	34337	34422
Starting Vehs	1221	1220	1223	1190	1185
Ending Vehs	1542	1482	1428	1629	1494
Travel Distance (mi)	15724	15694	15637	15541	15649
Travel Time (hr)	1978.3	1962.5	1960.2	1928.4	1957.4
Total Delay (hr)	1360.3	1346.9	1346.2	1319.3	1343.2
Total Stops	102417	86455	99364	100586	97204
Fuel Used (gal)	997.5	975.5	991.2	975.3	984.9

Interval #0 Information Seeding

Start Time	6:57
End Time	7:12
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:12
End Time	8:12
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	2	3	4	5	Avg
Vehs Entered	34767	34694	34682	34776	34726
Vehs Exited	34446	34432	34477	34337	34422
Starting Vehs	1221	1220	1223	1190	1185
Ending Vehs	1542	1482	1428	1629	1494
Travel Distance (mi)	15724	15694	15637	15541	15649
Travel Time (hr)	1978.3	1962.5	1960.2	1928.4	1957.4
Total Delay (hr)	1360.3	1346.9	1346.2	1319.3	1343.2
Total Stops	102417	86455	99364	100586	97204
Fuel Used (gal)	997.5	975.5	991.2	975.3	984.9

1: Broadway & 4th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.2	0.2	0.0	0.1
Total Del/Veh (s)	9.8	14.3	1.7	2.1	5.6
Total Stops	38	315	22	63	438
Stop/Veh	1.03	0.99	0.07	0.13	0.38
Vehicles Entered	38	316	295	494	1143
Vehicles Exited	37	316	295	492	1140
Hourly Exit Rate	37	316	295	492	1140
Input Volume	36	313	301	504	1154
% of Volume	103	101	98	98	99

2: Union St & 5th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.4	0.0	0.2
Total Del/Veh (s)	13.4	15.9	8.4	11.8	11.0
Total Stops	80	235	516	212	1043
Stop/Veh	0.47	0.67	0.54	0.59	0.57
Vehicles Entered	170	348	956	355	1829
Vehicles Exited	171	348	955	355	1829
Hourly Exit Rate	171	348	955	355	1829
Input Volume	171	358	934	358	1821
% of Volume	100	97	102	99	100

3: Adeline Street & 5th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	2.2	0.0	0.3
Total Del/Veh (s)	13.5	19.6	15.7	18.9	15.9
Total Stops	481	235	164	176	1056
Stop/Veh	0.56	0.62	0.83	0.78	0.64
Vehicles Entered	852	375	198	224	1649
Vehicles Exited	852	373	195	223	1643
Hourly Exit Rate	852	373	195	223	1643
Input Volume	831	386	206	221	1644
% of Volume	103	97	95	101	100

4: Market St & 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	6.0	17.2	21.1	10.4
Total Stops	245	59	182	486
Stop/Veh	0.34	0.69	0.76	0.47
Vehicles Entered	716	85	241	1042
Vehicles Exited	715	86	239	1040
Hourly Exit Rate	715	86	239	1040
Input Volume	712	96	257	1065
% of Volume	100	90	93	98

5: Brush St & 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	12.1	2.7	13.2	12.6
Total Stops	313	6	488	807
Stop/Veh	0.40	0.43	0.66	0.52
Vehicles Entered	785	14	731	1530
Vehicles Exited	782	14	735	1531
Hourly Exit Rate	782	14	735	1531
Input Volume	799	15	739	1553
% of Volume	98	93	99	99

6: Martin Luther King & 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	2.1	14.8	22.3	3.8
Total Stops	106	39	63	208
Stop/Veh	0.08	0.64	0.70	0.14
Vehicles Entered	1346	61	90	1497
Vehicles Exited	1352	61	90	1503
Hourly Exit Rate	1352	61	90	1503
Input Volume	1362	60	90	1512
% of Volume	99	102	100	99

7: 5th St & Washington St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	1.9	0.0	0.1
Total Del/Veh (s)	2.6	16.4	23.7	4.9
Total Stops	50	47	86	183
Stop/Veh	0.04	0.82	0.73	0.13
Vehicles Entered	1265	57	117	1439
Vehicles Exited	1267	57	116	1440
Hourly Exit Rate	1267	57	116	1440
Input Volume	1277	58	121	1456
% of Volume	99	98	96	99

8: Broadway/Broadway #10 & 5th St/I-880 NB on-ramp and 5th St & SB Alameda Tunnel #10 Performanc

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	13.9	20.7	24.7	18.5
Total Stops	857	361	513	1731
Stop/Veh	0.70	0.70	0.69	0.70
Vehicles Entered	1220	512	738	2470
Vehicles Exited	1221	514	736	2471
Hourly Exit Rate	1221	514	736	2471
Input Volume	1230	512	763	2505
% of Volume	99	100	96	99

9: Jackson St & 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	674.8	0.0	92.4
Total Del/Veh (s)	26.2	277.7	12.4	43.8
Total Stops	1131	52	82	1265
Stop/Veh	0.91	0.46	0.55	0.84
Vehicles Entered	1227	113	148	1488
Vehicles Exited	1223	103	147	1473
Hourly Exit Rate	1223	103	147	1473
Input Volume	1396	222	160	1778
% of Volume	88	46	92	83

10: Madison St/#7 Madison St & 5th St/#7 5th St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.1
Total Del/Veh (s)	127.1	13.5	59.0
Total Stops	717	460	1177
Stop/Veh	1.29	0.55	0.85
Vehicles Entered	553	832	1385
Vehicles Exited	530	832	1362
Hourly Exit Rate	530	832	1362
Input Volume	630	847	1477
% of Volume	84	98	92

11: #6 Oak St & #7 5th St/#7 I-880 SB On-Ramp Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.2	0.0	0.1
Total Del/Veh (s)	62.0	31.7	13.0	50.9
Total Stops	1422	399	104	1925
Stop/Veh	1.27	1.01	0.83	1.17
Vehicles Entered	1096	386	126	1608
Vehicles Exited	1097	384	126	1607
Hourly Exit Rate	1097	384	126	1607
Input Volume	1206	392	132	1730
% of Volume	91	98	95	93

12: #6 Oak St/Oak St & #6 6th St/I-880 NB Off-ramp & 6th St Performance by approach

Approach	WB	NB	SW	All
Denied Del/Veh (s)	2.8	0.0	0.1	1.6
Total Del/Veh (s)	13.5	31.3	10.2	20.3
Total Stops	710	704	32	1446
Stop/Veh	0.71	1.08	0.94	0.86
Vehicles Entered	994	646	34	1674
Vehicles Exited	995	646	34	1675
Hourly Exit Rate	995	646	34	1675
Input Volume	1014	728	34	1776
% of Volume	98	89	100	94

13: #7 Madison St & #6 6th St Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	26.6	12.0	15.8
Total Stops	285	578	863
Stop/Veh	0.82	0.58	0.64
Vehicles Entered	347	980	1327
Vehicles Exited	347	978	1325
Hourly Exit Rate	347	978	1325
Input Volume	369	980	1349
% of Volume	94	100	98

14: Jackson St/Jackson St #3 & #6 I-880 NB on-Ramp & 6th St #3/#6 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	38.7	99.6	19.7	43.7
Total Stops	427	256	486	1169
Stop/Veh	0.85	0.69	0.64	0.72
Vehicles Entered	496	362	752	1610
Vehicles Exited	494	360	750	1604
Hourly Exit Rate	494	360	750	1604
Input Volume	503	515	781	1799
% of Volume	98	70	96	89

15: Broadway #10/Broadway #9 & 6th St/I-880 NB off-ramp #10 #9 Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	7.1	0.0	0.0	4.5
Total Del/Veh (s)	21.2	27.9	21.1	22.0
Total Stops	1071	200	357	1628
Stop/Veh	0.94	0.85	0.83	0.90
Vehicles Entered	1125	233	431	1789
Vehicles Exited	1127	233	431	1791
Hourly Exit Rate	1127	233	431	1791
Input Volume	1135	243	437	1815
% of Volume	99	96	99	99

16: Washington St & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.8	8.4	5.7	8.6
Total Stops	168	24	53	245
Stop/Veh	0.60	0.47	0.49	0.56
Vehicles Entered	278	51	108	437
Vehicles Exited	278	51	108	437
Hourly Exit Rate	278	51	108	437
Input Volume	275	54	117	446
% of Volume	101	94	92	98

17: Martin Luther King & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.3	8.7	3.2	6.1
Total Stops	128	26	10	164
Stop/Veh	0.51	0.46	0.14	0.44
Vehicles Entered	246	57	69	372
Vehicles Exited	247	57	69	373
Hourly Exit Rate	247	57	69	373
Input Volume	247	58	69	374
% of Volume	100	98	100	100

18: Market St & 6th St/I-880 off-ramp Performance by approach

Approach	WB	NB	SB	SW	All
Denied Del/Veh (s)	1.4	0.0	0.1	0.1	0.9
Total Del/Veh (s)	22.7	4.6	4.0	4.5	15.4
Total Stops	460	20	76	32	588
Stop/Veh	0.72	0.23	0.30	0.41	0.56
Vehicles Entered	630	88	253	79	1050
Vehicles Exited	625	88	251	79	1043
Hourly Exit Rate	625	88	251	79	1043
Input Volume	630	94	265	82	1071
% of Volume	99	94	95	96	97

19: Union St & 7th St #1 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.3	0.0	0.0	0.1	0.1
Total Del/Veh (s)	16.6	23.3	6.7	13.2	19.8
Total Stops	204	621	90	35	950
Stop/Veh	0.54	0.58	0.52	0.55	0.56
Vehicles Entered	378	1064	173	64	1679
Vehicles Exited	378	1066	173	64	1681
Hourly Exit Rate	378	1066	173	64	1681
Input Volume	406	1064	169	64	1703
% of Volume	93	100	102	100	99

20: Adeline Street & 7th St #1 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	5.0	10.7	18.4	19.0	10.6
Total Stops	86	443	49	175	753
Stop/Veh	0.17	0.38	0.64	0.69	0.38
Vehicles Entered	499	1148	72	249	1968
Vehicles Exited	499	1147	75	247	1968
Hourly Exit Rate	499	1147	75	247	1968
Input Volume	528	1141	78	253	2000
% of Volume	95	101	96	98	98

21: Market St & 7th St #1 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.9	0.2
Total Del/Veh (s)	11.3	10.6	21.0	11.2	12.7
Total Stops	215	436	306	259	1216
Stop/Veh	0.45	0.50	0.79	0.61	0.56
Vehicles Entered	468	866	388	423	2145
Vehicles Exited	466	866	389	423	2144
Hourly Exit Rate	466	866	389	423	2144
Input Volume	496	889	395	421	2201
% of Volume	94	97	98	100	97

22: Brush St & 7th St #1 Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.6	0.4
Total Del/Veh (s)	10.5	21.7	14.4	14.4
Total Stops	143	188	930	1261
Stop/Veh	0.34	0.81	0.57	0.56
Vehicles Entered	414	229	1612	2255
Vehicles Exited	415	228	1610	2253
Hourly Exit Rate	415	228	1610	2253
Input Volume	438	227	1634	2299
% of Volume	95	100	99	98

23: Castro St & 7th St #1 Performance by approach

Approach	EB	NB	SW	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	10.9	17.3	10.4	11.5
Total Stops	216	79	117	412
Stop/Veh	0.33	0.67	0.53	0.41
Vehicles Entered	656	118	222	996
Vehicles Exited	652	118	221	991
Hourly Exit Rate	652	118	221	991
Input Volume	673	111	219	1003
% of Volume	97	106	101	99

24: Martin Luther King & 7th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.7	8.2	4.8	6.6
Total Stops	214	41	15	270
Stop/Veh	0.41	0.61	0.19	0.41
Vehicles Entered	517	67	81	665
Vehicles Exited	517	66	81	664
Hourly Exit Rate	517	66	81	664
Input Volume	535	68	85	688
% of Volume	97	97	95	97

25: Washington St & 7th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.0	6.3	5.0	8.3
Total Stops	358	42	16	416
Stop/Veh	0.66	0.55	0.24	0.61
Vehicles Entered	537	77	67	681
Vehicles Exited	536	76	66	678
Hourly Exit Rate	536	76	66	678
Input Volume	557	78	66	701
% of Volume	96	97	100	97

26: Broadway #9/Broadway & 7th St #1/7th St #1 #9 Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	18.6	15.6	16.7	16.7
Total Stops	311	528	312	1151
Stop/Veh	0.61	0.67	0.61	0.64
Vehicles Entered	501	778	500	1779
Vehicles Exited	501	781	501	1783
Hourly Exit Rate	501	781	501	1783
Input Volume	511	780	500	1791
% of Volume	98	100	100	100

27: #8 #13 Webster St #9/#8 #13 Webster St & 7th St #1 #9/7th St #1 Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	9.2	14.2	12.1
Total Stops	410	605	1015
Stop/Veh	0.52	0.58	0.55
Vehicles Entered	775	1047	1822
Vehicles Exited	778	1046	1824
Hourly Exit Rate	778	1046	1824
Input Volume	775	1041	1816
% of Volume	100	100	100

28: #3/Harrison St & 7th St #1/7th St #3 Performance by approach

Approach	EB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	5.7	9.9	9.0
Total Stops	94	814	908
Stop/Veh	0.19	0.45	0.39
Vehicles Entered	506	1789	2295
Vehicles Exited	506	1788	2294
Hourly Exit Rate	506	1788	2294
Input Volume	504	1887	2391
% of Volume	100	95	96

29: Jackson St #3/Jackson St & 7th St #3/7th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.0
Total Del/Veh (s)	31.7	26.1	42.6	32.4
Total Stops	1233	371	282	1886
Stop/Veh	0.95	1.06	0.95	0.97
Vehicles Entered	1290	343	291	1924
Vehicles Exited	1284	344	293	1921
Hourly Exit Rate	1284	344	293	1921
Input Volume	1327	372	292	1991
% of Volume	97	92	100	96

30: #7 Madison St & 7th St #1 Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.1
Total Del/Veh (s)	17.2	18.8	18.0
Total Stops	629	547	1176
Stop/Veh	0.79	0.65	0.72
Vehicles Entered	790	820	1610
Vehicles Exited	788	822	1610
Hourly Exit Rate	788	822	1610
Input Volume	805	825	1630
% of Volume	98	100	99

31: Harrison St & #13 8th St Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.2	0.0	0.1
Total Del/Veh (s)	8.3	18.2	13.5
Total Stops	367	913	1280
Stop/Veh	0.44	0.97	0.72
Vehicles Entered	834	941	1775
Vehicles Exited	833	941	1774
Hourly Exit Rate	833	941	1774
Input Volume	842	997	1839
% of Volume	99	94	96

32: #8 #13 Webster St/#8 Webster St & 8th St/#13 8th St Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	30.7	50.6	38.6
Total Stops	880	715	1595
Stop/Veh	0.80	0.98	0.87
Vehicles Entered	1080	729	1809
Vehicles Exited	1079	729	1808
Hourly Exit Rate	1079	729	1808
Input Volume	1098	698	1796
% of Volume	98	104	101

33: Franklin St & 8th St Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	25.9	27.4	26.1
Total Stops	599	118	717
Stop/Veh	0.79	0.83	0.80
Vehicles Entered	755	141	896
Vehicles Exited	755	142	897
Hourly Exit Rate	755	142	897
Input Volume	751	144	895
% of Volume	101	99	100

34: Broadway & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	12.0	12.8	9.2	11.5
Total Stops	332	318	220	870
Stop/Veh	0.56	0.55	0.47	0.53
Vehicles Entered	592	576	463	1631
Vehicles Exited	594	576	464	1634
Hourly Exit Rate	594	576	464	1634
Input Volume	591	579	451	1621
% of Volume	101	99	103	101

35: Washington St & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	11.3	8.3	4.6	10.6
Total Stops	287	40	12	339
Stop/Veh	0.59	0.62	0.43	0.59
Vehicles Entered	480	65	28	573
Vehicles Exited	481	65	28	574
Hourly Exit Rate	481	65	28	574
Input Volume	477	70	29	576
% of Volume	101	93	97	100

36: Martin Luther King & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.8	14.5	6.1	4.5
Total Stops	50	43	56	149
Stop/Veh	0.11	0.75	0.46	0.24
Vehicles Entered	435	57	122	614
Vehicles Exited	435	57	120	612
Hourly Exit Rate	435	57	120	612
Input Volume	437	61	124	622
% of Volume	100	93	97	98

37: #8 Webster St & 9th St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	9.8	0.0	1.4
Total Del/Veh (s)	72.8	26.2	32.7
Total Stops	108	599	707
Stop/Veh	0.76	0.68	0.69
Vehicles Entered	139	862	1001
Vehicles Exited	139	859	998
Hourly Exit Rate	139	859	998
Input Volume	140	820	960
% of Volume	99	105	104

38: Brush St & I-980 On-Ramp & 11 St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	43.9	5.4	9.4
Total Stops	226	623	849
Stop/Veh	0.87	0.28	0.34
Vehicles Entered	260	2226	2486
Vehicles Exited	257	2241	2498
Hourly Exit Rate	257	2241	2498
Input Volume	259	2545	2804
% of Volume	99	88	89

39: I-980 Off Ramp & Castro St & 11 St Performance by approach

Approach	EB	NB	NW	All
Denied Del/Veh (s)	0.0	0.3	68.1	20.6
Total Del/Veh (s)	26.2	52.6	85.5	47.5
Total Stops	635	180	259	1074
Stop/Veh	0.74	0.88	0.57	0.71
Vehicles Entered	840	203	443	1486
Vehicles Exited	838	203	445	1486
Hourly Exit Rate	838	203	445	1486
Input Volume	947	208	443	1598
% of Volume	88	98	100	93

40: #8 Webster St & 11th St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	5.0	22.1	14.5
Total Stops	194	497	691
Stop/Veh	0.38	0.78	0.60
Vehicles Entered	514	631	1145
Vehicles Exited	515	635	1150
Hourly Exit Rate	515	635	1150
Input Volume	513	614	1127
% of Volume	100	103	102

41: Harrison St & 11th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	3.6	0.0	2.2
Total Del/Veh (s)	5.0	13.5	19.3	11.1
Total Stops	122	447	56	625
Stop/Veh	0.28	0.55	0.67	0.47
Vehicles Entered	436	808	82	1326
Vehicles Exited	436	806	81	1323
Hourly Exit Rate	436	806	81	1323
Input Volume	448	836	85	1369
% of Volume	97	96	95	97

42: Harrison St & 12th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.1	0.1
Total Del/Veh (s)	9.8	32.2	9.0	18.5
Total Stops	464	560	88	1112
Stop/Veh	0.48	0.79	0.69	0.62
Vehicles Entered	965	702	127	1794
Vehicles Exited	965	699	127	1791
Hourly Exit Rate	965	699	127	1791
Input Volume	952	718	128	1798
% of Volume	101	97	99	100

43: #8 Webster St & 12th St Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	5.0	13.9	7.4
Total Stops	263	305	568
Stop/Veh	0.22	0.69	0.35
Vehicles Entered	1178	439	1617
Vehicles Exited	1176	440	1616
Hourly Exit Rate	1176	440	1616
Input Volume	1169	425	1594
% of Volume	101	104	101

44: Castro St & 12th St & I-980 on-ramp Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.3	0.0	0.1
Total Del/Veh (s)	32.4	12.1	21.0
Total Stops	382	189	571
Stop/Veh	0.75	0.29	0.49
Vehicles Entered	507	648	1155
Vehicles Exited	501	647	1148
Hourly Exit Rate	501	647	1148
Input Volume	510	663	1173
% of Volume	98	98	98

45: Brush St & 12th St & I-980 off-ramp Performance by approach

Approach	EB	WB	SB	SW	All
Denied Del/Veh (s)	0.1	0.0	0.1	287.5	182.2
Total Del/Veh (s)	14.8	59.8	44.2	169.7	120.6
Total Stops	2	318	660	4253	5233
Stop/Veh	1.00	0.94	0.87	2.65	1.93
Vehicles Entered	2	328	746	1530	2606
Vehicles Exited	2	339	743	1525	2609
Hourly Exit Rate	2	339	743	1525	2609
Input Volume	2	325	737	1843	2907
% of Volume	100	104	101	83	90

46: Brush St & 17th St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	31.6	4.6	8.4
Total Stops	344	435	779
Stop/Veh	0.79	0.16	0.25
Vehicles Entered	429	2664	3093
Vehicles Exited	430	2661	3091
Hourly Exit Rate	430	2661	3091
Input Volume	429	2906	3335
% of Volume	100	92	93

47: Castro St & 17th St Performance by approach

Approach	EB	NB	NE	All
Denied Del/Veh (s)	0.0	0.2	662.1	173.5
Total Del/Veh (s)	18.4	30.1	80.8	33.1
Total Stops	901	343	410	1654
Stop/Veh	0.66	0.80	0.92	0.74
Vehicles Entered	1355	428	434	2217
Vehicles Exited	1353	426	433	2212
Hourly Exit Rate	1353	426	433	2212
Input Volume	1450	449	600	2499
% of Volume	93	95	72	89

48: Castro St & 18th St & I-980 on-ramp Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	32.9	3.6	11.3
Total Stops	289	109	398
Stop/Veh	0.83	0.11	0.30
Vehicles Entered	349	970	1319
Vehicles Exited	347	972	1319
Hourly Exit Rate	347	972	1319
Input Volume	352	1153	1505
% of Volume	99	84	88

49: Brush St & 18th St Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	21.8	4.4	5.8
Total Stops	166	638	804
Stop/Veh	0.67	0.23	0.27
Vehicles Entered	245	2756	3001
Vehicles Exited	244	2757	3001
Hourly Exit Rate	244	2757	3001
Input Volume	262	3007	3269
% of Volume	93	92	92

50: Webster St. & Atlantic Ave. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.7	0.0	217.2	8.8	63.8
Total Del/Veh (s)	29.7	22.1	84.3	34.0	43.5
Total Stops	547	422	797	443	2209
Stop/Veh	0.77	0.72	1.09	0.56	0.78
Vehicles Entered	701	580	713	782	2776
Vehicles Exited	705	581	713	784	2783
Hourly Exit Rate	705	581	713	784	2783
Input Volume	707	574	774	799	2854
% of Volume	100	101	92	98	98

51: Webster St. Performance by approach

Approach	EB	NB	SE	NW	All
Denied Del/Veh (s)	0.7	0.0	1.6	0.2	0.9
Total Del/Veh (s)	30.5	16.1	9.7	1.4	16.5
Total Stops	663	428	433	0	1524
Stop/Veh	0.95	0.54	0.33	0.00	0.53
Vehicles Entered	688	790	1319	25	2822
Vehicles Exited	690	792	1312	25	2819
Hourly Exit Rate	690	792	1312	25	2819
Input Volume	702	821	1341	30	2894
% of Volume	98	96	98	83	97

52: Constitution Way & Marina Village Pkwy & Constitution Wy Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	1.1	0.0	1.1	0.6
Total Del/Veh (s)	58.1	18.7	13.1	26.0
Total Stops	630	709	393	1732
Stop/Veh	1.22	0.74	0.53	0.78
Vehicles Entered	510	948	727	2185
Vehicles Exited	504	943	727	2174
Hourly Exit Rate	504	943	727	2174
Input Volume	509	941	748	2198
% of Volume	99	100	97	99

53: Constitution Wy & Mariner Sqaure Dr. Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.2	0.0	0.1
Total Del/Veh (s)	18.6	3.2	6.0
Total Stops	176	119	295
Stop/Veh	0.59	0.09	0.18
Vehicles Entered	298	1343	1641
Vehicles Exited	296	1343	1639
Hourly Exit Rate	296	1343	1639
Input Volume	294	1341	1635
% of Volume	101	100	100

54: Constitution Way & Atlantic Ave. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.3	0.7	0.0	0.3
Total Del/Veh (s)	17.3	12.8	19.4	16.5	17.1
Total Stops	433	251	635	329	1648
Stop/Veh	0.66	0.60	0.72	0.70	0.68
Vehicles Entered	645	416	870	464	2395
Vehicles Exited	648	417	870	465	2400
Hourly Exit Rate	648	417	870	465	2400
Input Volume	646	414	874	475	2409
% of Volume	100	101	100	98	100

55: Oak St & 7th St Performance by approach

Approach	EB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	17.3	8.8	11.9
Total Stops	435	563	998
Stop/Veh	0.61	0.47	0.52
Vehicles Entered	711	1201	1912
Vehicles Exited	711	1201	1912
Hourly Exit Rate	711	1201	1912
Input Volume	726	1276	2002
% of Volume	98	94	96

56: Oak St & 8th St Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.5	0.0	0.3
Total Del/Veh (s)	18.5	4.1	12.2
Total Stops	900	170	1070
Stop/Veh	0.70	0.17	0.47
Vehicles Entered	1263	989	2252
Vehicles Exited	1277	981	2258
Hourly Exit Rate	1277	981	2258
Input Volume	1264	1049	2313
% of Volume	101	94	98

57: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	924	924
Vehicles Exited	931	931
Hourly Exit Rate	931	931
Input Volume	953	953
% of Volume	98	98

58: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	476	476
Vehicles Exited	479	479
Hourly Exit Rate	479	479
Input Volume	489	489
% of Volume	98	98

59: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.5	0.5
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1014	1014
Vehicles Exited	1016	1016
Hourly Exit Rate	1016	1016
Input Volume	1071	1071
% of Volume	95	95

60: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	163	163
Vehicles Exited	165	165
Hourly Exit Rate	165	165
Input Volume	175	175
% of Volume	94	94

61: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	161	161
Vehicles Exited	160	160
Hourly Exit Rate	160	160
Input Volume	157	157
% of Volume	102	102

62: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	166	166
Vehicles Exited	166	166
Hourly Exit Rate	166	166
Input Volume	169	169
% of Volume	98	98

63: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.6	0.6
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	196	196
Vehicles Exited	195	195
Hourly Exit Rate	195	195
Input Volume	206	206
% of Volume	95	95

64: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	357	357
Vehicles Exited	357	357
Hourly Exit Rate	357	357
Input Volume	360	360
% of Volume	99	99

65: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	47	47
Vehicles Exited	46	46
Hourly Exit Rate	46	46
Input Volume	49	49
% of Volume	94	94

66: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	61	61
Vehicles Exited	61	61
Hourly Exit Rate	61	61
Input Volume	64	64
% of Volume	95	95

67: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.6	0.6
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	30	30
Vehicles Exited	30	30
Hourly Exit Rate	30	30
Input Volume	25	25
% of Volume	120	120

70: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	409	409
Vehicles Exited	408	408
Hourly Exit Rate	408	408
Input Volume	419	419
% of Volume	97	97

71: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.4	1.4
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	287	287
Vehicles Exited	287	287
Hourly Exit Rate	287	287
Input Volume	314	314
% of Volume	91	91

72: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	599	599
Vehicles Exited	599	599
Hourly Exit Rate	599	599
Input Volume	602	602
% of Volume	100	100

75: Bend Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	7.8	7.8
Total Stops	202	202
Stop/Veh	0.25	0.25
Vehicles Entered	798	798
Vehicles Exited	797	797
Hourly Exit Rate	797	797
Input Volume	859	859
% of Volume	93	93

76: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	298	298
Vehicles Exited	298	298
Hourly Exit Rate	298	298
Input Volume	300	300
% of Volume	99	99

78: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	623	623
Vehicles Exited	622	622
Hourly Exit Rate	622	622
Input Volume	639	639
% of Volume	97	97

79: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	415	415
Vehicles Exited	415	415
Hourly Exit Rate	415	415
Input Volume	426	426
% of Volume	97	97

81: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	949	949
Vehicles Exited	945	945
Hourly Exit Rate	945	945
Input Volume	930	930
% of Volume	102	102

83: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	149	149
Vehicles Exited	150	150
Hourly Exit Rate	150	150
Input Volume	158	158
% of Volume	95	95

84: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.4	1.4
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	169	169
Vehicles Exited	170	170
Hourly Exit Rate	170	170
Input Volume	172	172
% of Volume	99	99

86: Bend Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	3.6	3.6
Total Stops	230	230
Stop/Veh	0.17	0.17
Vehicles Entered	1332	1332
Vehicles Exited	1333	1333
Hourly Exit Rate	1333	1333
Input Volume	1334	1334
% of Volume	100	100

88: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	3.0	3.0
Total Stops	23	23
Stop/Veh	0.05	0.05
Vehicles Entered	451	451
Vehicles Exited	452	452
Hourly Exit Rate	452	452
Input Volume	457	457
% of Volume	99	99

89: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1231	1231
Vehicles Exited	1232	1232
Hourly Exit Rate	1232	1232
Input Volume	1344	1344
% of Volume	92	92

91: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	1	1
Stop/Veh	0.00	0.00
Vehicles Entered	262	262
Vehicles Exited	262	262
Hourly Exit Rate	262	262
Input Volume	269	269
% of Volume	97	97

93: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1244	1244
Vehicles Exited	1242	1242
Hourly Exit Rate	1242	1242
Input Volume	1242	1242
% of Volume	100	100

96: Bend Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	4.8	1.1	4.5
Total Stops	208	0	208
Stop/Veh	0.33	0.00	0.30
Vehicles Entered	634	47	681
Vehicles Exited	634	47	681
Hourly Exit Rate	634	47	681
Input Volume	670	49	719
% of Volume	95	96	95

97: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	756	756
Vehicles Exited	758	758
Hourly Exit Rate	758	758
Input Volume	752	752
% of Volume	101	101

99: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	511	511
Vehicles Exited	511	511
Hourly Exit Rate	511	511
Input Volume	601	601
% of Volume	85	85

101: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	566	566
Vehicles Exited	566	566
Hourly Exit Rate	566	566
Input Volume	645	645
% of Volume	88	88

102: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	414	414
Vehicles Exited	413	413
Hourly Exit Rate	413	413
Input Volume	418	418
% of Volume	99	99

104: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	346	346
Vehicles Exited	348	348
Hourly Exit Rate	348	348
Input Volume	361	361
% of Volume	96	96

105: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.3	1.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	705	705
Vehicles Exited	705	705
Hourly Exit Rate	705	705
Input Volume	727	727
% of Volume	97	97

107: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	4.1	4.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	254	254
Vehicles Exited	254	254
Hourly Exit Rate	254	254
Input Volume	274	274
% of Volume	93	93

108: Brush St & I-980 off-ramp Performance by approach

Approach	SB	SW	All
Denied Del/Veh (s)	1697.6	6.1	200.7
Total Del/Veh (s)	350.5	3.5	14.5
Total Stops	45	541	586
Stop/Veh	0.52	0.20	0.21
Vehicles Entered	77	2635	2712
Vehicles Exited	78	2637	2715
Hourly Exit Rate	78	2637	2715
Input Volume	300	2664	2964
% of Volume	26	99	92

109: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.6	1.6
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	379	379
Vehicles Exited	380	380
Hourly Exit Rate	380	380
Input Volume	404	404
% of Volume	94	94

111: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	195	195
Vehicles Exited	195	195
Hourly Exit Rate	195	195
Input Volume	202	202
% of Volume	97	97

113: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.7	1.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	381	381
Vehicles Exited	370	370
Hourly Exit Rate	370	370
Input Volume	362	362
% of Volume	102	102

114: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	75	75
Vehicles Exited	75	75
Hourly Exit Rate	75	75
Input Volume	70	70
% of Volume	107	107

117: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	506	506
Vehicles Exited	506	506
Hourly Exit Rate	506	506
Input Volume	541	541
% of Volume	94	94

118: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1469	1469
Vehicles Exited	1479	1479
Hourly Exit Rate	1479	1479
Input Volume	1655	1655
% of Volume	89	89

119: Bend Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1334	1334
Vehicles Exited	1334	1334
Hourly Exit Rate	1334	1334
Input Volume	1350	1350
% of Volume	99	99

120: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	838	838
Vehicles Exited	838	838
Hourly Exit Rate	838	838
Input Volume	936	936
% of Volume	90	90

121: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	26	26
Vehicles Exited	26	26
Hourly Exit Rate	26	26
Input Volume	28	28
% of Volume	93	93

123: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	54	54
Vehicles Exited	54	54
Hourly Exit Rate	54	54
Input Volume	53	53
% of Volume	102	102

124: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1238	1238
Vehicles Exited	1236	1236
Hourly Exit Rate	1236	1236
Input Volume	1341	1341
% of Volume	92	92

126: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	338	338
Vehicles Exited	338	338
Hourly Exit Rate	338	338
Input Volume	364	364
% of Volume	93	93

134: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	530	530
Vehicles Exited	530	530
Hourly Exit Rate	530	530
Input Volume	540	540
% of Volume	98	98

135: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1254	1254
Vehicles Exited	1252	1252
Hourly Exit Rate	1252	1252
Input Volume	1254	1254
% of Volume	100	100

137: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	978	978
Vehicles Exited	978	978
Hourly Exit Rate	978	978
Input Volume	975	975
% of Volume	100	100

140: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	272	272
Vehicles Exited	272	272
Hourly Exit Rate	272	272
Input Volume	277	277
% of Volume	98	98

142: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	570	570
Vehicles Exited	570	570
Hourly Exit Rate	570	570
Input Volume	600	600
% of Volume	95	95

147: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.6	1.6
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	133	133
Vehicles Exited	133	133
Hourly Exit Rate	133	133
Input Volume	136	136
% of Volume	98	98

300: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.6	2.6
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	2762	2762
Vehicles Exited	2756	2756
Hourly Exit Rate	2756	2756
Input Volume	2795	2795
% of Volume	99	99

301: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	154	154
Vehicles Exited	154	154
Hourly Exit Rate	154	154
Input Volume	161	161
% of Volume	96	96

302: Constitution Wy & Posey Tube Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	5.6	0.5	3.2
Total Stops	160	2	162
Stop/Veh	0.11	0.00	0.06
Vehicles Entered	1458	1322	2780
Vehicles Exited	1456	1320	2776
Hourly Exit Rate	1456	1320	2776
Input Volume	1448	1361	2809
% of Volume	101	97	99

305: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	5.8	5.8
Total Stops	100	100
Stop/Veh	0.13	0.13
Vehicles Entered	747	747
Vehicles Exited	744	744
Hourly Exit Rate	744	744
Input Volume	768	768
% of Volume	97	97

306: Bend Performance by approach

Approach	NW	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	14	14
Vehicles Exited	14	14
Hourly Exit Rate	14	14
Input Volume	15	15
% of Volume	93	93

307: Bend Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.6	2.6
Total Stops	48	48
Stop/Veh	0.04	0.04
Vehicles Entered	1300	1300
Vehicles Exited	1298	1298
Hourly Exit Rate	1298	1298
Input Volume	1335	1335
% of Volume	97	97

308: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.6	0.6
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	374	374
Vehicles Exited	375	375
Hourly Exit Rate	375	375
Input Volume	397	397
% of Volume	94	94

311: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.5	2.5
Total Stops	78	78
Stop/Veh	0.09	0.09
Vehicles Entered	854	854
Vehicles Exited	854	854
Hourly Exit Rate	854	854
Input Volume	882	882
% of Volume	97	97

312: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	472	472
Vehicles Exited	472	472
Hourly Exit Rate	472	472
Input Volume	482	482
% of Volume	98	98

313: Webster St. Performance by approach

Approach	SE	NW	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	3.1	0.8	1.9
Total Stops	30	0	30
Stop/Veh	0.04	0.00	0.02
Vehicles Entered	760	828	1588
Vehicles Exited	762	828	1590
Hourly Exit Rate	762	828	1590
Input Volume	777	863	1640
% of Volume	98	96	97

401: Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.1	0.1
Total Del/Veh (s)	0.9	0.9
Total Stops	18	18
Stop/Veh	0.03	0.03
Vehicles Entered	716	716
Vehicles Exited	716	716
Hourly Exit Rate	716	716
Input Volume	712	712
% of Volume	101	101

513: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	343	343
Vehicles Exited	344	344
Hourly Exit Rate	344	344
Input Volume	359	359
% of Volume	96	96

514: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	120	120
Vehicles Exited	120	120
Hourly Exit Rate	120	120
Input Volume	123	123
% of Volume	98	98

517: Harrison Tunnel #2 Performance by approach

Approach	NB	NW	All
Denied Del/Veh (s)	0.2	0.2	0.2
Total Del/Veh (s)	0.4	0.4	0.4
Total Stops	1	3	4
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	1398	1353	2751
Vehicles Exited	1396	1351	2747
Hourly Exit Rate	1396	1351	2747
Input Volume	1400	1346	2746
% of Volume	100	100	100

518: Bend Performance by approach

Approach	EB	All
Denied Del/Veh (s)	49.4	49.4
Total Del/Veh (s)	67.0	67.0
Total Stops	1246	1246
Stop/Veh	0.94	0.94
Vehicles Entered	1306	1306
Vehicles Exited	1252	1252
Hourly Exit Rate	1252	1252
Input Volume	1396	1396
% of Volume	90	90

519: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	145	145
Vehicles Exited	144	144
Hourly Exit Rate	144	144
Input Volume	144	144
% of Volume	100	100

520: Bend Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.4	1.4
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	730	730
Vehicles Exited	730	730
Hourly Exit Rate	730	730
Input Volume	738	738
% of Volume	99	99

522: Castro St Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	3.1	0.9	1.8
Total Stops	155	0	155
Stop/Veh	0.92	0.00	0.38
Vehicles Entered	167	244	411
Vehicles Exited	168	244	412
Hourly Exit Rate	168	244	412
Input Volume	176	240	416
% of Volume	95	102	99

600: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.3	1.3
Total Stops	40	40
Stop/Veh	0.02	0.02
Vehicles Entered	1738	1738
Vehicles Exited	1738	1738
Hourly Exit Rate	1738	1738
Input Volume	1962	1962
% of Volume	89	89

601: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.6	0.6
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	560	560
Vehicles Exited	562	562
Hourly Exit Rate	562	562
Input Volume	634	634
% of Volume	89	89

602: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	124	124
Vehicles Exited	125	125
Hourly Exit Rate	125	125
Input Volume	141	141
% of Volume	89	89

604: #6 Jackson on #1/#6 I-880 NB on-Ramp & 6th St #2 #3 Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	29.8	29.8
Total Stops	2226	2226
Stop/Veh	1.18	1.18
Vehicles Entered	1872	1872
Vehicles Exited	1862	1862
Hourly Exit Rate	1862	1862
Input Volume	2103	2103
% of Volume	89	89

605: #6 I-880 NB on-Ramp & 6th St #2 #3/#6 I-880 NB on-Ramp & 6th St #3 & #2 Performance by appro

Approach	WB	SW	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	5.5	40.5	20.4
Total Stops	229	573	802
Stop/Veh	0.21	0.71	0.42
Vehicles Entered	1084	797	1881
Vehicles Exited	1083	791	1874
Hourly Exit Rate	1083	791	1874
Input Volume	1245	859	2104
% of Volume	87	92	89

607: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	274	274
Vehicles Exited	274	274
Hourly Exit Rate	274	274
Input Volume	268	268
% of Volume	102	102

609: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.5	0.5
Total Stops	3	3
Stop/Veh	0.00	0.00
Vehicles Entered	1333	1333
Vehicles Exited	1332	1332
Hourly Exit Rate	1332	1332
Input Volume	1334	1334
% of Volume	100	100

610: Harrison St Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.2	0.2	2.1
Total Stops	1	0	1
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	694	47	741
Vehicles Exited	696	47	743
Hourly Exit Rate	696	47	743
Input Volume	741	49	790
% of Volume	94	96	94

901: 5th St & SB I-880 Off-Ramp Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	58.6	58.6
Total Stops	1619	1619
Stop/Veh	1.29	1.29
Vehicles Entered	1252	1252
Vehicles Exited	1228	1228
Hourly Exit Rate	1228	1228
Input Volume	1396	1396
% of Volume	88	88

1401: 6th St/#2 & Harrison Tunnel #2/#3 Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	147.5	147.5
Total Stops	32095	32095
Stop/Veh	11.16	11.16
Vehicles Entered	2747	2747
Vehicles Exited	2587	2587
Hourly Exit Rate	2587	2587
Input Volume	2746	2746
% of Volume	94	94

1601: Bend Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.3	1.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	246	246
Vehicles Exited	246	246
Hourly Exit Rate	246	246
Input Volume	247	247
% of Volume	100	100

3501: Bend Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.8	1.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	435	435
Vehicles Exited	435	435
Hourly Exit Rate	435	435
Input Volume	437	437
% of Volume	100	100

Total Network Performance

Denied Del/Veh (s)	56.1
Total Del/Veh (s)	78.7
Total Stops	97204
Stop/Veh	2.71
Vehicles Entered	34726
Vehicles Exited	34422
Hourly Exit Rate	34422
Input Volume	159943
% of Volume	22

Arterial Level of Service: EB #10

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 2 Speed	Run 2 Delay
I-880 NB off-ramp #1	15	27.8	34.2	0.0	5	5	28.4
Total		27.8	34.2	0.0	5	5	28.4

Arterial Level of Service: EB #10

Cross Street	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed	Run 5 Delay
I-880 NB off-ramp #1	5	26.7	5	27.8	5	28.2
Total	5	26.7	5	27.8	5	28.2

Arterial Level of Service: WB #10

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 2 Speed	Run 2 Delay
Broadway #9	15	27.4	42.8	0.1	8	8	26.2
5th St	8	1.1	10.6	0.0	16	16	1.4
Total		28.6	53.4	0.1	9	10	27.7

Arterial Level of Service: WB #10

Cross Street	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed	Run 5 Delay
Broadway #9	7	28.6	7	29.9	8	24.9
5th St	15	1.4	17	0.7	16	1.0
Total	9	30.0	9	30.6	10	25.9

Arterial Level of Service: SB #7

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 2 Speed	Run 2 Delay
7th St #1	30	21.0	112.1	0.8	25	26	18.4
#6 6th St	13	12.8	19.1	0.1	11	10	14.7
5th St	10	13.9	21.5	0.0	7	7	15.1
#6 Oak St	11	17.2	28.1	0.1	10	9	17.9
Total		64.9	180.8	1.0	19	19	66.0

Arterial Level of Service: SB #7

Cross Street	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed	Run 5 Delay
7th St #1	22	33.2	26	16.3	26	15.9
#6 6th St	10	16.1	14	9.2	12	10.9
5th St	6	19.8	11	7.3	8	12.3
#6 Oak St	9	17.8	10	15.4	9	17.5
Total	17	87.0	21	48.2	20	56.6

Arterial Level of Service: NB #6

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 2 Speed	Run 2 Delay
#7 I-880 SB On-Ramp	11	35.1	121.0	0.7	22	23	28.0
I-880 NB Off-ramp	12	30.4	37.7	0.0	4	4	32.8
#7 Madison St	13	30.9	41.9	0.1	6	5	42.8
Jackson St #3	14	48.3	56.6	0.1	5	4	62.1
#2	605	6.2	10.6	0.0	12	13	5.8
	604	32.3	40.5	0.1	6	6	32.6
Total		183.2	308.2	1.0	12	11	204.0

Arterial Level of Service: NB #6

Cross Street	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed	Run 5 Delay
#7 I-880 SB On-Ramp	22	39.3	20	45.0	23	27.5
I-880 NB Off-ramp	4	30.4	4	28.9	4	29.7
#7 Madison St	9	17.6	9	17.3	5	43.9
Jackson St #3	6	35.8	6	35.8	4	56.5
#2	12	7.0	13	5.8	12	6.4
	5	35.6	6	28.2	6	32.8
Total	13	165.6	13	161.0	12	196.7

Arterial Level of Service: SB #6

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 2 Speed	Run 2 Delay
#7 5th St	11	13.0	20.9	0.0	8	7	12.9
Total		13.0	20.9	0.0	8	7	12.9

Arterial Level of Service: SB #6

Cross Street	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed	Run 5 Delay
#7 5th St	8	12.7	7	13.4	8	12.8
Total	8	12.7	7	13.4	8	12.8

Arterial Level of Service: EB #3

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 2 Speed	Run 2 Delay
7th St #3	28	5.2	11.6	0.1	20	21	4.7
Jackson St #3	29	57.7	79.3	0.1	6	7	47.2
#6 I-880 NB on-Ramp	14	16.6	27.9	0.1	8	8	16.0
#2	605	5.0	11.7	0.0	11	11	5.2
	604	32.3	40.5	0.1	6	6	32.6
Total		116.8	170.9	0.4	8	8	105.6

Arterial Level of Service: EB #3

Cross Street	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed	Run 5 Delay
7th St #3	21	4.6	21	4.6	17	7.0
Jackson St #3	9	30.4	6	54.1	4	100.4
#6 I-880 NB on-Ramp	7	16.7	8	16.6	7	17.2
#2	11	5.8	12	4.2	11	4.9
	5	35.6	6	28.2	6	32.8
Total	9	93.1	8	107.8	6	162.3

Arterial Level of Service: WB #3

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 2 Speed	Run 2 Delay
7th St #1	29	-	-	0.1	-	-	-
Total		-	-	0.1	-	-	-

Arterial Level of Service: WB #3

Cross Street	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed	Run 5 Delay
7th St #1	-	-	-	-	-	-
Total	-	-	-	-	-	-

Arterial Level of Service: EB #9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 2 Speed	Run 2 Delay
Broadway #9	15	14.4	31.6	0.1	12	14	11.7
7th St #1 #9	26	9.4	22.2	0.1	10	10	9.4
#8 #13 Webster St #9	27	9.3	29.0	0.1	18	18	10.2
Total		33.1	82.8	0.3	14	14	31.3

Arterial Level of Service: EB #9

Cross Street	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed	Run 5 Delay
Broadway #9	14	11.4	9	21.8	13	12.3
7th St #1 #9	11	8.6	10	10.0	10	9.2
#8 #13 Webster St #9	17	11.1	18	9.3	19	7.1
Total	14	31.2	13	41.1	15	28.6

Arterial Level of Service: WB #9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 2 Speed	Run 2 Delay
6th St	15	21.8	29.1	0.1	8	8	21.8
Total		21.8	29.1	0.1	8	8	21.8

Arterial Level of Service: WB #9

Cross Street	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed	Run 5 Delay
6th St	8	20.2	8	22.5	8	22.5
Total	8	20.2	8	22.5	8	22.5

Arterial Level of Service: SB #8

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 2 Speed	Run 2 Delay
12th St	43	17.0	22.7	0.1	9	9	16.9
11th St	40	35.4	42.3	0.0	4	4	36.5
9th St	37	27.6	38.2	0.1	10	9	30.8
8th St	32	53.0	58.2	0.1	3	3	53.2
7th St #1 #9	27	14.7	21.5	0.0	8	8	15.1
Total		147.7	182.9	0.3	6	6	152.5

Arterial Level of Service: SB #8

Cross Street	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed	Run 5 Delay
12th St	9	18.2	10	16.1	9	16.9
11th St	4	35.2	4	34.9	4	34.7
9th St	10	26.6	10	26.9	10	25.9
8th St	3	52.8	3	53.0	3	53.0
7th St #1 #9	8	14.4	8	14.4	8	14.8
Total	6	147.1	6	145.3	6	145.4

Arterial Level of Service: WB #13

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 2 Speed	Run 2 Delay
Harrison St	31	8.4	16.1	0.1	16	16	8.8
#8 Webster St	32	33.2	43.3	0.1	6	6	32.3
7th St #1 #9	27	14.2	22.4	0.0	8	7	15.2
Total		55.8	81.8	0.2	8	8	56.3

Arterial Level of Service: WB #13

Cross Street	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed	Run 5 Delay
Harrison St	16	8.7	17	8.2	17	8.0
#8 Webster St	5	34.5	6	32.1	5	34.1
7th St #1 #9	8	13.5	8	13.9	8	14.1
Total	8	56.7	8	54.1	8	56.2

Arterial Level of Service: NB #2

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 2 Speed	Run 2 Delay
#2	1401	112.1	194.9	0.8	15	14	124.9
	75	7.8	23.2	0.1	17	20	4.2
#6 I-880 NB on-Ramp	605	40.5	56.3	0.1	6	7	38.2
	604	26.3	37.8	0.1	6	6	26.8
Total		186.8	312.1	1.1	13	12	194.1

Arterial Level of Service: NB #2

Cross Street	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed	Run 5 Delay
#2	19	72.6	14	127.9	15	121.4
	14	11.4	22	2.5	13	13.7
#6 I-880 NB on-Ramp	5	56.8	9	25.8	6	41.7
	6	29.3	7	22.9	6	26.5
Total	13	170.2	13	179.1	12	203.3

Intersection: 1: Broadway & 4th St

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	57	206	30	97	72	62
Average Queue (ft)	24	92	3	16	29	8
95th Queue (ft)	50	165	19	59	64	34
Link Distance (ft)	278	328	232	232	170	170
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Union St & 5th St

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T>	L	L	TR	L	T	R	R	R>
Maximum Queue (ft)	19	174	86	99	113	62	96	286	139	171
Average Queue (ft)	2	38	19	52	44	27	35	134	59	79
95th Queue (ft)	11	106	55	85	90	56	71	230	115	148
Link Distance (ft)	416	416		560	560		410	410	159	159
Upstream Blk Time (%)		0							0	1
Queuing Penalty (veh)		0							0	1
Storage Bay Dist (ft)			290			220				
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 3: Adeline Street & 5th St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	LT	TR
Maximum Queue (ft)	20	194	212	169	76	101	98	57	101	75	93	92
Average Queue (ft)	4	91	120	81	33	43	40	16	42	17	49	37
95th Queue (ft)	16	162	188	149	70	84	79	46	77	51	83	73
Link Distance (ft)	560	560	560	296	296	296	543	543			324	324
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)									150	150		
Storage Blk Time (%)									0			
Queuing Penalty (veh)									0			

Intersection: 4: Market St & 5th St

Movement	EB	EB	EB	NB	NB	SB	SB	SB
Directions Served	LT	T	TR	T	TR	L	T	T
Maximum Queue (ft)	114	97	105	51	98	131	98	97
Average Queue (ft)	84	34	50	14	37	56	43	33
95th Queue (ft)	121	76	95	40	77	108	74	77
Link Distance (ft)	99	99	99	255	255	208	208	208
Upstream Blk Time (%)	4	0	0					
Queuing Penalty (veh)	9	0	1					
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: Brush St & 5th St

Movement	EB	EB	EB	NB	SB	SB	SB
Directions Served	T	T	TR	R	L	L	T
Maximum Queue (ft)	138	123	114	31	161	196	155
Average Queue (ft)	81	67	54	6	91	99	74
95th Queue (ft)	126	114	97	25	149	165	136
Link Distance (ft)	234	234	234	164	321	321	321
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 6: Martin Luther King & 5th St

Movement	EB	EB	EB	NB	NB	SB	SB
Directions Served	LT	T	TR	T	TR	LT	T
Maximum Queue (ft)	65	68	100	63	59	81	55
Average Queue (ft)	28	26	31	17	15	39	10
95th Queue (ft)	57	58	73	48	42	70	39
Link Distance (ft)	536	536	536	188	188	241	241
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 7: 5th St & Washington St

Movement	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	TR	T	R	LT
Maximum Queue (ft)	51	59	57	87	66	147
Average Queue (ft)	17	16	12	24	23	60
95th Queue (ft)	43	48	40	67	59	113
Link Distance (ft)	1002	1002	1002	175		222
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					25	
Storage Blk Time (%)				15	3	
Queuing Penalty (veh)				4	1	

Intersection: 8: Broadway/Broadway #10 & 5th St/I-880 NB on-ramp and 5th St & SB Alameda Tunnel #1

Movement	EB	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	<L	LT	T	R	T	T	R>	<	L	T
Maximum Queue (ft)	280	274	183	95	71	175	209	206	171	186
Average Queue (ft)	174	174	69	58	22	74	133	133	81	100
95th Queue (ft)	244	255	143	101	55	131	211	198	135	164
Link Distance (ft)	292	292	292		170	170	170	186	186	186
Upstream Blk Time (%)	0	0				0	4	2	0	0
Queuing Penalty (veh)	0	0				0	7	6	0	1
Storage Bay Dist (ft)				70						
Storage Blk Time (%)			3	1						
Queuing Penalty (veh)			6	1						

Intersection: 9: Jackson St & 5th St

Movement	EB	EB	EB	NB	SB
Directions Served	LT	T	TR	TR	LT
Maximum Queue (ft)	176	179	186	247	127
Average Queue (ft)	142	122	133	210	49
95th Queue (ft)	168	170	185	277	98
Link Distance (ft)	92	92	92	207	200
Upstream Blk Time (%)	68	29	39	89	
Queuing Penalty (veh)	315	135	182	0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 10: Madison St/#7 Madison St & 5th St/#7 5th St

Movement	EB	EB	EB	SB	SB
Directions Served	T	T	TR	L	LT
Maximum Queue (ft)	320	345	319	208	225
Average Queue (ft)	240	242	211	108	121
95th Queue (ft)	378	399	387	205	234
Link Distance (ft)	302	302	302	199	199
Upstream Blk Time (%)	22	18	5	2	3
Queuing Penalty (veh)	47	38	11	10	14
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 11: #6 Oak St & #7 5th St/#7 I-880 SB On-Ramp

Movement	EB	EB	EB	NB	NB	SB
Directions Served	L	T	TR	T	R	LT
Maximum Queue (ft)	395	402	394	320	75	120
Average Queue (ft)	359	354	312	155	59	58
95th Queue (ft)	391	443	454	292	98	102
Link Distance (ft)	342	342	342	3841		193
Upstream Blk Time (%)	49	36	10			
Queuing Penalty (veh)	198	146	41			
Storage Bay Dist (ft)					50	
Storage Blk Time (%)				48	4	
Queuing Penalty (veh)				53	12	

Intersection: 12: #6 Oak St/Oak St & #6 6th St/I-880 NB Off-ramp & 6th St

Movement	WB	WB	WB	NB	SW
Directions Served	LT	TR	R	LT	>
Maximum Queue (ft)	444	125	112	216	49
Average Queue (ft)	111	107	91	211	21
95th Queue (ft)	308	144	139	215	45
Link Distance (ft)	867			193	149
Upstream Blk Time (%)				44	
Queuing Penalty (veh)				324	
Storage Bay Dist (ft)		100	100		
Storage Blk Time (%)	0	10	3		
Queuing Penalty (veh)	1	19	5		

Intersection: 13: #7 Madison St & #6 6th St

Movement	WB	WB	WB	SB	SB	SB
Directions Served	LT	T	T	T	T	R
Maximum Queue (ft)	194	243	66	203	212	75
Average Queue (ft)	65	98	23	119	154	63
95th Queue (ft)	172	218	52	203	228	98
Link Distance (ft)	346	346	346	197	197	
Upstream Blk Time (%)	0	1		2	4	
Queuing Penalty (veh)	0	1		8	21	
Storage Bay Dist (ft)						50
Storage Blk Time (%)					25	7
Queuing Penalty (veh)					51	28

Intersection: 14: Jackson St/Jackson St #3 & #6 I-880 NB on-Ramp & 6th St #3/#6 6th St

Movement	WB	WB	WB	NB	NB	SB
Directions Served	L	T	R	L	T	TR
Maximum Queue (ft)	191	336	195	219	222	252
Average Queue (ft)	32	209	39	201	122	223
95th Queue (ft)	123	347	206	216	239	276
Link Distance (ft)	309	309	309	200	200	205
Upstream Blk Time (%)	0	10	2	78	10	23
Queuing Penalty (veh)	0	17	4	201	26	179
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 15: Broadway #10/Broadway #9 & 6th St/I-880 NB off-ramp #10 #9

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	T	T	T	TR
Maximum Queue (ft)	376	396	76	75	100	108	182	106	217
Average Queue (ft)	185	193	70	27	56	54	78	45	113
95th Queue (ft)	334	403	81	58	89	92	141	86	190
Link Distance (ft)	362	362		186	186	186	218	218	218
Upstream Blk Time (%)	2	10					0		0
Queuing Penalty (veh)	0	0					0		0
Storage Bay Dist (ft)			50						
Storage Blk Time (%)		24	6						
Queuing Penalty (veh)		161	5						

Intersection: 16: Washington St & 6th St

Movement	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR
Maximum Queue (ft)	106	96	64	85
Average Queue (ft)	56	45	20	34
95th Queue (ft)	97	84	53	71
Link Distance (ft)	270	270	222	183
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: Martin Luther King & 6th St

Movement	WB	WB	WB	NB	NB	SB	SB
Directions Served	LT	T	TR	LT	T	T	TR
Maximum Queue (ft)	76	62	56	72	41	36	31
Average Queue (ft)	40	26	21	17	6	5	5
95th Queue (ft)	67	53	49	50	26	23	22
Link Distance (ft)	317	317	317	241	241	165	165
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 18: Market St & 6th St/I-880 off-ramp

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB	SW
Directions Served	LT	T	R	L	T	T	T	T	R	>
Maximum Queue (ft)	233	220	187	42	32	36	62	63	77	74
Average Queue (ft)	133	45	117	10	2	4	13	17	30	18
95th Queue (ft)	214	142	183	32	16	20	42	47	63	51
Link Distance (ft)	231	231		208	208	208	132	132		209
Upstream Blk Time (%)	0	0								
Queuing Penalty (veh)	0	0								
Storage Bay Dist (ft)			165						60	
Storage Blk Time (%)		0	2					0	0	
Queuing Penalty (veh)		0	3					0	0	

Intersection: 19: Union St & 7th St #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	68	160	135	125	286	259	64	103	69
Average Queue (ft)	11	90	49	108	152	139	15	37	28
95th Queue (ft)	40	149	109	146	274	226	48	73	62
Link Distance (ft)		535	535		527	527	159	159	327
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	100			100					
Storage Blk Time (%)		5		30	7				
Queuing Penalty (veh)		1		108	22				

Intersection: 20: Adeline Street & 7th St #1

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	TR	LT	TR
Maximum Queue (ft)	77	53	84	174	255	230	49	48	53	77	112	107
Average Queue (ft)	27	14	32	53	124	121	18	7	11	23	49	45
95th Queue (ft)	64	42	69	126	220	215	45	27	36	57	97	91
Link Distance (ft)		527	527		1438	1438	1438		324	324	316	316
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	160			150				70				
Storage Blk Time (%)				0	4			0	0			
Queuing Penalty (veh)				0	4			0	0			

Intersection: 21: Market St & 7th St #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	T
Maximum Queue (ft)	71	76	104	134	110	123	154	129	149	161	84	77
Average Queue (ft)	28	24	34	35	39	70	88	67	84	107	40	15
95th Queue (ft)	58	59	76	88	78	116	135	112	141	167	75	52
Link Distance (ft)		1438	1438	1438		361	361	361	132	132		
Upstream Blk Time (%)									2	5		
Queuing Penalty (veh)									4	10		
Storage Bay Dist (ft)	185				170						100	100
Storage Blk Time (%)											0	
Queuing Penalty (veh)											0	

Intersection: 21: Market St & 7th St #1

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	104	113
Average Queue (ft)	43	56
95th Queue (ft)	82	97
Link Distance (ft)	315	315
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 22: Brush St & 7th St #1

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	TR	L	T	T	T	LT	T	TR
Maximum Queue (ft)	56	86	101	63	96	98	87	305	331	388
Average Queue (ft)	21	36	42	17	54	47	29	165	124	231
95th Queue (ft)	50	75	84	51	93	86	70	265	271	384
Link Distance (ft)	361	361	361		422	422	422	365	365	365
Upstream Blk Time (%)								0	1	3
Queuing Penalty (veh)								0	0	0
Storage Bay Dist (ft)				160						
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 23: Castro St & 7th St #1

Movement	EB	EB	EB	EB	NB	NB	NB	SW	SW	SW
Directions Served	<	<	T	T	LT	T	T>	R	R	R>
Maximum Queue (ft)	100	127	91	92	100	24	29	54	67	71
Average Queue (ft)	29	59	41	32	38	3	9	15	17	20
95th Queue (ft)	72	99	76	72	81	15	30	43	46	54
Link Distance (ft)		422	422	422	165	165	165	188	188	188
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	215									
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 24: Martin Luther King & 7th St #1

Movement	EB	EB	EB	EB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	T	TR	LT	T
Maximum Queue (ft)	58	77	111	142	50	47	45	15
Average Queue (ft)	20	16	43	59	12	20	12	1
95th Queue (ft)	51	49	88	119	37	47	38	11
Link Distance (ft)			142	142	165	165	201	201
Upstream Blk Time (%)			0	0				
Queuing Penalty (veh)			0	1				
Storage Bay Dist (ft)	250	250						
Storage Blk Time (%)			0					
Queuing Penalty (veh)			0					

Intersection: 25: Washington St & 7th St #1

Movement	EB	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	T	TR	T	R	LT
Maximum Queue (ft)	88	91	121	138	58	59	47
Average Queue (ft)	38	26	60	74	17	18	13
95th Queue (ft)	80	66	95	120	49	47	40
Link Distance (ft)	1029	1029	1029	1029	183		207
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)						70	
Storage Blk Time (%)					0	0	
Queuing Penalty (veh)					0	0	

Intersection: 26: Broadway #9/Broadway & 7th St #1/7th St #1 #9

Movement	EB	EB	EB	EB	NB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	T	TR	R	LT	T
Maximum Queue (ft)	86	103	123	132	176	184	239	200	183
Average Queue (ft)	30	32	59	71	106	128	71	101	76
95th Queue (ft)	68	79	103	120	173	181	166	180	150
Link Distance (ft)	278	278	278	278	218	218	218	191	191
Upstream Blk Time (%)							0	1	0
Queuing Penalty (veh)							1	3	0
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 27: #8 #13 Webster St #9/#8 #13 Webster St & 7th St #1 #9/7th St #1

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	TR>	>	<L	T	T
Maximum Queue (ft)	97	113	128	129	180	215	219
Average Queue (ft)	30	44	74	69	89	134	138
95th Queue (ft)	69	89	115	109	158	193	191
Link Distance (ft)	659	659	659	659	212	212	212
Upstream Blk Time (%)					0	0	0
Queuing Penalty (veh)					0	0	0
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 28: #3/Harrison St & 7th St #1/7th St #3

Movement	EB	EB	EB	NB	NB	NB	NB
Directions Served	LT	T	T	T	T	T	R
Maximum Queue (ft)	69	81	67	149	212	231	196
Average Queue (ft)	29	28	13	40	134	157	19
95th Queue (ft)	59	65	46	97	207	231	116
Link Distance (ft)	309	309	309	184	184	184	184
Upstream Blk Time (%)				0	1	3	2
Queuing Penalty (veh)				0	3	14	8
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 29: Jackson St #3/Jackson St & 7th St #3/7th St #1

Movement	EB	EB	EB	NB	SB
Directions Served	LT	T	TR	TR	LT
Maximum Queue (ft)	384	465	524	254	389
Average Queue (ft)	157	236	296	170	166
95th Queue (ft)	344	476	573	261	317
Link Distance (ft)	611	611	611	205	554
Upstream Blk Time (%)		0	4	7	0
Queuing Penalty (veh)		0	18	25	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 30: #7 Madison St & 7th St #1

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	T	TR	L	T	T
Maximum Queue (ft)	107	180	228	225	108	242	279
Average Queue (ft)	51	78	130	129	45	102	137
95th Queue (ft)	93	154	203	192	80	210	259
Link Distance (ft)	312	312	312	312	4075	4075	4075
Upstream Blk Time (%)			0				
Queuing Penalty (veh)			0				
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 31: Harrison St & #13 8th St

Movement	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	TR	L	LT	T	T
Maximum Queue (ft)	84	155	203	152	210	197	195
Average Queue (ft)	23	84	104	39	130	131	125
95th Queue (ft)	63	135	177	98	190	187	177
Link Distance (ft)	322	322	322	220	220	220	220
Upstream Blk Time (%)				0	0	0	0
Queuing Penalty (veh)				0	0	0	0
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 32: #8 #13 Webster St/#8 Webster St & 8th St/#13 8th St

Movement	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	L	LT	T	T	T	T	TR	R
Maximum Queue (ft)	259	323	291	317	151	183	178	156
Average Queue (ft)	84	220	140	198	89	147	155	93
95th Queue (ft)	206	312	250	297	150	178	176	153
Link Distance (ft)	310	310	310	310	151	151	151	151
Upstream Blk Time (%)	0	1	0	1	3	19	31	2
Queuing Penalty (veh)	0	2	0	1	4	33	53	3
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 33: Franklin St & 8th St

Movement	WB	WB	WB	WB	NB	NB
Directions Served	T	T	T	TR	LT	T
Maximum Queue (ft)	113	147	202	251	144	59
Average Queue (ft)	51	70	104	184	75	6
95th Queue (ft)	100	122	164	255	131	32
Link Distance (ft)	251	251	251	251	183	183
Upstream Blk Time (%)				1		
Queuing Penalty (veh)				2		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 34: Broadway & 8th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	LT	T	T	TR
Maximum Queue (ft)	97	114	165	217	175	181	142	149
Average Queue (ft)	37	30	67	103	89	90	64	67
95th Queue (ft)	85	82	136	183	156	168	117	124
Link Distance (ft)	314	314	314	314	191	191	251	251
Upstream Blk Time (%)					0	0		
Queuing Penalty (veh)					0	1		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 35: Washington St & 8th St

Movement	WB	WB	WB	NB	SB
Directions Served	L	T	TR	LT	TR
Maximum Queue (ft)	81	110	161	68	36
Average Queue (ft)	29	54	85	27	10
95th Queue (ft)	67	94	140	61	34
Link Distance (ft)	316	316	316	207	255
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 36: Martin Luther King & 8th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	<L	L	LT	TR	<LT	T	T	TR>
Maximum Queue (ft)	34	34	42	42	47	31	66	65
Average Queue (ft)	12	6	14	9	19	7	21	22
95th Queue (ft)	36	26	40	31	43	23	52	52
Link Distance (ft)	293	293	293	293	201	201	216	216
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 37: #8 Webster St & 9th St

Movement	EB	EB	EB	SB	SB	SB	SB
Directions Served	T	T	R	LT	T	T	T
Maximum Queue (ft)	127	78	173	226	200	201	126
Average Queue (ft)	58	7	72	129	111	119	54
95th Queue (ft)	112	52	173	212	174	178	106
Link Distance (ft)	198	198	198	456	456	456	456
Upstream Blk Time (%)		1	7				
Queuing Penalty (veh)		0	0				
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 38: Brush St & I-980 On-Ramp & 11 St

Movement	EB	EB	SB	SB	SB	SB
Directions Served	T	TR>	<L	LT	T	TR
Maximum Queue (ft)	214	159	195	201	199	201
Average Queue (ft)	120	75	110	90	97	105
95th Queue (ft)	184	144	198	163	161	160
Link Distance (ft)	268	268	197	197	197	197
Upstream Blk Time (%)			0	0	0	0
Queuing Penalty (veh)			2	1	0	1
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 39: I-980 Off Ramp & Castro St & 11 St

Movement	EB	EB	EB	EB	EB	NB	NB	NW	NW	NW
Directions Served	L	LT	T	T	T	T	TR	R	R	R>
Maximum Queue (ft)	44	254	252	192	121	24	261	266	247	194
Average Queue (ft)	5	165	165	103	62	3	139	247	194	42
95th Queue (ft)	26	240	233	165	110	13	233	266	323	135
Link Distance (ft)	391	391	391	391	391	246	246	232	232	232
Upstream Blk Time (%)							1	76	24	0
Queuing Penalty (veh)							0	0	0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 40: #8 Webster St & 11th St

Movement	EB	EB	EB	EB	SB	SB	SB	SB
Directions Served	T	T	T	TR	LT	T	T	T
Maximum Queue (ft)	131	60	14	92	203	149	105	79
Average Queue (ft)	58	8	0	41	116	81	61	30
95th Queue (ft)	106	37	6	71	178	123	97	61
Link Distance (ft)	316	316	316	316	229	229	229	229
Upstream Blk Time (%)					0	0		
Queuing Penalty (veh)					0	0		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 41: Harrison St & 11th St

Movement	EB	EB	EB	EB	NB	NB	B96	B96	SB
Directions Served	LT	T	T	TR	T	TR	T	T	LT
Maximum Queue (ft)	88	66	36	31	130	134	134	133	104
Average Queue (ft)	44	23	7	4	110	111	55	64	40
95th Queue (ft)	77	55	29	21	129	126	113	125	87
Link Distance (ft)	286	286	286	286	41	41	95	95	231
Upstream Blk Time (%)					30	39	1	3	
Queuing Penalty (veh)					102	131	5	9	
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 42: Harrison St & 12th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	LT	T	T	TR
Maximum Queue (ft)	288	190	68	63	222	198	75	66
Average Queue (ft)	167	76	12	23	161	136	32	30
95th Queue (ft)	251	168	41	53	216	190	65	59
Link Distance (ft)	334	334	334	334	231	231	233	233
Upstream Blk Time (%)	0				0	0		
Queuing Penalty (veh)	0				2	0		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 43: #8 Webster St & 12th St

Movement	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	LT	T	T	T	T	T	T	TR
Maximum Queue (ft)	209	123	55	68	140	109	59	96
Average Queue (ft)	79	37	18	20	65	49	22	45
95th Queue (ft)	156	77	50	54	115	89	53	79
Link Distance (ft)	292	292	292	292	239	239	239	239
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 44: Castro St & 12th St & I-980 on-ramp

Movement	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	TR	R>	<	<L	LT	T	T
Maximum Queue (ft)	234	290	243	35	106	111	64	52
Average Queue (ft)	67	205	97	5	58	65	22	14
95th Queue (ft)	174	294	220	24	92	99	55	43
Link Distance (ft)	274	274	274	235	235	235	235	235
Upstream Blk Time (%)	0	2	0					
Queuing Penalty (veh)	0	0	0					
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 45: Brush St & 12th St & I-980 off-ramp

Movement	EB	WB	WB	WB	WB	SB	SB	SB	SW	SW
Directions Served	R	L	T	T	T	T	T	TR	L	LR
Maximum Queue (ft)	22	101	122	122	135	251	284	257	1454	1460
Average Queue (ft)	2	40	72	76	76	136	190	153	1414	1421
95th Queue (ft)	14	82	111	118	124	231	267	235	1508	1488
Link Distance (ft)	596	379	379	379	379	464	464	464	1409	1409
Upstream Blk Time (%)									62	69
Queuing Penalty (veh)									0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 46: Brush St & 17th St

Movement	EB	EB	SB	SB	SB	SB
Directions Served	T	TR>	<	<L	LT	T
Maximum Queue (ft)	219	202	188	187	181	178
Average Queue (ft)	113	112	85	84	76	61
95th Queue (ft)	185	180	161	162	154	141
Link Distance (ft)	272	272	235	235	235	235
Upstream Blk Time (%)	0			0	0	
Queuing Penalty (veh)	0			0	0	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 47: Castro St & 17th St

Movement	EB	EB	EB	EB	NB	NB	NB	NE	NE
Directions Served	L	T	T	T	T	T	TR	L	LR
Maximum Queue (ft)	214	326	323	200	298	214	68	252	280
Average Queue (ft)	89	179	165	132	168	68	22	125	250
95th Queue (ft)	194	269	240	196	262	181	53	312	264
Link Distance (ft)		329	329	329	432	432	432	232	232
Upstream Blk Time (%)		0	0					16	88
Queuing Penalty (veh)		1	0					0	0
Storage Bay Dist (ft)	190								
Storage Blk Time (%)		4							
Queuing Penalty (veh)		10							

Intersection: 48: Castro St & 18th St & I-980 on-ramp

Movement	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	TR	R>	<	<L	LT	T	T
Maximum Queue (ft)	150	242	186	45	65	96	61	59
Average Queue (ft)	45	139	48	6	23	35	17	13
95th Queue (ft)	104	216	140	27	55	74	48	43
Link Distance (ft)	256	256	256	234	234	234	234	234
Upstream Blk Time (%)		0						
Queuing Penalty (veh)		0						
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 49: Brush St & 18th St

Movement	WB	WB	WB	SB	SB	SB	SB
Directions Served	L	T	T	T	T	T	TR
Maximum Queue (ft)	128	82	79	125	146	169	165
Average Queue (ft)	54	40	24	106	96	111	107
95th Queue (ft)	105	66	59	149	149	157	159
Link Distance (ft)	348	348	348	105	105	105	105
Upstream Blk Time (%)				11	6	10	9
Queuing Penalty (veh)				81	42	75	66
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 50: Webster St. & Atlantic Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	TR	L	T	TR	L
Maximum Queue (ft)	189	201	189	151	103	132	211	200	172	185	484	195
Average Queue (ft)	77	106	113	67	41	29	111	122	158	171	408	146
95th Queue (ft)	158	187	171	126	89	77	179	183	209	230	581	229
Link Distance (ft)		393	393	393			401	401			426	
Upstream Blk Time (%)											57	10
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	230				80	130			160	160		170
Storage Blk Time (%)	0	0		3	1		4		52	52	12	30
Queuing Penalty (veh)	0	0		3	1		1		180	179	50	54

Intersection: 50: Webster St. & Atlantic Ave.

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	245	212	180
Average Queue (ft)	133	104	47
95th Queue (ft)	263	187	131
Link Distance (ft)	205	205	205
Upstream Blk Time (%)	17	0	0
Queuing Penalty (veh)	43	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)	4		
Queuing Penalty (veh)	5		

Intersection: 51: Webster St.

Movement	EB	EB	EB	NB	NB	NB	SE	SE	SE	SE	NW
Directions Served	L	L	>	<	T	T	R	R	R	>	R
Maximum Queue (ft)	348	302	157	175	325	271	196	233	135	136	64
Average Queue (ft)	227	181	42	61	142	94	116	79	63	7	14
95th Queue (ft)	315	272	101	143	269	213	187	172	112	62	51
Link Distance (ft)	686	686			881	881	730	730			18
Upstream Blk Time (%)											1
Queuing Penalty (veh)											0
Storage Bay Dist (ft)			160	150					300	300	
Storage Blk Time (%)		3		0	8						
Queuing Penalty (veh)		4		0	8						

Intersection: 52: Constitution Way & Marina Village Pkwy & Constitution Wy

Movement	WB	WB	WB	NB	NB	SB	SB	SB	SB
Directions Served	L	>	>	R	R>	L	L	T	T
Maximum Queue (ft)	155	427	380	427	338	163	172	89	114
Average Queue (ft)	67	243	187	229	167	58	105	27	58
95th Queue (ft)	170	421	377	365	291	126	156	66	102
Link Distance (ft)		441	441	898	898			1204	1204
Upstream Blk Time (%)		4	1						
Queuing Penalty (veh)		0	0						
Storage Bay Dist (ft)	130					450	450		
Storage Blk Time (%)	0	49							
Queuing Penalty (veh)	1	28							

Intersection: 53: Constitution Wy & Mariner Sqaure Dr.

Movement	WB	NB	NB
Directions Served	R	T	R
Maximum Queue (ft)	375	395	157
Average Queue (ft)	138	88	10
95th Queue (ft)	336	280	115
Link Distance (ft)	406	452	452
Upstream Blk Time (%)	0	0	0
Queuing Penalty (veh)	0	2	1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 54: Constitution Way & Atlantic Ave.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	L	L	T	T	R	L
Maximum Queue (ft)	180	204	176	47	164	120	119	211	303	296	102	52
Average Queue (ft)	87	68	81	13	74	45	18	86	155	115	14	12
95th Queue (ft)	157	142	141	39	130	93	60	163	248	216	55	38
Link Distance (ft)		401	401		506	506			640	640		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	190			190			190	190			80	200
Storage Blk Time (%)	2				0			0	3	9	0	
Queuing Penalty (veh)	3				0			0	5	2	0	

Intersection: 54: Constitution Way & Atlantic Ave.

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	74	114	153	85
Average Queue (ft)	40	54	61	44
95th Queue (ft)	70	90	114	88
Link Distance (ft)	898	898	898	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				60
Storage Blk Time (%)			8	1
Queuing Penalty (veh)			6	1

Intersection: 55: Oak St & 7th St

Movement	EB	EB	EB	EB	NB	NB	NB
Directions Served	LT	T	T	T	T	T	TR
Maximum Queue (ft)	163	124	106	107	129	135	185
Average Queue (ft)	84	64	59	57	81	88	107
95th Queue (ft)	136	109	103	100	122	125	161
Link Distance (ft)	357	357	357	357	197	197	197
Upstream Blk Time (%)							0
Queuing Penalty (veh)							0
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 56: Oak St & 8th St

Movement	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	T	R	LT	T	T
Maximum Queue (ft)	333	267	156	75	132	61	64
Average Queue (ft)	267	175	44	53	57	25	15
95th Queue (ft)	345	262	116	78	102	53	47
Link Distance (ft)	312	312	312		250	250	250
Upstream Blk Time (%)	2	0					
Queuing Penalty (veh)	0	0					
Storage Bay Dist (ft)				50			
Storage Blk Time (%)			3	9			
Queuing Penalty (veh)			6	31			

Intersection: 86: Bend

Movement	EB	EB
Directions Served	T	
Maximum Queue (ft)	300	289
Average Queue (ft)	53	29
95th Queue (ft)	208	151
Link Distance (ft)	280	280
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	1	1
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 108: Brush St & I-980 off-ramp

Movement	SB	SB	SW	SW	SW
Directions Served	T	T	L	L	L
Maximum Queue (ft)	189	176	156	149	160
Average Queue (ft)	175	56	77	83	124
95th Queue (ft)	187	162	167	181	196
Link Distance (ft)	164	164	126	126	126
Upstream Blk Time (%)	100	12	3	5	16
Queuing Penalty (veh)	0	0	0	0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 302: Constitution Wy & Posey Tube

Movement	NB	B307	B307
Directions Served	T	T	
Maximum Queue (ft)	76	431	101
Average Queue (ft)	4	18	3
95th Queue (ft)	34	159	64
Link Distance (ft)	106	419	419
Upstream Blk Time (%)		0	0
Queuing Penalty (veh)		1	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 313: Webster St.

Movement	SE	SE	SE
Directions Served	T	T	T
Maximum Queue (ft)	116	67	28
Average Queue (ft)	20	2	1
95th Queue (ft)	90	32	13
Link Distance (ft)	881	881	881
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 401:

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	94	53
Average Queue (ft)	16	3
95th Queue (ft)	60	24
Link Distance (ft)	94	94
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 517: Harrison Tunnel #2

Movement	NB	NW
Directions Served	T	R
Maximum Queue (ft)	26	41
Average Queue (ft)	1	1
95th Queue (ft)	12	26
Link Distance (ft)	302	304
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 522: Castro St

Movement	WB	WB	NB
Directions Served	R	R	T
Maximum Queue (ft)	61	65	6
Average Queue (ft)	34	34	0
95th Queue (ft)	48	56	4
Link Distance (ft)	153	153	102
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 604: #6 Jackson on #1/#6 I-880 NB on-Ramp & 6th St #2 #3

Movement	WB	WB
Directions Served	T	R
Maximum Queue (ft)	409	409
Average Queue (ft)	362	356
95th Queue (ft)	442	462
Link Distance (ft)	314	314
Upstream Blk Time (%)	43	36
Queuing Penalty (veh)	448	382
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 605: #6 I-880 NB on-Ramp & 6th St #2 #3/#6 I-880 NB on-Ramp & 6th St #3 & #2

Movement	WB	SW	B75
Directions Served	T	R	T
Maximum Queue (ft)	205	548	343
Average Queue (ft)	101	362	61
95th Queue (ft)	209	619	261
Link Distance (ft)	122	459	421
Upstream Blk Time (%)	11	21	1
Queuing Penalty (veh)	142	184	12
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 610: Harrison St

Movement	NB
Directions Served	T
Maximum Queue (ft)	10
Average Queue (ft)	0
95th Queue (ft)	6
Link Distance (ft)	438
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 901: 5th St & SB I-880 Off-Ramp

Movement	EB	EB	B518
Directions Served	T	T	T
Maximum Queue (ft)	501	518	1852
Average Queue (ft)	340	394	825
95th Queue (ft)	605	675	2178
Link Distance (ft)	431	431	1820
Upstream Blk Time (%)	10	35	18
Queuing Penalty (veh)	0	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1401: 6th St/#2 & Harrison Tunnel #2/#3

Movement	NB	NB
Directions Served	T	TR
Maximum Queue (ft)	3759	3751
Average Queue (ft)	2201	2245
95th Queue (ft)	3925	3949
Link Distance (ft)	4375	4375
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	1	3
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 4933

No Build 2025
Conditions
PM Peak Hour

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:12	8:12	8:12	8:12	8:12	8:12
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	37776	37397	37566	38267	37819	37762
Vehs Exited	37345	36987	36849	37800	37445	37288
Starting Vehs	1638	1538	1603	1666	1671	1622
Ending Vehs	2069	1948	2320	2133	2045	2092
Travel Distance (mi)	19669	19526	19585	19993	19696	19694
Travel Time (hr)	3432.1	3430.1	3388.5	3209.8	3376.5	3367.4
Total Delay (hr)	2673.7	2677.4	2634.1	2438.7	2616.3	2608.1
Total Stops	87493	84004	89358	87813	87517	87243
Fuel Used (gal)	1395.4	1393.7	1388.3	1360.1	1387.1	1384.9

Interval #0 Information Seeding

Start Time	6:57
End Time	7:12
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:12
End Time	8:12
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	37776	37397	37566	38267	37819	37762
Vehs Exited	37345	36987	36849	37800	37445	37288
Starting Vehs	1638	1538	1603	1666	1671	1622
Ending Vehs	2069	1948	2320	2133	2045	2092
Travel Distance (mi)	19669	19526	19585	19993	19696	19694
Travel Time (hr)	3432.1	3430.1	3388.5	3209.8	3376.5	3367.4
Total Delay (hr)	2673.7	2677.4	2634.1	2438.7	2616.3	2608.1
Total Stops	87493	84004	89358	87813	87517	87243
Fuel Used (gal)	1395.4	1393.7	1388.3	1360.1	1387.1	1384.9

1: Broadway & 4th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	3.1	104.4	0.0	107.5
Denied Del/Veh (s)	0.1	58.9	561.9	0.0	283.5
Total Delay (hr)	1.0	7.1	10.7	0.7	19.5
Total Del/Veh (s)	40.1	143.7	79.1	5.9	59.7
Travel Dist (mi)	4.9	10.8	21.1	19.9	56.6
Travel Time (hr)	1.2	10.6	115.8	1.5	129.2
Vehicles Entered	91	175	480	418	1164
Vehicles Exited	93	167	477	419	1156
Hourly Exit Rate	93	167	477	419	1156
Input Volume	91	185	663	542	1481
% of Volume	102	90	72	77	78

2: 880 On Ramp & 880 SB Off Ramp #1 #3/Union St #3 & 5th St/5th St #1 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.2
Denied Del/Veh (s)	0.2	0.0	0.3	0.0	0.2
Total Delay (hr)	3.3	2.0	20.9	0.5	26.8
Total Del/Veh (s)	33.3	28.1	44.0	15.6	39.3
Travel Dist (mi)	25.3	32.8	519.0	5.4	582.5
Travel Time (hr)	4.2	3.3	39.3	0.9	47.7
Vehicles Entered	357	258	1656	125	2396
Vehicles Exited	357	257	1666	126	2406
Hourly Exit Rate	357	257	1666	126	2406
Input Volume	355	261	1656	127	2399
% of Volume	101	98	101	99	100

3: Adeline Street & 5th St #1 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.2	0.0	0.2
Denied Del/Veh (s)	0.0	0.0	2.1	0.0	0.4
Total Delay (hr)	10.4	1.6	2.8	1.7	16.5
Total Del/Veh (s)	29.3	20.8	27.2	33.1	28.1
Travel Dist (mi)	152.5	18.5	37.6	14.6	223.2
Travel Time (hr)	16.6	2.3	4.4	2.4	25.7
Vehicles Entered	1258	283	365	185	2091
Vehicles Exited	1257	285	366	185	2093
Hourly Exit Rate	1257	285	366	185	2093
Input Volume	1243	281	365	189	2078
% of Volume	101	101	100	98	101

4: Market St & 5th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	1.2	1.3	3.8	6.4
Total Del/Veh (s)	4.6	25.9	50.0	16.3
Travel Dist (mi)	30.3	5.4	14.3	50.0
Travel Time (hr)	2.3	1.6	4.4	8.3
Vehicles Entered	958	186	273	1417
Vehicles Exited	958	184	273	1415
Hourly Exit Rate	958	184	273	1415
Input Volume	946	193	262	1401
% of Volume	101	95	104	101

5: Brush St & 5th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Delay (hr)	2.8	0.1	2.0	4.9
Total Del/Veh (s)	9.2	3.9	12.7	10.2
Travel Dist (mi)	68.8	1.7	70.0	140.4
Travel Time (hr)	5.3	0.2	4.6	10.0
Vehicles Entered	1087	53	569	1709
Vehicles Exited	1086	53	566	1705
Hourly Exit Rate	1086	53	566	1705
Input Volume	1073	53	562	1688
% of Volume	101	100	101	101

6: Martin Luther King & 5th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Delay (hr)	4.4	1.4	0.4	6.1
Total Del/Veh (s)	10.1	23.6	18.4	12.0
Travel Dist (mi)	195.8	7.9	4.2	207.9
Travel Time (hr)	11.3	1.7	0.5	13.5
Vehicles Entered	1525	215	72	1812
Vehicles Exited	1522	215	72	1809
Hourly Exit Rate	1522	215	72	1809
Input Volume	1507	224	80	1811
% of Volume	101	96	90	100

7: 5th St #1 & Washington St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	8.1	61.8	0.2	70.1
Denied Del/Veh (s)	21.2	842.7	5.9	143.4
Total Delay (hr)	38.3	7.4	8.1	53.9
Total Del/Veh (s)	100.7	186.2	236.1	118.5
Travel Dist (mi)	174.9	4.6	6.1	185.6
Travel Time (hr)	52.3	69.5	8.6	130.3
Vehicles Entered	1349	137	119	1605
Vehicles Exited	1300	136	115	1551
Hourly Exit Rate	1300	136	115	1551
Input Volume	1389	274	175	1838
% of Volume	94	50	66	84

8: Broadway/#5 Broadway #3 & 5th St #1/I-880 NB on-ramp and 5th St & #10 #1 Almeda Tun Performanc

Approach	EB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.0	0.1	0.1
Total Delay (hr)	28.3	12.1	8.4	48.8
Total Del/Veh (s)	73.6	65.8	39.0	62.3
Travel Dist (mi)	93.3	29.0	38.4	160.7
Travel Time (hr)	31.8	13.4	10.3	55.5
Vehicles Entered	1345	648	773	2766
Vehicles Exited	1346	649	773	2768
Hourly Exit Rate	1346	649	773	2768
Input Volume	1512	844	1080	3436
% of Volume	89	77	72	81

9: Jackson St & 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.2	76.4	0.0	76.6
Denied Del/Veh (s)	0.7	656.4	0.1	162.0
Total Delay (hr)	8.8	8.7	1.6	19.1
Total Del/Veh (s)	28.7	114.5	31.7	44.0
Travel Dist (mi)	29.5	10.4	9.1	49.0
Travel Time (hr)	10.4	85.4	2.0	97.8
Vehicles Entered	1098	263	185	1546
Vehicles Exited	1092	263	185	1540
Hourly Exit Rate	1092	263	185	1540
Input Volume	1504	399	188	2091
% of Volume	73	66	98	74

10: Madison St/#7 Madison St & 5th St/#7 5th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.9	1.1	3.0
Total Del/Veh (s)	11.2	4.6	7.3
Travel Dist (mi)	42.9	43.8	86.7
Travel Time (hr)	3.5	2.8	6.3
Vehicles Entered	604	867	1471
Vehicles Exited	608	868	1476
Hourly Exit Rate	608	868	1476
Input Volume	803	877	1680
% of Volume	76	99	88

11: #6 Oak St & #7 5th St/#7 I-880 SB On-Ramp Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	2.7	0.0	2.7
Denied Del/Veh (s)	0.0	14.2	0.0	5.0
Total Delay (hr)	3.1	149.2	0.1	152.4
Total Del/Veh (s)	9.4	727.7	5.1	274.9
Travel Dist (mi)	87.5	685.7	4.3	777.6
Travel Time (hr)	6.6	175.1	0.3	182.0
Vehicles Entered	1155	657	90	1902
Vehicles Exited	1158	484	91	1733
Hourly Exit Rate	1158	484	91	1733
Input Volume	1329	667	89	2085
% of Volume	87	73	102	83

12: #6 Oak St/Oak St & #6 6th St #11/I-880 NB Off-ramp #11 & 6th St Performance by approach

Approach	WB	NB	SW	All
Denied Delay (hr)	0.5	0.0	0.0	0.5
Denied Del/Veh (s)	2.8	0.1	0.1	1.4
Total Delay (hr)	1.5	4.0	0.2	5.7
Total Del/Veh (s)	8.3	22.6	11.6	15.3
Travel Dist (mi)	105.9	30.2	1.9	138.0
Travel Time (hr)	6.0	5.3	0.3	11.6
Vehicles Entered	631	636	65	1332
Vehicles Exited	628	637	66	1331
Hourly Exit Rate	628	637	66	1331
Input Volume	629	829	67	1525
% of Volume	100	77	99	87

13: #7 Madison St & #6 6th St /#6 6th St #11 Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.8	2.8	3.6
Total Del/Veh (s)	11.1	9.5	9.8
Travel Dist (mi)	20.4	54.2	74.7
Travel Time (hr)	1.6	5.0	6.6
Vehicles Entered	264	1066	1330
Vehicles Exited	265	1065	1330
Hourly Exit Rate	265	1065	1330
Input Volume	315	1050	1365
% of Volume	84	101	97

14: Jackson St & #6 I-880 NB on-Ramp & 6th S/#6 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	3.0	11.6	2.6	17.1
Total Del/Veh (s)	23.2	75.7	15.0	37.9
Travel Dist (mi)	30.9	27.1	31.5	89.5
Travel Time (hr)	4.2	12.7	4.3	21.2
Vehicles Entered	453	538	615	1606
Vehicles Exited	453	537	613	1603
Hourly Exit Rate	453	537	613	1603
Input Volume	481	778	615	1874
% of Volume	94	69	100	86

15: #5 Broadway #3/Broadway #9 #3 & 6th St/#5 #9 I880 SB off-ramp Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	17.8	1.7	4.5	24.0
Total Del/Veh (s)	57.1	13.8	40.2	44.0
Travel Dist (mi)	161.2	22.8	21.8	205.8
Travel Time (hr)	24.7	2.5	5.3	32.4
Vehicles Entered	1081	433	384	1898
Vehicles Exited	1067	426	401	1894
Hourly Exit Rate	1067	426	401	1894
Input Volume	1076	544	715	2335
% of Volume	99	78	56	81

16: Washington St & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.3	0.0	0.0	0.3
Denied Del/Veh (s)	4.9	0.0	0.0	2.7
Total Delay (hr)	9.1	0.2	5.1	14.4
Total Del/Veh (s)	152.3	7.6	167.6	129.7
Travel Dist (mi)	14.4	4.0	4.7	23.0
Travel Time (hr)	10.0	0.3	5.3	15.7
Vehicles Entered	213	73	108	394
Vehicles Exited	205	73	103	381
Hourly Exit Rate	205	73	103	381
Input Volume	263	148	143	554
% of Volume	78	49	72	69

17: Martin Luther King & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.5	0.3	0.1	0.8
Total Del/Veh (s)	9.1	5.0	3.5	6.4
Travel Dist (mi)	12.4	11.6	3.6	27.7
Travel Time (hr)	0.9	0.7	0.2	1.8
Vehicles Entered	181	197	77	455
Vehicles Exited	182	198	77	457
Hourly Exit Rate	182	198	77	457
Input Volume	248	204	79	531
% of Volume	73	97	97	86

18: Market St & 6th St/I-880 off-ramp Performance by approach

Approach	WB	NB	SB	SW	All
Denied Delay (hr)	0.3	0.0	0.0	0.0	0.3
Denied Del/Veh (s)	2.0	0.0	0.0	0.1	1.0
Total Delay (hr)	4.3	0.4	0.6	0.2	5.5
Total Del/Veh (s)	30.3	8.7	7.6	8.5	19.1
Travel Dist (mi)	23.0	10.0	11.1	2.3	46.3
Travel Time (hr)	5.6	0.8	1.1	0.3	7.9
Vehicles Entered	506	181	270	69	1026
Vehicles Exited	502	181	271	69	1023
Hourly Exit Rate	502	181	271	69	1023
Input Volume	491	182	255	65	993
% of Volume	102	99	106	106	103

19: Union St #3/Union St & 7th St #3 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.0	0.1	0.1	0.1
Total Delay (hr)	4.8	3.3	2.8	0.2	11.1
Total Del/Veh (s)	16.7	19.7	14.7	12.4	16.8
Travel Dist (mi)	105.2	69.9	34.4	3.1	212.6
Travel Time (hr)	8.5	5.7	4.6	0.3	19.1
Vehicles Entered	1028	595	685	50	2358
Vehicles Exited	1027	592	685	50	2354
Hourly Exit Rate	1027	592	685	50	2354
Input Volume	1045	605	681	55	2386
% of Volume	98	98	101	91	99

20: Adeline Street & 7th St #3 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	4.5	2.5	0.9	0.9	8.9
Total Del/Veh (s)	10.0	12.5	15.0	18.0	11.6
Travel Dist (mi)	180.6	200.8	18.5	11.6	411.5
Travel Time (hr)	11.3	9.6	1.7	1.4	24.0
Vehicles Entered	1615	702	227	187	2731
Vehicles Exited	1618	698	227	187	2730
Hourly Exit Rate	1618	698	227	187	2730
Input Volume	1629	698	226	194	2747
% of Volume	99	100	100	96	99

21: Market St & 7th St #3 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.2	0.2
Denied Del/Veh (s)	0.0	0.0	0.2	1.7	0.2
Total Delay (hr)	7.6	1.2	3.2	1.7	13.8
Total Del/Veh (s)	16.0	9.6	23.6	18.8	16.6
Travel Dist (mi)	490.8	37.9	19.4	19.8	567.8
Travel Time (hr)	24.5	2.8	4.5	2.7	34.5
Vehicles Entered	1699	459	491	331	2980
Vehicles Exited	1686	456	494	333	2969
Hourly Exit Rate	1686	456	494	333	2969
Input Volume	1714	475	469	323	2981
% of Volume	98	96	105	103	100

22: Brush St & 7th St #3 Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Delay (hr)	5.8	0.3	6.0	12.1
Total Del/Veh (s)	14.4	5.0	18.7	15.4
Travel Dist (mi)	124.6	21.0	79.4	225.0
Travel Time (hr)	10.2	1.4	9.1	20.6
Vehicles Entered	1451	220	1130	2801
Vehicles Exited	1444	219	1148	2811
Hourly Exit Rate	1444	219	1148	2811
Input Volume	1491	242	1130	2863
% of Volume	97	90	102	98

23: Castro St & 7th St #3 Performance by approach

Approach	EB	NB	SW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Delay (hr)	11.2	3.0	1.0	15.2
Total Del/Veh (s)	22.3	21.5	17.1	21.7
Travel Dist (mi)	167.9	16.6	12.1	196.6
Travel Time (hr)	17.3	3.6	1.8	22.8
Vehicles Entered	1783	501	218	2502
Vehicles Exited	1796	499	214	2509
Hourly Exit Rate	1796	499	214	2509
Input Volume	1827	501	238	2566
% of Volume	98	100	90	98

24: Martin Luther King & 7th St #3 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	3.4	0.3	0.4	4.1
Total Del/Veh (s)	9.0	9.7	10.2	9.1
Travel Dist (mi)	56.7	5.5	7.0	69.2
Travel Time (hr)	5.3	0.6	0.6	6.5
Vehicles Entered	1343	126	128	1597
Vehicles Exited	1337	126	128	1591
Hourly Exit Rate	1337	126	128	1591
Input Volume	1374	139	135	1648
% of Volume	97	91	95	97

25: Washington St & 7th St #3 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Delay (hr)	23.9	0.2	3.9	28.0
Total Del/Veh (s)	57.5	9.2	244.2	61.5
Travel Dist (mi)	301.2	3.9	2.7	307.8
Travel Time (hr)	34.2	0.4	4.0	38.7
Vehicles Entered	1477	90	58	1625
Vehicles Exited	1451	88	50	1589
Hourly Exit Rate	1451	88	50	1589
Input Volume	1522	141	77	1740
% of Volume	95	62	65	91

26: Broadway #9 #3/Broadway & 7th St #3/7th St #9 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.0	0.6	0.1
Total Delay (hr)	13.0	4.2	10.0	27.2
Total Del/Veh (s)	32.8	19.2	63.2	35.2
Travel Dist (mi)	91.6	42.1	28.0	161.7
Travel Time (hr)	16.1	6.4	11.2	33.7
Vehicles Entered	1400	786	562	2748
Vehicles Exited	1385	784	561	2730
Hourly Exit Rate	1385	784	561	2730
Input Volume	1481	994	919	3394
% of Volume	94	79	61	80

27: Webster St #8 #9 #12/Webster St #8 #12 & 7th St #9/7th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	35.4	10.9	46.4
Total Del/Veh (s)	74.2	27.0	52.6
Travel Dist (mi)	233.3	77.1	310.4
Travel Time (hr)	44.5	13.9	58.4
Vehicles Entered	1689	1449	3138
Vehicles Exited	1671	1444	3115
Hourly Exit Rate	1671	1444	3115
Input Volume	1973	1479	3452
% of Volume	85	98	90

28: NB Tunnel #2/NB Tunnel & 7th St Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.4	6.1	7.5
Total Del/Veh (s)	4.6	14.7	10.5
Travel Dist (mi)	77.7	74.8	152.5
Travel Time (hr)	4.2	9.0	13.2
Vehicles Entered	1087	1493	2580
Vehicles Exited	1086	1492	2578
Hourly Exit Rate	1086	1492	2578
Input Volume	1227	1485	2712
% of Volume	89	100	95

29: Jackson St & 7th St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.3	0.1
Total Delay (hr)	5.6	2.4	4.3	12.3
Total Del/Veh (s)	12.7	25.9	37.8	19.0
Travel Dist (mi)	205.3	16.3	42.4	264.1
Travel Time (hr)	13.1	3.1	5.8	22.0
Vehicles Entered	1578	328	402	2308
Vehicles Exited	1582	331	404	2317
Hourly Exit Rate	1582	331	404	2317
Input Volume	1689	456	401	2546
% of Volume	94	73	101	91

30: #7 Madison St & 7th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0
Total Delay (hr)	3.3	7.9	11.2
Total Del/Veh (s)	8.0	21.7	14.4
Travel Dist (mi)	103.2	1299.1	1402.3
Travel Time (hr)	7.1	51.8	59.0
Vehicles Entered	1481	1265	2746
Vehicles Exited	1483	1268	2751
Hourly Exit Rate	1483	1268	2751
Input Volume	1639	1218	2857
% of Volume	90	104	96

31: NB Tunnel & 8th St #12 Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.1	0.1
Total Delay (hr)	2.6	6.0	8.6
Total Del/Veh (s)	10.7	21.2	16.4
Travel Dist (mi)	52.7	54.7	107.5
Travel Time (hr)	4.5	8.1	12.6
Vehicles Entered	859	1018	1877
Vehicles Exited	857	1018	1875
Hourly Exit Rate	857	1018	1875
Input Volume	868	1039	1907
% of Volume	99	98	98

32: Webster St #8 #12/Webster St #8 & 8th St/8th St #12 Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.1
Total Delay (hr)	13.0	15.9	28.9
Total Del/Veh (s)	35.8	51.4	43.0
Travel Dist (mi)	92.5	46.5	139.0
Travel Time (hr)	16.6	17.8	34.4
Vehicles Entered	1279	1115	2394
Vehicles Exited	1283	1115	2398
Hourly Exit Rate	1283	1115	2398
Input Volume	1311	1134	2445
% of Volume	98	98	98

33: Franklin St & 8th St Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0
Total Delay (hr)	7.0	2.3	9.3
Total Del/Veh (s)	26.5	32.8	27.8
Travel Dist (mi)	57.2	8.7	65.9
Travel Time (hr)	9.3	2.6	11.9
Vehicles Entered	947	248	1195
Vehicles Exited	943	244	1187
Hourly Exit Rate	943	244	1187
Input Volume	966	255	1221
% of Volume	98	96	97

34: Broadway & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	191.3	191.3
Denied Del/Veh (s)	0.0	0.0	755.1	308.6
Total Delay (hr)	8.3	2.5	16.3	27.1
Total Del/Veh (s)	35.8	18.0	115.2	52.8
Travel Dist (mi)	61.1	25.2	23.5	109.9
Travel Time (hr)	10.6	3.4	208.4	222.4
Vehicles Entered	826	494	495	1815
Vehicles Exited	821	498	491	1810
Hourly Exit Rate	821	498	491	1810
Input Volume	828	620	895	2343
% of Volume	99	80	55	77

35: Washington St & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	1.1	1.1
Denied Del/Veh (s)	0.0	0.0	50.7	4.6
Total Delay (hr)	4.5	0.2	1.9	6.6
Total Del/Veh (s)	22.9	9.0	94.9	27.5
Travel Dist (mi)	51.8	4.3	3.3	59.4
Travel Time (hr)	6.5	0.4	3.1	10.0
Vehicles Entered	702	82	71	855
Vehicles Exited	696	82	64	842
Hourly Exit Rate	696	82	64	842
Input Volume	771	117	76	964
% of Volume	90	70	84	87

36: Martin Luther King & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	1.8	0.3	0.3	2.5
Total Del/Veh (s)	9.9	11.2	6.8	9.5
Travel Dist (mi)	44.2	5.6	6.6	56.4
Travel Time (hr)	3.4	0.5	0.6	4.5
Vehicles Entered	670	103	159	932
Vehicles Exited	668	103	159	930
Hourly Exit Rate	668	103	159	930
Input Volume	749	115	161	1025
% of Volume	89	90	99	91

37: Webster St #8 & 9th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	5.1	5.5	10.6
Denied Del/Veh (s)	51.7	15.7	23.6
Total Delay (hr)	6.8	23.1	29.9
Total Del/Veh (s)	70.9	65.7	66.8
Travel Dist (mi)	12.8	104.8	117.5
Travel Time (hr)	12.3	32.5	44.8
Vehicles Entered	338	1244	1582
Vehicles Exited	337	1237	1574
Hourly Exit Rate	337	1237	1574
Input Volume	340	1242	1582
% of Volume	99	100	99

38: Brush St & I-980 On-Ramp & 11 St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	2.5	3.7	6.2
Total Del/Veh (s)	30.0	7.6	10.9
Travel Dist (mi)	15.4	109.2	124.6
Travel Time (hr)	3.1	9.0	12.1
Vehicles Entered	302	1743	2045
Vehicles Exited	303	1738	2041
Hourly Exit Rate	303	1738	2041
Input Volume	315	1815	2130
% of Volume	96	96	96

39: I-980 Off Ramp & Castro St & 11 St Performance by approach

Approach	EB	NB	NW	All
Denied Delay (hr)	0.0	0.0	507.6	507.6
Denied Del/Veh (s)	0.0	0.1	1057.0	722.3
Total Delay (hr)	6.1	1.3	11.3	18.7
Total Del/Veh (s)	31.5	37.5	45.9	39.4
Travel Dist (mi)	60.8	5.7	39.7	106.3
Travel Time (hr)	8.4	1.5	521.0	530.9
Vehicles Entered	683	118	878	1679
Vehicles Exited	693	119	876	1688
Hourly Exit Rate	693	119	876	1688
Input Volume	707	116	1551	2374
% of Volume	98	103	56	71

40: Webster St #8 & 11th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1
Total Delay (hr)	2.4	6.1	8.6
Total Del/Veh (s)	7.8	24.1	15.2
Travel Dist (mi)	67.0	50.9	117.9
Travel Time (hr)	4.9	8.1	12.9
Vehicles Entered	1112	903	2015
Vehicles Exited	1110	904	2014
Hourly Exit Rate	1110	904	2014
Input Volume	1122	902	2024
% of Volume	99	100	100

41: NB Tunnel & 11th St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	1.6	4.1	1.2	6.9
Total Del/Veh (s)	5.2	22.2	25.6	12.8
Travel Dist (mi)	75.7	11.9	9.9	97.6
Travel Time (hr)	4.3	4.6	1.6	10.5
Vehicles Entered	1113	655	171	1939
Vehicles Exited	1113	655	171	1939
Hourly Exit Rate	1113	655	171	1939
Input Volume	1133	657	174	1964
% of Volume	98	100	98	99

42: NB Tunnel & 12th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.1	0.1
Total Delay (hr)	2.2	5.7	0.6	8.5
Total Del/Veh (s)	9.3	34.3	11.5	18.6
Travel Dist (mi)	54.0	34.3	8.8	97.1
Travel Time (hr)	4.1	7.0	1.0	12.1
Vehicles Entered	848	591	199	1638
Vehicles Exited	848	591	198	1637
Hourly Exit Rate	848	591	198	1637
Input Volume	839	598	201	1638
% of Volume	101	99	99	100

43: Webster St #8 & 12th St Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.1
Total Delay (hr)	1.7	4.1	5.7
Total Del/Veh (s)	6.1	17.5	11.3
Travel Dist (mi)	67.9	37.9	105.8
Travel Time (hr)	4.2	5.5	9.8
Vehicles Entered	985	829	1814
Vehicles Exited	986	829	1815
Hourly Exit Rate	986	829	1815
Input Volume	981	818	1799
% of Volume	101	101	101

44: Castro St & 12th St & I-980 on-ramp Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.1
Denied Del/Veh (s)	0.3	0.0	0.2
Total Delay (hr)	7.4	3.0	10.4
Total Del/Veh (s)	26.7	10.3	18.3
Travel Dist (mi)	51.4	68.2	119.5
Travel Time (hr)	9.7	7.3	17.1
Vehicles Entered	978	1049	2027
Vehicles Exited	987	1047	2034
Hourly Exit Rate	987	1047	2034
Input Volume	976	1693	2669
% of Volume	101	62	76

45: Brush St & 12th St & I-980 off-ramp Performance by approach

Approach	EB	WB	SB	SW	All
Denied Delay (hr)	0.0	0.0	0.0	16.0	16.0
Denied Del/Veh (s)	0.1	0.0	0.1	43.1	27.2
Total Delay (hr)	0.0	1.3	3.8	59.8	64.9
Total Del/Veh (s)	1.4	14.4	30.1	160.4	109.9
Travel Dist (mi)	0.1	30.0	40.7	331.1	401.8
Travel Time (hr)	0.0	2.4	5.2	87.5	95.1
Vehicles Entered	1	333	448	1295	2077
Vehicles Exited	1	327	445	1267	2040
Hourly Exit Rate	1	327	445	1267	2040
Input Volume	1	351	437	1340	2129
% of Volume	100	93	102	95	96

46: Brush St & 17th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0
Total Delay (hr)	4.0	1.9	5.9
Total Del/Veh (s)	29.1	4.8	11.1
Travel Dist (mi)	25.8	80.8	106.6
Travel Time (hr)	5.1	5.0	10.1
Vehicles Entered	489	1411	1900
Vehicles Exited	495	1410	1905
Hourly Exit Rate	495	1410	1905
Input Volume	495	1388	1883
% of Volume	100	102	101

47: Castro St & 17th St Performance by approach

Approach	EB	NB	NE	All
Denied Delay (hr)	0.0	221.2	17.2	238.4
Denied Del/Veh (s)	0.0	588.1	120.9	344.4
Total Delay (hr)	4.6	23.6	9.7	37.9
Total Del/Veh (s)	26.4	86.4	72.8	65.2
Travel Dist (mi)	46.7	79.1	20.8	146.7
Travel Time (hr)	6.5	247.5	27.8	281.8
Vehicles Entered	625	962	470	2057
Vehicles Exited	623	951	469	2043
Hourly Exit Rate	623	951	469	2043
Input Volume	639	1295	504	2438
% of Volume	97	73	93	84

48: Castro St & 18th St & I-980 on-ramp Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	4.0	2.8	6.9
Total Del/Veh (s)	30.9	6.8	12.5
Travel Dist (mi)	22.4	93.4	115.8
Travel Time (hr)	5.0	6.8	11.9
Vehicles Entered	456	1503	1959
Vehicles Exited	464	1504	1968
Hourly Exit Rate	464	1504	1968
Input Volume	461	1868	2329
% of Volume	101	81	84

49: Brush St & 18th St Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.7	1.5	3.3
Total Del/Veh (s)	22.8	3.8	6.8
Travel Dist (mi)	21.4	56.5	77.9
Travel Time (hr)	2.6	4.6	7.1
Vehicles Entered	270	1466	1736
Vehicles Exited	271	1459	1730
Hourly Exit Rate	271	1459	1730
Input Volume	300	1418	1718
% of Volume	90	103	101

50: Webster St. & Atlantic Ave. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.2	0.0	0.2	0.2	0.6
Denied Del/Veh (s)	0.7	0.1	1.3	0.5	0.6
Total Delay (hr)	7.6	8.7	4.6	8.2	29.1
Total Del/Veh (s)	31.4	40.7	26.0	21.1	28.6
Travel Dist (mi)	64.9	69.6	53.0	59.4	246.8
Travel Time (hr)	10.5	11.9	7.1	10.9	40.5
Vehicles Entered	865	757	635	1379	3636
Vehicles Exited	870	761	631	1368	3630
Hourly Exit Rate	870	761	631	1368	3630
Input Volume	878	758	634	1365	3635
% of Volume	99	100	100	100	100

51: Webster St. Performance by approach

Approach	EB	NB	SE	NW	All
Denied Delay (hr)	0.3	0.0	0.7	0.0	0.9
Denied Del/Veh (s)	1.2	0.0	1.3	0.1	1.0
Total Delay (hr)	5.7	4.7	8.0	0.0	18.4
Total Del/Veh (s)	25.3	21.6	14.9	1.0	18.6
Travel Dist (mi)	103.8	143.2	347.3	0.3	594.6
Travel Time (hr)	9.9	10.6	22.7	0.0	43.2
Vehicles Entered	794	781	1908	36	3519
Vehicles Exited	799	778	1911	36	3524
Hourly Exit Rate	799	778	1911	36	3524
Input Volume	791	791	1938	32	3552
% of Volume	101	98	99	112	99

52: Constitution Way & Marina Village Pkwy & Constitution Wy Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.2	0.0	0.2	0.4
Denied Del/Veh (s)	1.1	0.0	0.5	0.5
Total Delay (hr)	3.6	2.7	4.4	10.7
Total Del/Veh (s)	25.3	14.1	10.1	13.9
Travel Dist (mi)	43.3	122.8	354.5	520.5
Travel Time (hr)	5.8	7.9	19.0	32.7
Vehicles Entered	507	674	1551	2732
Vehicles Exited	505	674	1552	2731
Hourly Exit Rate	505	674	1552	2731
Input Volume	506	688	1545	2739
% of Volume	100	98	100	100

53: Constitution Wy & Mariner Sqaure Dr. Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.1
Denied Del/Veh (s)	0.5	0.0	0.2
Total Delay (hr)	2.9	0.6	3.5
Total Del/Veh (s)	27.2	2.0	9.1
Travel Dist (mi)	24.4	101.2	125.6
Travel Time (hr)	4.0	5.2	9.2
Vehicles Entered	390	995	1385
Vehicles Exited	388	995	1383
Hourly Exit Rate	388	995	1383
Input Volume	383	1007	1390
% of Volume	101	99	99

54: Constitution Way & Atlantic Ave. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.2	0.0	0.3
Denied Del/Veh (s)	0.1	0.3	1.6	0.0	0.3
Total Delay (hr)	5.5	2.0	4.4	9.3	21.2
Total Del/Veh (s)	20.8	14.2	27.7	24.0	22.2
Travel Dist (mi)	84.2	50.3	69.5	252.4	456.3
Travel Time (hr)	9.4	4.2	7.5	19.7	40.9
Vehicles Entered	940	514	570	1376	3400
Vehicles Exited	939	517	567	1373	3396
Hourly Exit Rate	939	517	567	1373	3396
Input Volume	950	534	570	1374	3428
% of Volume	99	97	99	100	99

55: Oak St & 7th St Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	6.9	3.9	10.7
Total Del/Veh (s)	14.5	14.2	14.4
Travel Dist (mi)	133.5	50.0	183.5
Travel Time (hr)	11.6	6.6	18.2
Vehicles Entered	1686	977	2663
Vehicles Exited	1680	983	2663
Hourly Exit Rate	1680	983	2663
Input Volume	1807	1122	2929
% of Volume	93	88	91

56: Oak St & 8th St Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.1
Denied Del/Veh (s)	0.7	0.0	0.4
Total Delay (hr)	3.1	1.0	4.0
Total Del/Veh (s)	15.3	5.3	10.6
Travel Dist (mi)	42.7	38.5	81.2
Travel Time (hr)	4.7	2.4	7.1
Vehicles Entered	720	644	1364
Vehicles Exited	719	643	1362
Hourly Exit Rate	719	643	1362
Input Volume	734	717	1451
% of Volume	98	90	94

57: 5th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.1	0.0
Total Delay (hr)	5.0	0.1	0.1	5.1
Total Del/Veh (s)	13.9	19.4	31.4	14.0
Travel Dist (mi)	87.6	0.2	0.3	88.1
Travel Time (hr)	8.0	0.1	0.1	8.1
Vehicles Entered	1287	10	10	1307
Vehicles Exited	1282	11	9	1302
Hourly Exit Rate	1282	11	9	1302
Input Volume	1290	10	10	1310
% of Volume	99	110	90	99

58: Webster Tube #10 #9/Tube #9 #8 #12 & Almda Tunn #10 #1 Performance by approach

Approach	SB	SE	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.9	0.9	1.8
Total Del/Veh (s)	1.6	2.5	2.0
Travel Dist (mi)	108.9	171.5	280.5
Travel Time (hr)	4.5	6.8	11.3
Vehicles Entered	1949	1355	3304
Vehicles Exited	1949	1356	3305
Hourly Exit Rate	1949	1356	3305
Input Volume	2139	1612	3751
% of Volume	91	84	88

59: NB Tunnel /NB Tunnel Performance by approach

Approach	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.4	0.0	0.4
Total Del/Veh (s)	2.1	0.3	1.8
Travel Dist (mi)	60.9	2.9	63.8
Travel Time (hr)	2.5	0.2	2.7
Vehicles Entered	654	104	758
Vehicles Exited	654	104	758
Hourly Exit Rate	654	104	758
Input Volume	657	104	761
% of Volume	100	100	100

60: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Travel Dist (mi)	14.6	14.6
Travel Time (hr)	0.8	0.8
Vehicles Entered	231	231
Vehicles Exited	230	230
Hourly Exit Rate	230	230
Input Volume	242	242
% of Volume	95	95

61: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Travel Dist (mi)	8.2	8.2
Travel Time (hr)	0.4	0.4
Vehicles Entered	105	105
Vehicles Exited	106	106
Hourly Exit Rate	106	106
Input Volume	128	128
% of Volume	83	83

62: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	2.9	2.9
Travel Dist (mi)	5.9	5.9
Travel Time (hr)	0.4	0.4
Vehicles Entered	137	137
Vehicles Exited	137	137
Hourly Exit Rate	137	137
Input Volume	180	180
% of Volume	76	76

63: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.8	0.8
Travel Dist (mi)	56.5	56.5
Travel Time (hr)	2.1	2.1
Vehicles Entered	523	523
Vehicles Exited	524	524
Hourly Exit Rate	524	524
Input Volume	752	752
% of Volume	70	70

64: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.2	0.2
Travel Dist (mi)	40.4	40.4
Travel Time (hr)	1.9	1.9
Vehicles Entered	1413	1413
Vehicles Exited	1412	1412
Hourly Exit Rate	1412	1412
Input Volume	1483	1483
% of Volume	95	95

65: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Travel Dist (mi)	1.7	1.7
Travel Time (hr)	0.1	0.1
Vehicles Entered	102	102
Vehicles Exited	102	102
Hourly Exit Rate	102	102
Input Volume	103	103
% of Volume	99	99

66: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.3	1.3
Travel Dist (mi)	5.4	5.4
Travel Time (hr)	0.2	0.2
Vehicles Entered	100	100
Vehicles Exited	100	100
Hourly Exit Rate	100	100
Input Volume	109	109
% of Volume	92	92

67: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.0	0.0
Travel Dist (mi)	0.2	0.2
Travel Time (hr)	0.0	0.0
Vehicles Entered	16	16
Vehicles Exited	16	16
Hourly Exit Rate	16	16
Input Volume	20	20
% of Volume	80	80

68: Bend Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Travel Dist (mi)	1.0	1.0
Travel Time (hr)	0.0	0.0
Vehicles Entered	16	16
Vehicles Exited	16	16
Hourly Exit Rate	16	16
Input Volume	20	20
% of Volume	80	80

70: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.0	0.0
Travel Dist (mi)	5.6	5.6
Travel Time (hr)	0.2	0.2
Vehicles Entered	145	145
Vehicles Exited	145	145
Hourly Exit Rate	145	145
Input Volume	145	145
% of Volume	100	100

71: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.1	1.1
Travel Dist (mi)	43.6	43.6
Travel Time (hr)	1.9	1.9
Vehicles Entered	553	553
Vehicles Exited	553	553
Hourly Exit Rate	553	553
Input Volume	544	544
% of Volume	102	102

72: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	32.6	32.6
Travel Time (hr)	1.4	1.4
Vehicles Entered	540	540
Vehicles Exited	539	539
Hourly Exit Rate	539	539
Input Volume	650	650
% of Volume	83	83

76: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	20.3	20.3
Travel Time (hr)	1.0	1.0
Vehicles Entered	361	361
Vehicles Exited	361	361
Hourly Exit Rate	361	361
Input Volume	393	393
% of Volume	92	92

78: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	63.6	63.6
Travel Time (hr)	3.7	3.7
Vehicles Entered	1178	1178
Vehicles Exited	1175	1175
Hourly Exit Rate	1175	1175
Input Volume	1566	1566
% of Volume	75	75

79: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.8	0.8
Travel Dist (mi)	45.5	45.5
Travel Time (hr)	1.8	1.8
Vehicles Entered	585	585
Vehicles Exited	585	585
Hourly Exit Rate	585	585
Input Volume	738	738
% of Volume	79	79

80: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.6	0.6
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	144.6	144.6
Travel Time (hr)	5.9	5.9
Vehicles Entered	2035	2035
Vehicles Exited	2041	2041
Hourly Exit Rate	2041	2041
Input Volume	2228	2228
% of Volume	92	92

81: 5th St #1 Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.3	0.1	1.4
Total Del/Veh (s)	3.4	1.7	3.1
Travel Dist (mi)	114.1	59.4	173.5
Travel Time (hr)	5.5	2.2	7.7
Vehicles Entered	1373	271	1644
Vehicles Exited	1373	271	1644
Hourly Exit Rate	1373	271	1644
Input Volume	1354	274	1628
% of Volume	101	99	101

82: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.5	0.5
Total Del/Veh (s)	1.5	1.5
Travel Dist (mi)	174.4	174.4
Travel Time (hr)	7.9	7.9
Vehicles Entered	1270	1270
Vehicles Exited	1274	1274
Hourly Exit Rate	1274	1274
Input Volume	1281	1281
% of Volume	99	99

83: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	21.0	21.0
Travel Time (hr)	0.9	0.9
Vehicles Entered	281	281
Vehicles Exited	281	281
Hourly Exit Rate	281	281
Input Volume	273	273
% of Volume	103	103

86: #10 #1 Almeda Tun/Almda Tunn #10 #1 Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.2	1.2
Total Del/Veh (s)	3.3	3.3
Travel Dist (mi)	35.0	35.0
Travel Time (hr)	3.3	3.3
Vehicles Entered	1364	1364
Vehicles Exited	1363	1363
Hourly Exit Rate	1363	1363
Input Volume	1622	1622
% of Volume	84	84

88: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	3.9	3.9
Travel Dist (mi)	28.2	28.2
Travel Time (hr)	1.6	1.6
Vehicles Entered	303	303
Vehicles Exited	304	304
Hourly Exit Rate	304	304
Input Volume	311	311
% of Volume	98	98

89: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.6	0.6
Travel Dist (mi)	56.0	56.0
Travel Time (hr)	2.0	2.0
Vehicles Entered	568	568
Vehicles Exited	569	569
Hourly Exit Rate	569	569
Input Volume	543	543
% of Volume	105	105

91: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.8	0.8
Travel Dist (mi)	16.7	16.7
Travel Time (hr)	0.7	0.7
Vehicles Entered	322	322
Vehicles Exited	322	322
Hourly Exit Rate	322	322
Input Volume	351	351
% of Volume	92	92

92: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.5	0.5
Travel Dist (mi)	34.5	34.5
Travel Time (hr)	1.4	1.4
Vehicles Entered	661	661
Vehicles Exited	657	657
Hourly Exit Rate	657	657
Input Volume	726	726
% of Volume	90	90

93: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.2	1.2
Travel Dist (mi)	51.1	51.1
Travel Time (hr)	2.0	2.0
Vehicles Entered	701	701
Vehicles Exited	706	706
Hourly Exit Rate	706	706
Input Volume	725	725
% of Volume	97	97

96: Bend Performance by approach

Approach	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.8	0.0	0.8
Total Del/Veh (s)	4.4	1.4	4.0
Travel Dist (mi)	17.0	2.2	19.2
Travel Time (hr)	1.4	0.1	1.5
Vehicles Entered	654	104	758
Vehicles Exited	656	104	760
Hourly Exit Rate	656	104	760
Input Volume	657	104	761
% of Volume	100	100	100

97: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.1	1.1
Travel Dist (mi)	59.0	59.0
Travel Time (hr)	2.2	2.2
Vehicles Entered	510	510
Vehicles Exited	510	510
Hourly Exit Rate	510	510
Input Volume	524	524
% of Volume	97	97

99: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.5	0.5
Travel Dist (mi)	37.0	37.0
Travel Time (hr)	1.3	1.3
Vehicles Entered	543	543
Vehicles Exited	542	542
Hourly Exit Rate	542	542
Input Volume	686	686
% of Volume	79	79

101: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	74.3	74.3
Travel Time (hr)	3.8	3.8
Vehicles Entered	1158	1158
Vehicles Exited	1156	1156
Hourly Exit Rate	1156	1156
Input Volume	1343	1343
% of Volume	86	86

104: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.5	1.5
Travel Dist (mi)	18.0	18.0
Travel Time (hr)	0.7	0.7
Vehicles Entered	165	165
Vehicles Exited	165	165
Hourly Exit Rate	165	165
Input Volume	169	169
% of Volume	98	98

105: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.1	1.1
Travel Dist (mi)	69.7	69.7
Travel Time (hr)	2.8	2.8
Vehicles Entered	886	886
Vehicles Exited	886	886
Hourly Exit Rate	886	886
Input Volume	1022	1022
% of Volume	87	87

107: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	5.7	5.7
Travel Dist (mi)	260.5	260.5
Travel Time (hr)	9.2	9.2
Vehicles Entered	209	209
Vehicles Exited	211	211
Hourly Exit Rate	211	211
Input Volume	233	233
% of Volume	91	91

108: Brush St & I-980 off-ramp Performance by approach

Approach	SB	SW	All
Denied Delay (hr)	0.0	0.1	0.1
Denied Del/Veh (s)	0.5	0.2	0.2
Total Delay (hr)	1.8	0.2	2.0
Total Del/Veh (s)	28.4	0.5	4.9
Travel Dist (mi)	7.1	29.9	37.0
Travel Time (hr)	2.1	1.7	3.8
Vehicles Entered	230	1239	1469
Vehicles Exited	228	1238	1466
Hourly Exit Rate	228	1238	1466
Input Volume	218	1200	1418
% of Volume	105	103	103

109: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.7	1.7
Travel Dist (mi)	26.4	26.4
Travel Time (hr)	1.0	1.0
Vehicles Entered	222	222
Vehicles Exited	223	223
Hourly Exit Rate	223	223
Input Volume	291	291
% of Volume	77	77

111: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	8.1	8.1
Travel Time (hr)	0.4	0.4
Vehicles Entered	185	185
Vehicles Exited	185	185
Hourly Exit Rate	185	185
Input Volume	188	188
% of Volume	98	98

113: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	38.7	38.7
Travel Time (hr)	1.5	1.5
Vehicles Entered	297	297
Vehicles Exited	296	296
Hourly Exit Rate	296	296
Input Volume	315	315
% of Volume	94	94

114: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	8.1	8.1
Travel Time (hr)	0.3	0.3
Vehicles Entered	106	106
Vehicles Exited	106	106
Hourly Exit Rate	106	106
Input Volume	107	107
% of Volume	99	99

117: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	56.5	56.5
Travel Time (hr)	2.7	2.7
Vehicles Entered	713	713
Vehicles Exited	711	711
Hourly Exit Rate	711	711
Input Volume	702	702
% of Volume	101	101

118: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	74.1	74.1
Travel Time (hr)	2.8	2.8
Vehicles Entered	1086	1086
Vehicles Exited	1088	1088
Hourly Exit Rate	1088	1088
Input Volume	1138	1138
% of Volume	96	96

120: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.4	1.4
Travel Dist (mi)	43.5	43.5
Travel Time (hr)	1.8	1.8
Vehicles Entered	642	642
Vehicles Exited	642	642
Hourly Exit Rate	642	642
Input Volume	683	683
% of Volume	94	94

121: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Travel Dist (mi)	2.2	2.2
Travel Time (hr)	0.1	0.1
Vehicles Entered	39	39
Vehicles Exited	39	39
Hourly Exit Rate	39	39
Input Volume	41	41
% of Volume	95	95

122: Bend Performance by approach

Approach	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1
Total Delay (hr)	0.0	0.0	0.1
Total Del/Veh (s)	0.8	1.2	1.0
Travel Dist (mi)	5.3	4.5	9.8
Travel Time (hr)	0.2	0.2	0.5
Vehicles Entered	186	145	331
Vehicles Exited	186	145	331
Hourly Exit Rate	186	145	331
Input Volume	193	145	338
% of Volume	96	100	98

123: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Travel Dist (mi)	6.6	6.6
Travel Time (hr)	0.3	0.3
Vehicles Entered	115	115
Vehicles Exited	115	115
Hourly Exit Rate	115	115
Input Volume	137	137
% of Volume	84	84

124: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.3	1.3
Travel Dist (mi)	35.6	35.6
Travel Time (hr)	1.5	1.5
Vehicles Entered	541	541
Vehicles Exited	548	548
Hourly Exit Rate	548	548
Input Volume	571	571
% of Volume	96	96

126: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	23.0	23.0
Travel Time (hr)	1.0	1.0
Vehicles Entered	322	322
Vehicles Exited	321	321
Hourly Exit Rate	321	321
Input Volume	332	332
% of Volume	97	97

134: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.4	1.4
Travel Dist (mi)	28.2	28.2
Travel Time (hr)	1.2	1.2
Vehicles Entered	483	483
Vehicles Exited	483	483
Hourly Exit Rate	483	483
Input Volume	486	486
% of Volume	99	99

135: Bend Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	7.0	7.0
Total Del/Veh (s)	12.8	12.8
Travel Dist (mi)	110.0	110.0
Travel Time (hr)	11.5	11.5
Vehicles Entered	1948	1948
Vehicles Exited	1947	1947
Hourly Exit Rate	1947	1947
Input Volume	2138	2138
% of Volume	91	91

137: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	0.8	0.8
Travel Dist (mi)	69.0	69.0
Travel Time (hr)	2.7	2.7
Vehicles Entered	913	913
Vehicles Exited	914	914
Hourly Exit Rate	914	914
Input Volume	897	897
% of Volume	102	102

139: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.5	1.5
Total Del/Veh (s)	1.6	1.6
Travel Dist (mi)	352.0	352.0
Travel Time (hr)	10.3	10.3
Vehicles Entered	3304	3304
Vehicles Exited	3304	3304
Hourly Exit Rate	3304	3304
Input Volume	3750	3750
% of Volume	88	88

140: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	27.4	27.4
Travel Time (hr)	1.1	1.1
Vehicles Entered	231	231
Vehicles Exited	231	231
Hourly Exit Rate	231	231
Input Volume	236	236
% of Volume	98	98

142: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	92.2	92.2
Travel Time (hr)	3.6	3.6
Vehicles Entered	1223	1223
Vehicles Exited	1225	1225
Hourly Exit Rate	1225	1225
Input Volume	1241	1241
% of Volume	99	99

147: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.2	1.2
Travel Dist (mi)	29.4	29.4
Travel Time (hr)	1.1	1.1
Vehicles Entered	258	258
Vehicles Exited	257	257
Hourly Exit Rate	257	257
Input Volume	311	311
% of Volume	83	83

151: Bend Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.7	1.7
Travel Dist (mi)	69.8	69.8
Travel Time (hr)	5.0	5.0
Vehicles Entered	719	719
Vehicles Exited	717	717
Hourly Exit Rate	717	717
Input Volume	703	703
% of Volume	102	102

153: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Travel Dist (mi)	5.1	5.1
Travel Time (hr)	0.2	0.2
Vehicles Entered	288	288
Vehicles Exited	288	288
Hourly Exit Rate	288	288
Input Volume	310	310
% of Volume	93	93

154: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	0.8	0.8
Travel Dist (mi)	31.7	31.7
Travel Time (hr)	1.5	1.5
Vehicles Entered	1513	1513
Vehicles Exited	1514	1514
Hourly Exit Rate	1514	1514
Input Volume	1620	1620
% of Volume	93	93

155: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	0.4	0.4
Travel Time (hr)	0.0	0.0
Vehicles Entered	12	12
Vehicles Exited	12	12
Hourly Exit Rate	12	12
Input Volume	10	10
% of Volume	120	120

202: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Travel Dist (mi)	0.4	0.4
Travel Time (hr)	0.0	0.0
Vehicles Entered	10	10
Vehicles Exited	10	10
Hourly Exit Rate	10	10
Input Volume	10	10
% of Volume	100	100

203: Bend Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.1	1.1
Travel Dist (mi)	75.8	75.8
Travel Time (hr)	2.8	2.8
Vehicles Entered	955	955
Vehicles Exited	954	954
Hourly Exit Rate	954	954
Input Volume	941	941
% of Volume	101	101

204: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Travel Dist (mi)	24.3	24.3
Travel Time (hr)	1.1	1.1
Vehicles Entered	395	395
Vehicles Exited	394	394
Hourly Exit Rate	394	394
Input Volume	391	391
% of Volume	101	101

205: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.8	0.8
Travel Dist (mi)	30.4	30.4
Travel Time (hr)	1.2	1.2
Vehicles Entered	470	470
Vehicles Exited	470	470
Hourly Exit Rate	470	470
Input Volume	456	456
% of Volume	103	103

222: Bend Performance by approach

Approach	WB	All
Denied Delay (hr)	48.5	48.5
Denied Del/Veh (s)	161.4	161.4
Total Delay (hr)	13.4	13.4
Total Del/Veh (s)	51.9	51.9
Travel Dist (mi)	154.7	154.7
Travel Time (hr)	68.1	68.1
Vehicles Entered	922	922
Vehicles Exited	906	906
Hourly Exit Rate	906	906
Input Volume	1076	1076
% of Volume	84	84

300: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.3	1.3
Total Del/Veh (s)	2.0	2.0
Travel Dist (mi)	427.9	427.9
Travel Time (hr)	19.9	19.9
Vehicles Entered	2257	2257
Vehicles Exited	2261	2261
Hourly Exit Rate	2261	2261
Input Volume	2266	2266
% of Volume	100	100

301: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Travel Dist (mi)	21.6	21.6
Travel Time (hr)	1.2	1.2
Vehicles Entered	241	241
Vehicles Exited	241	241
Hourly Exit Rate	241	241
Input Volume	243	243
% of Volume	99	99

302: Constitution Wy & Posey Tube Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	3.2	0.1	3.3
Total Del/Veh (s)	9.8	0.4	5.2
Travel Dist (mi)	93.9	34.0	127.9
Travel Time (hr)	7.6	1.5	9.1
Vehicles Entered	1163	1129	2292
Vehicles Exited	1164	1130	2294
Hourly Exit Rate	1164	1130	2294
Input Volume	1170	1135	2305
% of Volume	99	100	100

305: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.8	1.8
Total Del/Veh (s)	6.1	6.1
Travel Dist (mi)	151.7	151.7
Travel Time (hr)	8.0	8.0
Vehicles Entered	1077	1077
Vehicles Exited	1079	1079
Hourly Exit Rate	1079	1079
Input Volume	1113	1113
% of Volume	97	97

306: Bend Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Travel Dist (mi)	3.0	3.0
Travel Time (hr)	0.1	0.1
Vehicles Entered	18	18
Vehicles Exited	18	18
Hourly Exit Rate	18	18
Input Volume	16	16
% of Volume	112	112

307: Bend Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.6	0.6
Total Del/Veh (s)	1.9	1.9
Travel Dist (mi)	111.2	111.2
Travel Time (hr)	5.5	5.5
Vehicles Entered	1108	1108
Vehicles Exited	1103	1103
Hourly Exit Rate	1103	1103
Input Volume	1108	1108
% of Volume	100	100

308: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.6	0.6
Travel Dist (mi)	42.6	42.6
Travel Time (hr)	2.1	2.1
Vehicles Entered	412	412
Vehicles Exited	412	412
Hourly Exit Rate	412	412
Input Volume	416	416
% of Volume	99	99

310: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.2	1.2
Travel Dist (mi)	79.9	79.9
Travel Time (hr)	3.6	3.6
Vehicles Entered	675	675
Vehicles Exited	676	676
Hourly Exit Rate	676	676
Input Volume	679	679
% of Volume	100	100

311: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.7	0.7
Total Del/Veh (s)	2.7	2.7
Travel Dist (mi)	79.4	79.4
Travel Time (hr)	4.2	4.2
Vehicles Entered	894	894
Vehicles Exited	890	890
Hourly Exit Rate	890	890
Input Volume	900	900
% of Volume	99	99

312: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	97.7	97.7
Travel Time (hr)	4.4	4.4
Vehicles Entered	971	971
Vehicles Exited	976	976
Hourly Exit Rate	976	976
Input Volume	963	963
% of Volume	101	101

313: Webster St. Performance by approach

Approach	SE	NW	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.4	0.2	1.6
Total Del/Veh (s)	3.7	0.9	2.7
Travel Dist (mi)	260.9	44.2	305.1
Travel Time (hr)	12.3	2.2	14.5
Vehicles Entered	1331	823	2154
Vehicles Exited	1336	825	2161
Hourly Exit Rate	1336	825	2161
Input Volume	1326	832	2158
% of Volume	101	99	100

401: 5th St #1 Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	93.9	93.9
Travel Time (hr)	3.4	3.4
Vehicles Entered	954	954
Vehicles Exited	954	954
Hourly Exit Rate	954	954
Input Volume	941	941
% of Volume	101	101

500: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.6	0.6
Travel Dist (mi)	19.0	19.0
Travel Time (hr)	1.0	1.0
Vehicles Entered	399	399
Vehicles Exited	401	401
Hourly Exit Rate	401	401
Input Volume	511	511
% of Volume	78	78

513: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.5	0.5
Travel Dist (mi)	19.4	19.4
Travel Time (hr)	0.7	0.7
Vehicles Entered	356	356
Vehicles Exited	357	357
Hourly Exit Rate	357	357
Input Volume	451	451
% of Volume	79	79

514: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	2.6	2.6
Travel Dist (mi)	2.9	2.9
Travel Time (hr)	0.2	0.2
Vehicles Entered	46	46
Vehicles Exited	45	45
Hourly Exit Rate	45	45
Input Volume	57	57
% of Volume	79	79

517: NB Tunnel #2 Performance by approach

Approach	NB	NW	All
Denied Delay (hr)	0.1	0.1	0.1
Denied Del/Veh (s)	0.2	0.2	0.2
Total Delay (hr)	0.2	0.1	0.3
Total Del/Veh (s)	0.5	0.4	0.4
Travel Dist (mi)	29.1	28.0	57.1
Travel Time (hr)	1.2	1.2	2.4
Vehicles Entered	1154	1065	2219
Vehicles Exited	1154	1065	2219
Hourly Exit Rate	1154	1065	2219
Input Volume	1119	1069	2188
% of Volume	103	100	101

518: Bend Performance by approach

Approach	EB	All
Denied Delay (hr)	158.4	158.4
Denied Del/Veh (s)	374.7	374.7
Total Delay (hr)	47.2	47.2
Total Del/Veh (s)	143.8	143.8
Travel Dist (mi)	388.2	388.2
Travel Time (hr)	218.7	218.7
Vehicles Entered	1151	1151
Vehicles Exited	1111	1111
Hourly Exit Rate	1111	1111
Input Volume	1503	1503
% of Volume	74	74

519: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.6	0.6
Travel Dist (mi)	5.8	5.8
Travel Time (hr)	0.3	0.3
Vehicles Entered	128	128
Vehicles Exited	129	129
Hourly Exit Rate	129	129
Input Volume	127	127
% of Volume	102	102

522: Castro St Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.8	0.2	1.0
Total Del/Veh (s)	6.1	0.9	2.6
Travel Dist (mi)	22.9	42.7	65.6
Travel Time (hr)	2.0	2.1	4.1
Vehicles Entered	472	947	1419
Vehicles Exited	470	943	1413
Hourly Exit Rate	470	943	1413
Input Volume	534	949	1483
% of Volume	88	99	95

604: #6 Jackson on /#6 I-880 NB on-Ramp & 6th St #2 Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	2.0	2.0
Total Del/Veh (s)	4.0	4.0
Travel Dist (mi)	126.8	126.8
Travel Time (hr)	7.7	7.7
Vehicles Entered	1803	1803
Vehicles Exited	1802	1802
Hourly Exit Rate	1802	1802
Input Volume	1931	1931
% of Volume	93	93

605: #6 I-880 NB on-Ramp & 6th St #2/#6 I-880 NB on-Ramp & 6th S & #2 Performance by approach

Approach	WB	SW	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.3	0.7	1.0
Total Del/Veh (s)	1.0	3.6	2.0
Travel Dist (mi)	32.0	65.6	97.7
Travel Time (hr)	1.9	5.2	7.1
Vehicles Entered	1087	717	1804
Vehicles Exited	1088	715	1803
Hourly Exit Rate	1088	715	1803
Input Volume	1227	703	1930
% of Volume	89	102	93

901: 5th St & SB I-880 Off-Ramp Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	21.3	21.3
Total Del/Veh (s)	68.1	68.1
Travel Dist (mi)	105.6	105.6
Travel Time (hr)	24.8	24.8
Vehicles Entered	1111	1111
Vehicles Exited	1098	1098
Hourly Exit Rate	1098	1098
Input Volume	1503	1503
% of Volume	73	73

1401: NB Tunnel #2 & #2 Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	9.7	9.7
Total Del/Veh (s)	15.3	15.3
Travel Dist (mi)	1763.9	1763.9
Travel Time (hr)	81.0	81.0
Vehicles Entered	2219	2219
Vehicles Exited	2213	2213
Hourly Exit Rate	2213	2213
Input Volume	2189	2189
% of Volume	101	101

1601: Bend Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.4	1.4
Travel Dist (mi)	23.2	23.2
Travel Time (hr)	0.9	0.9
Vehicles Entered	170	170
Vehicles Exited	171	171
Hourly Exit Rate	171	171
Input Volume	237	237
% of Volume	72	72

3501: Bend Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.4	0.4
Total Del/Veh (s)	1.9	1.9
Travel Dist (mi)	90.7	90.7
Travel Time (hr)	3.5	3.5
Vehicles Entered	669	669
Vehicles Exited	669	669
Hourly Exit Rate	669	669
Input Volume	749	749
% of Volume	89	89

Total Network Performance

Denied Delay (hr)	1434.1
Denied Del/Veh (s)	127.2
Total Delay (hr)	1174.0
Total Del/Veh (s)	107.3
Travel Dist (mi)	19693.8
Travel Time (hr)	3367.4
Vehicles Entered	37762
Vehicles Exited	37288
Hourly Exit Rate	37288
Input Volume	194888
% of Volume	19

Arterial Level of Service: EB #1

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
5th St #1	2	43.1	83.0	0.3	14	14	44.4
Adeline Street	3	28.4	45.6	0.1	10	10	29.6
	81	4.0	14.1	0.1	20	20	4.1
	203	1.1	10.7	0.1	28	27	1.1
	401	1.0	12.9	0.1	29	29	1.1
Market St	4	4.7	8.6	0.0	13	12	5.6
Brush St	5	9.2	17.0	0.1	14	14	8.2
Martin Luther King	6	12.4	27.7	0.1	18	18	11.8
	57	14.1	22.4	0.1	11	12	12.2
	7	101.9	138.4	0.1	4	3	140.2
Broadway	8	92.4	101.4	0.1	3	2	96.6
	86	5.2	10.1	0.0	8	8	5.1
Webster Tube #10 #9	58	2.5	17.9	0.1	27	27	2.5
Total		320.0	509.6	1.4	10	9	362.8

Arterial Level of Service: EB #1

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
5th St #1	18	25.7	9	91.9	19	23.4	17
Adeline Street	12	21.7	8	40.8	12	22.3	11
	20	4.0	20	4.0	20	3.8	20
	27	1.1	28	1.1	28	1.1	28
	29	1.1	29	0.7	28	1.2	29
Market St	13	5.1	16	3.1	12	5.8	14
Brush St	12	11.6	13	9.3	13	9.4	15
Martin Luther King	18	12.9	17	13.5	18	12.1	19
	12	10.9	7	25.8	13	10.6	13
	3	129.7	4	112.6	6	63.1	6
Broadway	3	92.2	3	92.7	3	93.6	3
	8	5.1	8	5.3	8	5.1	8
Webster Tube #10 #9	27	2.5	27	2.5	27	2.5	27
Total	10	323.5	9	403.3	12	253.9	12

Arterial Level of Service: WB #1

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Adeline Street	3	11.7	19.6	0.1	14	15	11.5
Union St #3	2	26.5	41.8	0.1	11	11	25.7
Total		38.2	61.4	0.2	12	12	37.2

Arterial Level of Service: WB #1

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Adeline Street	15	10.4	15	11.2	13	14.0	15
Union St #3	10	30.2	11	26.6	11	27.6	13
Total	12	40.5	12	37.8	12	41.6	14

Arterial Level of Service: EB #3

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
5th St #1	2	44.8	81.6	0.3	14	17	31.7
7th St #3	19	14.8	24.2	0.0	7	7	14.1
Adeline Street	20	5.1	18.8	0.1	22	22	5.4
Market St	21	14.9	49.8	0.3	21	21	14.8
Brush St	22	15.3	25.7	0.1	12	13	15.2
Castro St	23	20.3	31.5	0.1	10	9	22.3
Martin Luther King	24	9.0	14.1	0.0	12	12	9.0
Washington St	25	47.2	71.8	0.2	10	8	72.2
Broadway #9 #3	26	56.3	66.8	0.1	4	2	104.6
6th St	15	45.2	53.6	0.1	4	5	37.0
5th St #1	8	23.1	29.3	0.0	6	6	23.7
Total		295.9	467.2	1.4	11	10	349.9

Arterial Level of Service: EB #3

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
5th St #1	18	29.2	10	82.8	17	30.6	14
7th St #3	7	14.3	7	14.6	6	16.4	7
Adeline Street	23	4.4	22	5.0	22	5.4	22
Market St	21	14.2	21	15.7	21	15.8	22
Brush St	13	13.9	12	16.9	12	15.7	13
Castro St	10	19.4	10	19.5	10	19.2	10
Martin Luther King	12	8.9	12	9.1	12	9.1	12
Washington St	15	26.2	12	40.2	9	61.7	13
Broadway #9 #3	6	32.5	3	76.3	7	27.8	5
6th St	4	49.4	3	65.0	5	34.8	5
5th St #1	6	20.8	6	22.4	6	24.0	5
Total	12	233.1	9	367.4	12	260.6	11

Arterial Level of Service: WB #3

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
#5 #9 I880 SB off-ra	15	12.6	18.9	0.0	9	9	11.6
7th St #9	26	12.4	19.0	0.1	12	11	14.7
Brush St	22	-	-	0.1	-	13	5.9
Market St	21	1.6	11.8	0.1	27	28	1.3
Adeline Street	20	10.4	44.5	0.3	24	24	10.0
Union St	19	12.7	27.0	0.1	15	15	13.3
5th St	2	16.6	26.7	0.0	6	6	16.6
Total		66.2	147.9	0.7	18	15	73.4

Arterial Level of Service: WB #3

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
#5 #9 I880 SB off-ra	8	14.0	10	10.0	8	14.8	9
7th St #9	14	9.1	13	10.9	12	12.9	11
Brush St	-	-	-	-	14	5.1	14
Market St	27	1.5	27	1.9	27	1.5	27
Adeline Street	24	10.2	23	10.3	24	10.6	24
Union St	16	12.3	15	12.7	15	13.0	16
5th St	7	15.1	6	17.2	6	15.7	6
Total	18	62.3	18	63.1	15	73.7	15

Arterial Level of Service: EB #5

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
#5 #9 I880 SB off-ra	15	12.6	18.9	0.0	9	9	11.6
Total		12.6	18.9	0.0	9	9	11.6

Arterial Level of Service: EB #5

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
#5 #9 I880 SB off-ra	8	14.0	10	10.0	8	14.8	9
Total	8	14.0	10	10.0	8	14.8	9

Arterial Level of Service: WB #5

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
	222	51.9	263.6	0.2	8	24	1.7
Broadway #9 #3	15	121.2	144.2	0.2	4	6	72.8
5th St #1	8	29.0	38.9	0.0	4	4	31.2
Total		202.1	446.7	0.4	5	8	105.7

Arterial Level of Service: WB #5

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
	4	120.5	5	92.2	20	7.7	7
Broadway #9 #3	3	176.8	3	160.4	7	58.6	3
5th St #1	5	26.7	4	32.0	5	26.6	4
Total	4	324.0	4	284.6	9	92.9	4

Arterial Level of Service: SE #10

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
	86	0.5	8.1	0.0	10	10	0.5
Webster Tube #10 #9	58	2.5	17.9	0.1	27	27	2.5
Total		3.0	26.0	0.2	22	22	3.0

Arterial Level of Service: SE #10

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
	11	0.4	10	0.5	10	0.5	10
Webster Tube #10 #9	27	2.5	27	2.5	27	2.5	27
Total	22	2.9	22	2.9	22	3.0	21

Arterial Level of Service: SB #7

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
7th St	30	23.4	143.0	1.0	26	26	23.6
#6 6th St	13	10.6	16.9	0.1	13	13	10.5
5th St	10	4.2	11.7	0.0	13	13	4.2
#6 Oak St	11	11.9	22.9	0.1	12	12	12.3
Total		50.2	194.6	1.2	22	22	50.6

Arterial Level of Service: SB #7

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
7th St	25	25.5	26	22.1	26	22.3	26
#6 6th St	13	10.4	12	11.2	13	10.5	13
5th St	14	4.2	13	4.3	13	4.3	14
#6 Oak St	12	11.9	12	12.2	12	11.5	12
Total	22	52.1	23	49.8	23	48.6	22

Arterial Level of Service: NB #6

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
#7 I-880 SB On-Ramp	11	735.7	859.4	1.2	5	5	752.4
I-880 NB Off-ramp #1	12	14.5	21.8	0.0	7	8	12.5
#7 Madison St	13	13.9	25.0	0.1	11	11	13.6
Jackson St	14	30.3	38.8	0.1	7	7	29.0
#2	605	1.8	5.7	0.0	19	19	1.7
	604	4.3	14.5	0.1	17	18	3.7
Total		800.5	965.2	1.5	6	6	812.9

Arterial Level of Service: NB #6

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
#7 I-880 SB On-Ramp	6	658.4	6	621.6	6	639.8	4
I-880 NB Off-ramp #1	7	13.8	7	15.0	7	15.7	7
#7 Madison St	11	13.8	11	14.1	11	13.8	10
Jackson St	7	30.7	7	29.6	7	31.5	7
#2	19	1.8	19	1.9	19	1.7	19
	18	3.9	17	4.4	16	5.6	18
Total	6	722.4	6	686.6	6	708.2	4

Arterial Level of Service: SB #6

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
#7 5th St	11	4.7	12.7	0.0	12	13	4.1
Total		4.7	12.7	0.0	12	13	4.1

Arterial Level of Service: SB #6

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
#7 5th St	12	4.7	11	5.7	13	3.8	12
Total	12	4.7	11	5.7	13	3.8	12

Arterial Level of Service: EB #9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
6th St	15	-	-	0.1	-	-	-
Total		-	-	0.1	-	-	-

Arterial Level of Service: EB #9

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
6th St	-	-	-	-	5	40.1	-
Total	-	-	-	-	5	40.1	-

Arterial Level of Service: WB #9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
	222	51.9	263.6	0.2	8	24	1.7
Broadway #9 #3	15	128.5	150.0	0.2	4	9	39.5
7th St #9	26	24.6	37.6	0.1	6	5	34.4
Webster St #8 #9 #12	27	30.0	48.8	0.1	11	8	46.4
	135	10.1	19.9	0.1	11	11	10.6
Almda Tunn #10 #1	58	1.6	8.4	0.1	26	26	1.6
Total		246.6	528.2	0.7	7	10	134.2

Arterial Level of Service: WB #9

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
	4	120.5	5	92.2	20	7.7	7
Broadway #9 #3	2	251.0	2	222.8	7	56.2	3
7th St #9	9	12.0	6	24.6	5	28.8	7
Webster St #8 #9 #12	14	17.8	11	26.8	11	29.7	12
	12	9.1	11	10.8	11	10.7	12
Almda Tunn #10 #1	26	1.6	26	1.6	26	1.7	26
Total	5	412.1	5	378.8	10	134.8	6

Arterial Level of Service: SB #8

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
12th St	43	20.3	26.0	0.1	8	8	20.6
11th St	40	26.0	33.0	0.0	5	5	26.2
9th St	37	66.3	94.3	0.1	5	6	49.2
8th St	32	54.3	59.6	0.1	3	3	54.1
7th St #9	27	27.5	34.3	0.0	5	5	31.0
	135	14.6	21.7	0.1	10	10	15.7
Almda Tunn #10 #1	58	1.6	8.4	0.1	26	26	1.6
Total		210.7	277.2	0.4	6	6	198.5

Arterial Level of Service: SB #8

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
12th St	8	19.7	8	21.9	9	18.4	8
11th St	5	27.5	6	25.0	6	24.7	5
9th St	7	41.5	4	93.0	6	50.0	4
8th St	3	53.6	3	55.4	3	54.2	3
7th St #9	5	25.5	5	30.2	5	26.3	6
	11	13.6	10	15.5	10	15.4	11
Almda Tunn #10 #1	26	1.6	26	1.6	26	1.7	26
Total	7	183.0	5	242.7	6	190.6	5

Arterial Level of Service: NB #2

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
	517	0.5	3.7	0.0	33	33	0.5
#2	1401	14.7	116.5	0.8	24	25	13.4
7th St	28	22.2	29.6	0.1	8	8	20.7
Total		37.4	149.8	0.9	21	22	34.6

Arterial Level of Service: NB #2

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
	33	0.5	33	0.5	33	0.5	33
#2	24	15.3	25	15.9	23	14.3	25
7th St	8	21.8	7	24.4	8	22.0	8
Total	21	37.6	21	40.7	21	36.8	22

Arterial Level of Service: SB #12

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
NB Tunnel	31	10.8	18.4	0.1	14	14	10.6
Webster St #8	32	39.2	49.3	0.1	5	5	39.3
7th St #9	27	31.0	38.5	0.0	4	4	36.2
	135	14.6	21.7	0.1	10	10	15.7
Almda Tunn #10 #1	58	1.6	8.4	0.1	26	26	1.6
Total		97.2	136.3	0.3	8	8	103.4

Arterial Level of Service: SB #12

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
NB Tunnel	14	11.0	14	11.0	15	10.3	14
Webster St #8	5	37.0	4	44.3	5	39.6	5
7th St #9	5	27.8	4	33.3	5	29.9	5
	11	13.6	10	15.5	10	15.4	11
Almda Tunn #10 #1	26	1.6	26	1.6	26	1.7	26
Total	9	91.0	8	105.7	8	96.9	9

Intersection: 1: Broadway & 4th St

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	158	340	257	275	132	92
Average Queue (ft)	58	209	188	249	44	8
95th Queue (ft)	120	403	339	261	100	47
Link Distance (ft)	276	329	232	232	182	182
Upstream Blk Time (%)		28	32	88	0	
Queuing Penalty (veh)		0	0	0	0	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: 880 On Ramp & 880 SB Off Ramp #1 #3/Union St #3 & 5th St/5th St #1

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T>	L	L	TR	L	T	R	R	R>
Maximum Queue (ft)	121	301	86	100	162	244	962	1036	61	78
Average Queue (ft)	38	111	25	51	60	71	430	523	28	28
95th Queue (ft)	102	207	64	85	119	208	979	1090	55	65
Link Distance (ft)	416	416		565	565		1647	1647	159	159
Upstream Blk Time (%)		0								
Queuing Penalty (veh)		0								
Storage Bay Dist (ft)			290			220				
Storage Blk Time (%)							24			
Queuing Penalty (veh)							13			

Intersection: 3: Adeline Street & 5th St #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	LT	TR
Maximum Queue (ft)	80	426	477	142	109	151	139	225	168	74	114	102
Average Queue (ft)	26	246	309	62	35	42	53	62	92	19	62	37
95th Queue (ft)	60	431	486	115	88	103	107	154	154	55	103	77
Link Distance (ft)	565	565	565		352	352	543	543			324	324
Upstream Blk Time (%)		0	0									
Queuing Penalty (veh)		0	1									
Storage Bay Dist (ft)				275					150	150		
Storage Blk Time (%)								0	1			
Queuing Penalty (veh)								1	1			

Intersection: 4: Market St & 5th St #1

Movement	EB	EB	EB	NB	NB	B122	SB	SB	SB
Directions Served	LT	T	TR	T	TR	T	L	T	T
Maximum Queue (ft)	124	126	120	75	154	25	215	76	71
Average Queue (ft)	60	60	53	21	83	1	126	34	27
95th Queue (ft)	119	120	118	55	145	12	211	64	66
Link Distance (ft)	99	99	99	100	100	148	210	210	210
Upstream Blk Time (%)	2	2	2	0	8		3		
Queuing Penalty (veh)	6	6	5	0	0		2		
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 5: Brush St & 5th St #1

Movement	EB	EB	EB	NB	SB	SB	SB
Directions Served	T	T	TR	R	L	L	T
Maximum Queue (ft)	161	164	149	55	152	164	161
Average Queue (ft)	71	78	80	20	59	70	61
95th Queue (ft)	130	134	140	50	124	134	136
Link Distance (ft)	234	234	234	165	528	528	528
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 6: Martin Luther King & 5th St #1

Movement	EB	EB	EB	NB	NB	SB	SB
Directions Served	LT	T	TR	T	TR	LT	T
Maximum Queue (ft)	211	250	273	150	105	69	48
Average Queue (ft)	131	157	174	75	39	27	8
95th Queue (ft)	198	227	247	133	81	61	32
Link Distance (ft)	654	654	654	189	189	240	240
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 7: 5th St #1 & Washington St

Movement	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	TR	T	R	LT
Maximum Queue (ft)	636	654	671	227	61	236
Average Queue (ft)	417	440	420	188	43	212
95th Queue (ft)	729	748	746	226	58	271
Link Distance (ft)	662	662	662	175		222
Upstream Blk Time (%)	4	5	4	90		62
Queuing Penalty (veh)	16	21	19	0		108
Storage Bay Dist (ft)					20	
Storage Blk Time (%)				34	78	
Queuing Penalty (veh)				46	109	

Intersection: 8: Broadway/#5 Broadway #3 & 5th St #1/I-880 NB on-ramp and 5th St & #10 #1 Almeda Tu

Movement	EB	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	<L	LT	T	R	T	T	R>	<	L	T
Maximum Queue (ft)	361	356	366	95	192	225	224	239	216	256
Average Queue (ft)	330	329	334	54	85	176	199	181	115	168
95th Queue (ft)	350	348	359	116	197	245	231	281	211	296
Link Distance (ft)	300	300	300		182	182	182	186	186	186
Upstream Blk Time (%)	63	68	51		6	29	64	29	4	11
Queuing Penalty (veh)	316	343	255		17	80	181	105	14	41
Storage Bay Dist (ft)				70						
Storage Blk Time (%)			38	1						
Queuing Penalty (veh)			45	2						

Intersection: 9: Jackson St & 5th St

Movement	EB	EB	EB	NB	SB
Directions Served	LT	T	TR	TR	LT
Maximum Queue (ft)	182	156	167	250	194
Average Queue (ft)	158	99	129	225	100
95th Queue (ft)	170	163	188	239	184
Link Distance (ft)	92	92	92	207	200
Upstream Blk Time (%)	87	11	23	92	3
Queuing Penalty (veh)	438	54	115	0	5
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 10: Madison St/#7 Madison St & 5th St/#7 5th St

Movement	EB	EB	EB	SB	SB
Directions Served	T	T	TR	L	LT
Maximum Queue (ft)	118	123	163	155	169
Average Queue (ft)	49	59	80	33	37
95th Queue (ft)	98	113	141	97	103
Link Distance (ft)	302	302	302	199	199
Upstream Blk Time (%)				0	0
Queuing Penalty (veh)				0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 11: #6 Oak St & #7 5th St/#7 I-880 SB On-Ramp

Movement	EB	EB	EB	NB	NB	SB
Directions Served	L	T	TR	T	R	LT
Maximum Queue (ft)	194	136	163	5965	75	90
Average Queue (ft)	89	78	95	3868	61	32
95th Queue (ft)	158	122	139	6357	106	70
Link Distance (ft)	342	342	342	6472		193
Upstream Blk Time (%)				7		
Queuing Penalty (veh)				0		
Storage Bay Dist (ft)					50	
Storage Blk Time (%)				78	6	
Queuing Penalty (veh)				148	27	

Intersection: 12: #6 Oak St/Oak St & #6 6th St #11/I-880 NB Off-ramp #11 & 6th St

Movement	WB	WB	WB	NB	SW
Directions Served	LT	TR	R	LT	>
Maximum Queue (ft)	140	118	107	213	81
Average Queue (ft)	19	58	57	202	32
95th Queue (ft)	94	110	102	234	63
Link Distance (ft)	867			193	149
Upstream Blk Time (%)				16	
Queuing Penalty (veh)				131	
Storage Bay Dist (ft)		100	100		
Storage Blk Time (%)		1	1		
Queuing Penalty (veh)		1	1		

Intersection: 13: #7 Madison St & #6 6th St /#6 6th St #11

Movement	WB	WB	WB	SB	SB	SB
Directions Served	LT	T	T	T	T	R
Maximum Queue (ft)	73	132	66	203	204	75
Average Queue (ft)	20	74	21	120	134	60
95th Queue (ft)	56	115	53	206	214	98
Link Distance (ft)	346	346	346	197	197	
Upstream Blk Time (%)				0	1	
Queuing Penalty (veh)				2	5	
Storage Bay Dist (ft)						50
Storage Blk Time (%)					19	4
Queuing Penalty (veh)					38	17

Intersection: 14: Jackson St & #6 I-880 NB on-Ramp & 6th S/#6 6th St

Movement	WB	WB	WB	NB	NB	SB
Directions Served	L	T	R	L	T	TR
Maximum Queue (ft)	35	318	107	226	278	258
Average Queue (ft)	6	180	8	204	245	198
95th Queue (ft)	26	280	71	220	269	264
Link Distance (ft)	309	309	309	200	200	205
Upstream Blk Time (%)		0	0	51	55	9
Queuing Penalty (veh)		1	0	200	215	57
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 15: #5 Broadway #3/Broadway #9 #3 & 6th St/#5 #9 I880 SB off-ramp

Movement	WB	WB	WB	B222	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	T	L	T	T	T	T	TR
Maximum Queue (ft)	791	819	76	737	124	123	126	236	212	230
Average Queue (ft)	553	588	66	395	35	32	43	110	70	147
95th Queue (ft)	953	998	96	1127	118	82	104	225	166	271
Link Distance (ft)	753	753		891	186	186	186	218	218	218
Upstream Blk Time (%)	18	24		29	3	0		5	1	20
Queuing Penalty (veh)	0	0		0	6	0		12	2	48
Storage Bay Dist (ft)			50							
Storage Blk Time (%)		17	21							
Queuing Penalty (veh)		101	14							

Intersection: 16: Washington St & 6th St

Movement	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR
Maximum Queue (ft)	292	292	86	198
Average Queue (ft)	150	150	16	143
95th Queue (ft)	325	323	59	245
Link Distance (ft)	270	270	222	183
Upstream Blk Time (%)	20	22		49
Queuing Penalty (veh)	26	29		70
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: Martin Luther King & 6th St

Movement	WB	WB	WB	NB	NB	SB	SB
Directions Served	LT	T	TR	LT	T	T	TR
Maximum Queue (ft)	83	81	74	79	29	30	31
Average Queue (ft)	26	28	25	24	4	5	5
95th Queue (ft)	66	65	64	60	22	23	23
Link Distance (ft)	317	317	317	240	240	165	165
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 18: Market St & 6th St/I-880 off-ramp

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB	SW
Directions Served	LT	T	R	L	T	T	T	T	R	>
Maximum Queue (ft)	186	258	190	56	53	111	134	84	52	67
Average Queue (ft)	85	62	146	16	10	30	43	26	9	20
95th Queue (ft)	147	200	207	47	38	86	96	68	36	52
Link Distance (ft)	232	232		210	210	210	143	143		165
Upstream Blk Time (%)	0	2					0			
Queuing Penalty (veh)	0	0					0			
Storage Bay Dist (ft)			165						60	
Storage Blk Time (%)		0	9					2	0	
Queuing Penalty (veh)		0	9					0	0	

Intersection: 19: Union St #3/Union St & 7th St #3

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	124	338	288	124	175	149	96	176	61
Average Queue (ft)	19	212	162	67	63	73	31	149	22
95th Queue (ft)	74	296	254	118	138	128	73	193	54
Link Distance (ft)		535	535		527	527	159	159	327
Upstream Blk Time (%)								10	
Queuing Penalty (veh)								33	
Storage Bay Dist (ft)	100			100					
Storage Blk Time (%)	0	28		8	1				
Queuing Penalty (veh)	0	7		19	1				

Intersection: 20: Adeline Street & 7th St #3

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	TR	LT	TR
Maximum Queue (ft)	73	203	203	109	148	152	71	58	88	113	169	54
Average Queue (ft)	27	126	141	44	69	78	28	11	31	48	62	13
95th Queue (ft)	57	183	190	90	124	133	57	36	72	91	121	38
Link Distance (ft)		527	527		1438	1438	1438		324	324	316	316
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	160			150				70				
Storage Blk Time (%)		1			0			0	2			
Queuing Penalty (veh)		1			0			0	0			

Intersection: 21: Market St & 7th St #3

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	T
Maximum Queue (ft)	196	250	250	275	50	94	115	86	149	163	109	116
Average Queue (ft)	100	111	134	158	14	28	50	42	82	128	63	35
95th Queue (ft)	181	220	247	278	40	71	96	78	140	180	102	94
Link Distance (ft)		1438	1438	1438		363	363	363	143	143		
Upstream Blk Time (%)									1	13		
Queuing Penalty (veh)									3	29		
Storage Bay Dist (ft)	185				170						100	100
Storage Blk Time (%)	1	1									3	1
Queuing Penalty (veh)	3	3									1	1

Intersection: 21: Market St & 7th St #3

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	68	86
Average Queue (ft)	24	42
95th Queue (ft)	60	72
Link Distance (ft)	315	315
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 22: Brush St & 7th St #3

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	TR	L	T	T	T	LT	T	TR
Maximum Queue (ft)	261	254	234	24	52	34	50	383	296	289
Average Queue (ft)	110	129	133	1	16	6	8	245	128	110
95th Queue (ft)	207	217	213	9	45	25	32	359	260	216
Link Distance (ft)	363	363	363		420	420	420	365	365	365
Upstream Blk Time (%)	0							1	0	0
Queuing Penalty (veh)	0							0	0	0
Storage Bay Dist (ft)				160						
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 23: Castro St & 7th St #3

Movement	EB	EB	EB	EB	NB	NB	NB	SW	SW	SW
Directions Served	<	<	T	T	LT	T	T>	R	R	R>
Maximum Queue (ft)	234	259	330	325	194	158	75	62	80	94
Average Queue (ft)	132	155	212	215	144	61	23	15	24	32
95th Queue (ft)	205	225	300	299	202	149	55	43	57	70
Link Distance (ft)		420	420	420	165	165	165	188	188	188
Upstream Blk Time (%)					6	0				
Queuing Penalty (veh)					0	0				
Storage Bay Dist (ft)	215									
Storage Blk Time (%)	0	1								
Queuing Penalty (veh)	0	3								

Intersection: 24: Martin Luther King & 7th St #3

Movement	EB	EB	EB	EB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	T	TR	LT	T
Maximum Queue (ft)	101	141	178	169	70	83	120	44
Average Queue (ft)	33	81	114	124	24	29	49	9
95th Queue (ft)	77	161	183	184	57	61	87	32
Link Distance (ft)			142	142	165	165	201	201
Upstream Blk Time (%)	0	0	1	4				
Queuing Penalty (veh)	0	0	10	30				
Storage Bay Dist (ft)	250	250						
Storage Blk Time (%)	0	0	1					
Queuing Penalty (veh)	0	1	10					

Intersection: 25: Washington St & 7th St #3

Movement	EB	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	T	TR	T	R	LT
Maximum Queue (ft)	593	670	711	720	115	84	217
Average Queue (ft)	173	291	350	358	29	20	102
95th Queue (ft)	456	668	720	727	79	62	251
Link Distance (ft)	1029	1029	1029	1029	183		207
Upstream Blk Time (%)							30
Queuing Penalty (veh)							23
Storage Bay Dist (ft)						70	
Storage Blk Time (%)					1	1	
Queuing Penalty (veh)					0	1	

Intersection: 26: Broadway #9 #3/Broadway & 7th St #3/7th St #9

Movement	EB	EB	EB	EB	NB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	T	TR	R	LT	T
Maximum Queue (ft)	257	283	298	290	175	214	232	222	254
Average Queue (ft)	130	175	197	179	97	124	87	202	166
95th Queue (ft)	256	299	309	293	190	219	228	241	272
Link Distance (ft)	278	278	278	278	218	218	218	191	191
Upstream Blk Time (%)	1	4	6	6	0	2	3	60	24
Queuing Penalty (veh)	5	16	22	22	0	8	9	274	111
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 27: Webster St #8 #9 #12/Webster St #8 #12 & 7th St #9/7th St

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	TR>	>	<LT	T	T
Maximum Queue (ft)	572	621	640	652	255	261	238
Average Queue (ft)	276	376	454	458	203	192	183
95th Queue (ft)	619	742	762	759	259	250	243
Link Distance (ft)	653	653	653	653	213	213	213
Upstream Blk Time (%)	0	4	10	10	6	3	3
Queuing Penalty (veh)	1	22	50	51	30	17	16
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 28: NB Tunnel #2/NB Tunnel & 7th St

Movement	EB	EB	EB	NB	NB	NB	NB
Directions Served	LT	T	T	T	T	T	R
Maximum Queue (ft)	119	99	75	149	174	188	174
Average Queue (ft)	53	46	27	82	127	149	27
95th Queue (ft)	92	81	66	133	173	191	123
Link Distance (ft)	313	313	313	138	138	138	138
Upstream Blk Time (%)				0	4	14	1
Queuing Penalty (veh)				2	14	53	5
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 29: Jackson St & 7th St

Movement	EB	EB	EB	NB	SB
Directions Served	LT	T	TR	TR	LT
Maximum Queue (ft)	190	233	244	257	386
Average Queue (ft)	78	119	139	163	212
95th Queue (ft)	147	194	209	271	359
Link Distance (ft)	611	611	611	205	554
Upstream Blk Time (%)				8	0
Queuing Penalty (veh)				38	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 30: #7 Madison St & 7th St

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	T	TR	L	T	T
Maximum Queue (ft)	96	182	222	208	268	222	227
Average Queue (ft)	49	67	120	125	129	129	148
95th Queue (ft)	83	138	193	185	220	197	215
Link Distance (ft)	312	312	312	312	5416	5416	5416
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 31: NB Tunnel & 8th St #12

Movement	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	TR	L	LT	T	T
Maximum Queue (ft)	178	130	220	189	217	152	149
Average Queue (ft)	97	46	111	81	131	108	107
95th Queue (ft)	156	93	178	141	191	149	147
Link Distance (ft)	322	322	322	220	220	220	220
Upstream Blk Time (%)				0	0		
Queuing Penalty (veh)				1	1		
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 32: Webster St #8 #12/Webster St #8 & 8th St/8th St #12

Movement	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	L	LT	T	T	T	T	TR	R
Maximum Queue (ft)	327	311	286	333	183	187	186	208
Average Queue (ft)	206	185	141	228	156	160	161	185
95th Queue (ft)	309	286	261	341	175	176	173	213
Link Distance (ft)	310	310	310	310	151	151	151	151
Upstream Blk Time (%)	1	0	0	2	41	47	53	31
Queuing Penalty (veh)	2	1	0	7	114	131	149	87
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 33: Franklin St & 8th St

Movement	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	T	TR	LT	T	T
Maximum Queue (ft)	200	137	246	265	200	161	6
Average Queue (ft)	81	65	116	225	124	33	0
95th Queue (ft)	159	118	204	279	196	109	4
Link Distance (ft)	251	251	251	251	185	185	185
Upstream Blk Time (%)	0		0	7	2	0	
Queuing Penalty (veh)	0		0	16	0	0	
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 34: Broadway & 8th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	LT	T	T	TR
Maximum Queue (ft)	332	146	250	308	196	203	295	297
Average Queue (ft)	166	41	92	176	103	87	262	265
95th Queue (ft)	331	112	199	283	191	178	305	295
Link Distance (ft)	314	314	314	314	191	191	251	251
Upstream Blk Time (%)	8		0	1	2	0	72	85
Queuing Penalty (veh)	17		0	1	5	1	0	0
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 35: Washington St & 8th St

Movement	WB	WB	WB	NB	SB
Directions Served	L	T	TR	LT	TR
Maximum Queue (ft)	178	202	241	128	183
Average Queue (ft)	63	71	148	38	61
95th Queue (ft)	196	165	219	90	195
Link Distance (ft)	316	316	316	207	255
Upstream Blk Time (%)	4	0			10
Queuing Penalty (veh)	9	0			0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 36: Martin Luther King & 8th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	<L	L	LT	TR	<LT	T	T	TR>
Maximum Queue (ft)	85	64	112	130	59	50	86	60
Average Queue (ft)	31	28	58	71	24	13	34	20
95th Queue (ft)	65	58	97	116	51	37	66	48
Link Distance (ft)	293	293	293	293	201	201	216	216
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 37: Webster St #8 & 9th St

Movement	EB	EB	EB	SB	SB	SB	SB
Directions Served	T	T	R	LT	T	T	T
Maximum Queue (ft)	197	191	225	393	387	365	334
Average Queue (ft)	109	43	140	289	257	253	174
95th Queue (ft)	199	139	255	416	408	405	343
Link Distance (ft)	198	198	198	456	456	456	456
Upstream Blk Time (%)	1	1	29	0	0		
Queuing Penalty (veh)	0	0	0	0	0		
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 38: Brush St & I-980 On-Ramp & 11 St

Movement	EB	EB	SB	SB	SB	SB
Directions Served	T	TR>	<L	LT	T	TR
Maximum Queue (ft)	208	141	196	163	162	167
Average Queue (ft)	118	57	92	90	99	112
95th Queue (ft)	184	119	175	145	150	161
Link Distance (ft)	268	268	197	197	197	197
Upstream Blk Time (%)			0	0	0	0
Queuing Penalty (veh)			1	0	0	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 39: I-980 Off Ramp & Castro St & 11 St

Movement	EB	EB	EB	EB	EB	NB	NB	NW	NW	NW
Directions Served	L	LT	T	T	T	T	TR	R	R	R>
Maximum Queue (ft)	25	189	178	140	116	22	147	272	265	226
Average Queue (ft)	2	114	107	83	53	3	70	250	245	85
95th Queue (ft)	14	174	168	129	101	15	124	262	259	191
Link Distance (ft)	391	391	391	391	391	246	246	232	232	232
Upstream Blk Time (%)								96	55	0
Queuing Penalty (veh)								0	0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 40: Webster St #8 & 11th St

Movement	EB	EB	EB	EB	SB	SB	SB	SB
Directions Served	T	T	T	TR	LT	T	T	T
Maximum Queue (ft)	246	153	73	122	237	216	122	78
Average Queue (ft)	139	57	13	51	179	123	59	31
95th Queue (ft)	212	128	47	90	233	195	104	65
Link Distance (ft)	316	316	316	316	229	229	229	229
Upstream Blk Time (%)					2	0		
Queuing Penalty (veh)					4	0		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 41: NB Tunnel & 11th St

Movement	EB	EB	EB	EB	NB	NB	B96	B96	SB
Directions Served	LT	T	T	TR	T	TR	T	T	LT
Maximum Queue (ft)	200	156	66	57	144	140	97	118	195
Average Queue (ft)	80	57	24	16	108	109	37	42	89
95th Queue (ft)	161	120	56	47	131	131	82	94	159
Link Distance (ft)	286	286	286	286	41	41	95	95	231
Upstream Blk Time (%)					48	55	0	1	0
Queuing Penalty (veh)					159	180	2	4	0
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 42: NB Tunnel & 12th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	LT	T	T	TR
Maximum Queue (ft)	257	191	36	62	207	202	113	60
Average Queue (ft)	148	57	6	24	148	129	55	29
95th Queue (ft)	225	146	26	53	196	176	100	56
Link Distance (ft)	334	334	334	334	231	231	233	233
Upstream Blk Time (%)					0	0		
Queuing Penalty (veh)					0	0		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 43: Webster St #8 & 12th St

Movement	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	LT	T	T	T	T	T	T	TR
Maximum Queue (ft)	246	176	65	58	254	212	129	199
Average Queue (ft)	96	49	19	22	166	64	32	76
95th Queue (ft)	188	123	52	52	250	169	82	141
Link Distance (ft)	292	292	292	292	239	239	239	239
Upstream Blk Time (%)	0				2	0	0	0
Queuing Penalty (veh)	0				0	0	0	0
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 44: Castro St & 12th St & I-980 on-ramp

Movement	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	TR	R>	<	<L	LT	T	T
Maximum Queue (ft)	295	302	286	35	100	110	96	84
Average Queue (ft)	113	256	173	10	59	73	45	39
95th Queue (ft)	254	322	280	34	88	103	84	74
Link Distance (ft)	274	274	274	235	235	235	235	235
Upstream Blk Time (%)	1	8	1					
Queuing Penalty (veh)	0	0	0					
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 45: Brush St & 12th St & I-980 off-ramp

Movement	EB	WB	WB	WB	WB	SB	SB	SB	SW	SW
Directions Served	R	L	T	T	T	T	T	TR	L	LR
Maximum Queue (ft)	10	126	66	68	65	162	183	144	1272	1293
Average Queue (ft)	0	56	26	21	20	75	94	38	1066	1105
95th Queue (ft)	5	110	53	53	50	136	157	109	1732	1711
Link Distance (ft)	596	379	379	379	379	462	462	462	1362	1362
Upstream Blk Time (%)									35	37
Queuing Penalty (veh)									0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 46: Brush St & 17th St

Movement	EB	EB	SB	SB	SB	SB
Directions Served	T	TR>	<	<L	LT	T
Maximum Queue (ft)	207	259	115	154	157	113
Average Queue (ft)	111	133	43	73	65	38
95th Queue (ft)	184	220	90	136	124	92
Link Distance (ft)	272	272	235	235	235	235
Upstream Blk Time (%)		0				
Queuing Penalty (veh)		0				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 47: Castro St & 17th St

Movement	EB	EB	EB	EB	NB	NB	NB	NE	NE
Directions Served	L	T	T	T	T	T	TR	L	LR
Maximum Queue (ft)	138	157	152	122	477	464	450	254	278
Average Queue (ft)	67	103	89	53	450	446	278	144	249
95th Queue (ft)	121	147	130	108	463	476	471	324	267
Link Distance (ft)		329	329	329	432	432	432	232	232
Upstream Blk Time (%)					89	69	2	21	80
Queuing Penalty (veh)					0	0	0	0	0
Storage Bay Dist (ft)	190								
Storage Blk Time (%)	0	0							
Queuing Penalty (veh)	0	0							

Intersection: 48: Castro St & 18th St & I-980 on-ramp

Movement	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	TR	R>	<	<L	LT	T	T
Maximum Queue (ft)	159	266	205	50	109	130	87	76
Average Queue (ft)	41	177	89	10	68	78	29	23
95th Queue (ft)	96	248	195	36	99	113	60	60
Link Distance (ft)	256	256	256	234	234	234	234	234
Upstream Blk Time (%)		0						
Queuing Penalty (veh)		0						
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 49: Brush St & 18th St

Movement	WB	WB	WB	SB	SB	SB	SB
Directions Served	L	T	T	T	T	T	TR
Maximum Queue (ft)	96	82	91	112	122	121	117
Average Queue (ft)	46	45	39	50	66	67	61
95th Queue (ft)	82	72	77	103	125	123	113
Link Distance (ft)	348	348	348	105	105	105	105
Upstream Blk Time (%)				1	2	1	1
Queuing Penalty (veh)				2	5	4	3
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 50: Webster St. & Atlantic Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	TR	L	T	TR	L
Maximum Queue (ft)	172	198	256	288	105	155	301	287	140	184	382	195
Average Queue (ft)	79	98	149	140	65	125	180	170	49	115	174	154
95th Queue (ft)	151	175	227	235	126	183	308	270	100	202	300	223
Link Distance (ft)		393	393	393			401	401			426	
Upstream Blk Time (%)											0	4
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	230				80	130			160	160		170
Storage Blk Time (%)	0	0		21	1	34	6		0	1	8	19
Queuing Penalty (veh)	0	0		23	3	74	9		0	2	22	69

Intersection: 50: Webster St. & Atlantic Ave.

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	247	244	217
Average Queue (ft)	161	161	66
95th Queue (ft)	272	259	189
Link Distance (ft)	202	202	202
Upstream Blk Time (%)	11	7	1
Queuing Penalty (veh)	48	30	4
Storage Bay Dist (ft)			
Storage Blk Time (%)	7		
Queuing Penalty (veh)	16		

Intersection: 51: Webster St.

Movement	EB	EB	EB	NB	NB	NB	SE	SE	SE	SE	SE	NW
Directions Served	L	L	>	<	T	T	R	R	R	>	>	R
Maximum Queue (ft)	339	316	174	174	341	272	364	507	230	220	85	68
Average Queue (ft)	212	159	74	126	136	63	199	186	116	24	4	14
95th Queue (ft)	303	271	136	195	286	177	292	345	218	130	54	53
Link Distance (ft)	686	686			914	914	994	994				18
Upstream Blk Time (%)								0				1
Queuing Penalty (veh)								0				0
Storage Bay Dist (ft)			160	150					300	300	300	
Storage Blk Time (%)		2	0	10	2			0	0			
Queuing Penalty (veh)		5	0	30	3			1	0			

Intersection: 52: Constitution Way & Marina Village Pkwy & Constitution Wy

Movement	WB	WB	WB	NB	NB	SB	SB	SB	SB
Directions Served	L	>	>	R	R>	L	L	T	T
Maximum Queue (ft)	155	256	176	266	217	164	178	213	264
Average Queue (ft)	73	124	66	137	99	62	106	100	138
95th Queue (ft)	143	209	143	227	180	125	156	178	217
Link Distance (ft)		441	441	898	898			1204	1204
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	130					450	450		
Storage Blk Time (%)	0	9							
Queuing Penalty (veh)	1	12							

Intersection: 53: Constitution Wy & Mariner Sqaure Dr.

Movement	WB	NB	NB
Directions Served	R	T	R
Maximum Queue (ft)	425	198	15
Average Queue (ft)	215	29	1
95th Queue (ft)	417	127	9
Link Distance (ft)	406	452	452
Upstream Blk Time (%)	3		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 54: Constitution Way & Atlantic Ave.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	L	L	T	T	R	L
Maximum Queue (ft)	198	260	318	47	174	160	187	206	217	152	31	150
Average Queue (ft)	93	109	166	11	85	72	65	114	80	56	4	66
95th Queue (ft)	172	201	276	36	145	135	150	186	150	111	20	121
Link Distance (ft)		401	401		506	506			640	640		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	190			190			190	190			80	200
Storage Blk Time (%)	2	0			0		0	1	0	2		0
Queuing Penalty (veh)	3	1			0		0	1	0	0		0

Intersection: 54: Constitution Way & Atlantic Ave.

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	207	319	347	85
Average Queue (ft)	93	184	208	69
95th Queue (ft)	161	279	316	111
Link Distance (ft)	898	898	898	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				60
Storage Blk Time (%)	0		39	2
Queuing Penalty (veh)	0		60	11

Intersection: 55: Oak St & 7th St

Movement	EB	EB	EB	EB	NB	NB	NB
Directions Served	LT	T	T	T	T	T	TR
Maximum Queue (ft)	187	198	224	222	131	176	227
Average Queue (ft)	110	122	130	124	77	85	151
95th Queue (ft)	171	185	207	207	121	141	226
Link Distance (ft)	357	357	357	357	197	197	197
Upstream Blk Time (%)					0	0	3
Queuing Penalty (veh)					0	0	10
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 56: Oak St & 8th St

Movement	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	T	R	LT	T	T
Maximum Queue (ft)	254	189	94	72	107	78	44
Average Queue (ft)	164	81	11	42	53	25	10
95th Queue (ft)	228	177	49	67	90	59	35
Link Distance (ft)	312	312	312		250	250	250
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)				50			
Storage Blk Time (%)			0	4			
Queuing Penalty (veh)			0	7			

Intersection: 57: 5th St #1

Movement	EB	EB	EB	NB	SB
Directions Served	LT	T	TR	TR	LT
Maximum Queue (ft)	243	254	259	31	46
Average Queue (ft)	165	182	184	8	9
95th Queue (ft)	243	256	264	29	34
Link Distance (ft)	282	282	282	112	178
Upstream Blk Time (%)	1	1	1		
Queuing Penalty (veh)	4	6	6		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 58: Webster Tube #10 #9/Tube #9 #8 #12 & Almda Tunn #10 #1

Movement	SB	B135	B135
Directions Served	T	T	
Maximum Queue (ft)	62	306	325
Average Queue (ft)	2	237	230
95th Queue (ft)	44	323	344
Link Distance (ft)	238	229	229
Upstream Blk Time (%)		9	6
Queuing Penalty (veh)		98	64
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 59: NB Tunnel /NB Tunnel

Movement	NB
Directions Served	T
Maximum Queue (ft)	12
Average Queue (ft)	1
95th Queue (ft)	8
Link Distance (ft)	438
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 81: 5th St #1

Movement	EB	EB
Directions Served	L	LT
Maximum Queue (ft)	14	65
Average Queue (ft)	0	6
95th Queue (ft)	10	37
Link Distance (ft)	352	352
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 86: #10 #1 Almeda Tun/Almda Tunn #10 #1

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	116	111
Average Queue (ft)	76	83
95th Queue (ft)	102	102
Link Distance (ft)	41	41
Upstream Blk Time (%)	21	21
Queuing Penalty (veh)	166	168
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 108: Brush St & I-980 off-ramp

Movement	SB	SB	SW	SW	SW
Directions Served	T	T	L	L	L
Maximum Queue (ft)	180	117	32	74	98
Average Queue (ft)	97	26	3	7	10
95th Queue (ft)	171	75	23	40	49
Link Distance (ft)	164	164	126	126	126
Upstream Blk Time (%)	3	0			0
Queuing Penalty (veh)	0	0			0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 302: Constitution Wy & Posey Tube

Movement	WB	NB	B307
Directions Served	R	T	T
Maximum Queue (ft)	132	24	83
Average Queue (ft)	52	1	3
95th Queue (ft)	106	13	59
Link Distance (ft)	390	106	419
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 313: Webster St.

Movement	SE	SE	SE
Directions Served	T	T	T
Maximum Queue (ft)	214	217	63
Average Queue (ft)	33	29	5
95th Queue (ft)	139	132	30
Link Distance (ft)	914	914	914
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 401: 5th St #1

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	58	92
Average Queue (ft)	6	10
95th Queue (ft)	33	51
Link Distance (ft)	463	463
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 517: NB Tunnel #2

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 522: Castro St

Movement	WB	WB	NB	NB
Directions Served	R	R	T	T
Maximum Queue (ft)	106	115	4	31
Average Queue (ft)	57	63	0	3
95th Queue (ft)	89	95	3	17
Link Distance (ft)	153	153	102	102
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 604: #6 Jackson on /#6 I-880 NB on-Ramp & 6th St #2

Movement	WB	WB
Directions Served	T	R
Maximum Queue (ft)	242	232
Average Queue (ft)	120	88
95th Queue (ft)	216	187
Link Distance (ft)	337	337
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 605: #6 I-880 NB on-Ramp & 6th St #2/#6 I-880 NB on-Ramp & 6th S & #2

Movement	WB	SW
Directions Served	T	R
Maximum Queue (ft)	5	184
Average Queue (ft)	0	81
95th Queue (ft)	3	162
Link Distance (ft)	103	445
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 901: 5th St & SB I-880 Off-Ramp

Movement	EB	EB	B518
Directions Served	T	T	T
Maximum Queue (ft)	541	538	1860
Average Queue (ft)	475	372	1537
95th Queue (ft)	636	706	2528
Link Distance (ft)	449	449	1816
Upstream Blk Time (%)	53	15	49
Queuing Penalty (veh)	0	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1401: NB Tunnel #2 & #2

Movement	NB	NB
Directions Served	T	TR
Maximum Queue (ft)	556	615
Average Queue (ft)	164	242
95th Queue (ft)	427	479
Link Distance (ft)	4137	4137
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 6332

Build 2025
Conditions
AM Peak Hour

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:12	8:12	8:12	8:12	8:12	8:12
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	33723	33928	33721	34090	34163	33925
Vehs Exited	33533	33719	33608	33898	33985	33751
Starting Vehs	1228	1230	1195	1203	1229	1207
Ending Vehs	1418	1439	1308	1395	1407	1371
Travel Distance (mi)	16038	16140	15963	16207	16313	16132
Travel Time (hr)	1780.0	1727.6	1779.9	1917.8	1721.0	1785.3
Total Delay (hr)	1149.0	1091.9	1152.0	1279.7	1080.1	1150.5
Total Stops	89831	83866	77393	86702	77748	83099
Fuel Used (gal)	952.2	935.5	936.1	983.2	930.6	947.5

Interval #0 Information Seeding

Start Time	6:57
End Time	7:12
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:12
End Time	8:12
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	33723	33928	33721	34090	34163	33925
Vehs Exited	33533	33719	33608	33898	33985	33751
Starting Vehs	1228	1230	1195	1203	1229	1207
Ending Vehs	1418	1439	1308	1395	1407	1371
Travel Distance (mi)	16038	16140	15963	16207	16313	16132
Travel Time (hr)	1780.0	1727.6	1779.9	1917.8	1721.0	1785.3
Total Delay (hr)	1149.0	1091.9	1152.0	1279.7	1080.1	1150.5
Total Stops	89831	83866	77393	86702	77748	83099
Fuel Used (gal)	952.2	935.5	936.1	983.2	930.6	947.5

1: Broadway & 4th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.2	0.2	0.0	0.1
Total Del/Veh (s)	9.0	9.1	0.9	1.5	3.8
Total Stops	39	255	9	35	338
Stop/Veh	1.03	1.00	0.03	0.12	0.37
Vehicles Entered	39	255	308	303	905
Vehicles Exited	38	255	308	302	903
Hourly Exit Rate	38	255	308	302	903
Input Volume	36	263	301	322	922
% of Volume	106	97	102	94	98

2: Union St & 5th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.4	0.0	0.2
Total Del/Veh (s)	13.4	15.6	8.8	13.3	11.5
Total Stops	80	243	514	229	1066
Stop/Veh	0.46	0.68	0.56	0.65	0.59
Vehicles Entered	173	356	914	351	1794
Vehicles Exited	173	355	913	348	1789
Hourly Exit Rate	173	355	913	348	1789
Input Volume	171	358	934	358	1821
% of Volume	101	99	98	97	98

3: Adeline Street & 5th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.2	2.1	0.0	0.3
Total Del/Veh (s)	15.1	17.5	16.5	18.8	16.4
Total Stops	495	227	165	174	1061
Stop/Veh	0.60	0.59	0.80	0.80	0.65
Vehicles Entered	814	382	203	216	1615
Vehicles Exited	818	381	204	215	1618
Hourly Exit Rate	818	381	204	215	1618
Input Volume	831	386	206	221	1644
% of Volume	98	99	99	97	98

4: Market St & 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.1	16.7	20.8	10.6
Total Stops	244	65	182	491
Stop/Veh	0.35	0.71	0.72	0.47
Vehicles Entered	703	91	249	1043
Vehicles Exited	701	91	250	1042
Hourly Exit Rate	701	91	250	1042
Input Volume	712	96	257	1065
% of Volume	98	95	97	98

5: Brush St & 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	11.4	2.6	11.1	11.2
Total Stops	315	7	259	581
Stop/Veh	0.40	0.47	0.48	0.43
Vehicles Entered	789	15	535	1339
Vehicles Exited	787	15	536	1338
Hourly Exit Rate	787	15	536	1338
Input Volume	799	15	538	1352
% of Volume	98	100	100	99

6: Martin Luther King & 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	3.7	14.7	20.0	5.4
Total Stops	137	45	63	245
Stop/Veh	0.12	0.64	0.68	0.18
Vehicles Entered	1171	70	93	1334
Vehicles Exited	1170	70	93	1333
Hourly Exit Rate	1170	70	93	1333
Input Volume	1181	60	90	1331
% of Volume	99	117	103	100

7: 5th St & Washington St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	2.0	0.0	0.1
Total Del/Veh (s)	2.8	14.3	21.4	5.2
Total Stops	53	51	79	183
Stop/Veh	0.05	0.81	0.62	0.14
Vehicles Entered	1112	63	125	1300
Vehicles Exited	1111	63	127	1301
Hourly Exit Rate	1111	63	127	1301
Input Volume	1111	58	121	1290
% of Volume	100	109	105	101

8: Broadway & 5th St/I-880 NB on-ramp and 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	13.8	13.4	14.9	13.9
Total Stops	671	301	133	1105
Stop/Veh	0.61	0.64	0.44	0.59
Vehicles Entered	1093	466	298	1857
Vehicles Exited	1093	467	297	1857
Hourly Exit Rate	1093	467	297	1857
Input Volume	1090	462	328	1880
% of Volume	100	101	91	99

9: Jackson St & 980 Off-ramp/5th St Performance by approach

Approach	EB	NB	All
Denied Del/Veh (s)	0.0	0.2	0.0
Total Del/Veh (s)	10.4	36.3	12.7
Total Stops	926	163	1089
Stop/Veh	0.48	0.85	0.51
Vehicles Entered	1923	191	2114
Vehicles Exited	1924	191	2115
Hourly Exit Rate	1924	191	2115
Input Volume	1978	186	2164
% of Volume	97	103	98

10: #5 Madison St/#5 #7 Madison St & 5th St/#7 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	18.9	17.0	27.2	21.7
Total Stops	679	101	401	1181
Stop/Veh	0.73	0.64	0.68	0.70
Vehicles Entered	930	154	585	1669
Vehicles Exited	930	155	585	1670
Hourly Exit Rate	930	155	585	1670
Input Volume	977	166	606	1749
% of Volume	95	93	97	95

11: #6 Oak St & #7 5th St/#7 I-880 SB On-Ramp Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.2	0.0	0.0
Total Del/Veh (s)	4.3	17.7	25.7	9.7
Total Stops	188	198	174	560
Stop/Veh	0.16	0.80	0.61	0.32
Vehicles Entered	1196	243	282	1721
Vehicles Exited	1192	244	283	1719
Hourly Exit Rate	1192	244	283	1719
Input Volume	1252	242	282	1776
% of Volume	95	101	100	97

12: #6 Oak St/Oak St & #6 6th St #3/I-880 NB Off-ramp #3 & 6th St Performance by approach

Approach	WB	NB	SW	All
Denied Del/Veh (s)	1.3	0.0	0.1	1.0
Total Del/Veh (s)	19.4	13.6	7.6	17.9
Total Stops	1309	295	26	1630
Stop/Veh	0.69	0.51	0.74	0.65
Vehicles Entered	1888	571	35	2494
Vehicles Exited	1878	569	35	2482
Hourly Exit Rate	1878	569	35	2482
Input Volume	1876	602	34	2512
% of Volume	100	95	103	99

13: #5 #7 Madison St/#13 Madison St #7 & #5 #13 #6 6th St #11 #3/#6 6th St #3 Performance by approac

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	30.4	64.1	25.9	30.6
Total Stops	931	177	821	1929
Stop/Veh	0.77	1.16	0.80	0.81
Vehicles Entered	1192	150	1011	2353
Vehicles Exited	1187	152	1014	2353
Hourly Exit Rate	1187	152	1014	2353
Input Volume	1214	161	1045	2420
% of Volume	98	94	97	97

14: #5 #6 NB880 On #11 & Jackson St/#14 Jackson St & #13 #14 6th St #3/#5 #13 #6 6th St #11 #3 Perf

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.7	23.6	5.2	11.9
Total Stops	637	520	87	1244
Stop/Veh	0.36	0.79	0.28	0.45
Vehicles Entered	1768	647	312	2727
Vehicles Exited	1771	646	312	2729
Hourly Exit Rate	1771	646	312	2729
Input Volume	1815	645	315	2775
% of Volume	98	100	99	98

15: Broadway & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	25.4	24.3	10.8	21.1
Total Stops	465	221	148	834
Stop/Veh	0.74	0.94	0.44	0.69
Vehicles Entered	622	235	340	1197
Vehicles Exited	622	236	340	1198
Hourly Exit Rate	622	236	340	1198
Input Volume	641	243	367	1251
% of Volume	97	97	93	96

16: Washington St & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.1	31.1	23.9	12.7
Total Stops	107	47	91	245
Stop/Veh	0.30	0.84	0.74	0.45
Vehicles Entered	358	57	121	536
Vehicles Exited	359	55	120	534
Hourly Exit Rate	359	55	120	534
Input Volume	366	54	117	537
% of Volume	98	102	103	99

17: Martin Luther King & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.5	40.3	27.7	11.8
Total Stops	14	55	49	118
Stop/Veh	0.05	0.86	0.65	0.28
Vehicles Entered	285	64	75	424
Vehicles Exited	288	64	75	427
Hourly Exit Rate	288	64	75	427
Input Volume	300	58	69	427
% of Volume	96	110	109	100

18: Market St & 6th St & I-880 off-ramp Performance by approach

Approach	WB	NB	SB	SW	All
Denied Del/Veh (s)	1.6	0.0	0.1	0.0	1.0
Total Del/Veh (s)	22.3	5.3	4.6	3.2	15.0
Total Stops	501	21	81	31	634
Stop/Veh	0.73	0.24	0.32	0.23	0.54
Vehicles Entered	682	88	254	135	1159
Vehicles Exited	682	88	254	135	1159
Hourly Exit Rate	682	88	254	135	1159
Input Volume	690	94	265	140	1189
% of Volume	99	94	96	96	97

19: Union St & 7th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1	0.1
Total Del/Veh (s)	17.1	25.2	7.2	14.2	21.1
Total Stops	220	671	89	35	1015
Stop/Veh	0.53	0.62	0.54	0.56	0.59
Vehicles Entered	414	1071	165	63	1713
Vehicles Exited	415	1068	166	63	1712
Hourly Exit Rate	415	1068	166	63	1712
Input Volume	406	1064	169	64	1703
% of Volume	102	100	98	98	101

20: Adeline Street & 7th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	4.6	10.6	22.2	19.8	10.6
Total Stops	87	427	51	171	736
Stop/Veh	0.16	0.38	0.66	0.70	0.37
Vehicles Entered	533	1118	76	243	1970
Vehicles Exited	533	1118	76	242	1969
Hourly Exit Rate	533	1118	76	242	1969
Input Volume	528	1102	78	253	1961
% of Volume	101	101	97	96	100

21: Market St & 7th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	1.0	0.2
Total Del/Veh (s)	12.4	11.6	18.2	10.5	13.0
Total Stops	238	453	379	238	1308
Stop/Veh	0.47	0.54	0.81	0.57	0.59
Vehicles Entered	499	828	465	415	2207
Vehicles Exited	496	826	465	416	2203
Hourly Exit Rate	496	826	465	416	2203
Input Volume	496	808	485	421	2210
% of Volume	100	102	96	99	100

22: Brush St & 7th St Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.9	0.6
Total Del/Veh (s)	11.5	24.3	15.2	15.0
Total Stops	184	119	863	1166
Stop/Veh	0.39	0.82	0.59	0.56
Vehicles Entered	475	144	1462	2081
Vehicles Exited	474	142	1466	2082
Hourly Exit Rate	474	142	1466	2082
Input Volume	488	145	1434	2067
% of Volume	97	98	102	101

23: Castro St & 7th St Performance by approach

Approach	EB	NB	SW	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.8	15.3	12.0	11.5
Total Stops	224	70	72	366
Stop/Veh	0.31	0.56	0.52	0.37
Vehicles Entered	716	125	139	980
Vehicles Exited	719	125	138	982
Hourly Exit Rate	719	125	138	982
Input Volume	723	125	136	984
% of Volume	99	100	101	100

24: Martin Luther King & 7th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.8	4.5	4.9	6.3
Total Stops	223	24	16	263
Stop/Veh	0.41	0.33	0.18	0.37
Vehicles Entered	547	73	87	707
Vehicles Exited	547	73	87	707
Hourly Exit Rate	547	73	87	707
Input Volume	555	68	85	708
% of Volume	99	107	102	100

25: Washington St & 7th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.5	4.2	6.1	8.5
Total Stops	382	27	21	430
Stop/Veh	0.69	0.33	0.33	0.62
Vehicles Entered	550	83	63	696
Vehicles Exited	551	83	63	697
Hourly Exit Rate	551	83	63	697
Input Volume	557	78	66	701
% of Volume	99	106	95	99

26: Broadway & 7th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	18.2	11.5	11.8	14.1
Total Stops	307	245	188	740
Stop/Veh	0.60	0.53	0.51	0.55
Vehicles Entered	501	454	368	1323
Vehicles Exited	502	456	368	1326
Hourly Exit Rate	502	456	368	1326
Input Volume	511	474	400	1385
% of Volume	98	96	92	96

27: #8 Webster St & 7th St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	8.6	11.7	10.3
Total Stops	290	372	662
Stop/Veh	0.48	0.54	0.51
Vehicles Entered	597	682	1279
Vehicles Exited	596	684	1280
Hourly Exit Rate	596	684	1280
Input Volume	620	687	1307
% of Volume	96	100	98

28: Harrison St #11/#12 Harrison St & 7th St/7th St #11 Performance by approach

Approach	EB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	5.1	8.8	7.7
Total Stops	88	669	757
Stop/Veh	0.19	0.60	0.48
Vehicles Entered	453	1106	1559
Vehicles Exited	451	1105	1556
Hourly Exit Rate	451	1105	1556
Input Volume	469	1185	1654
% of Volume	96	93	94

29: #14 Jackson St & 7th St #11 Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.1
Total Del/Veh (s)	8.2	4.3	22.7	11.3
Total Stops	307	55	348	710
Stop/Veh	0.40	0.15	0.81	0.45
Vehicles Entered	769	363	425	1557
Vehicles Exited	771	364	427	1562
Hourly Exit Rate	771	364	427	1562
Input Volume	801	349	440	1590
% of Volume	96	104	97	98

30: #13 Madison St #7/#13 #7 Madison St & 7th St #11/7th St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	19.4	71.6	44.3
Total Stops	556	973	1529
Stop/Veh	0.64	1.23	0.92
Vehicles Entered	859	764	1623
Vehicles Exited	861	752	1613
Hourly Exit Rate	861	752	1613
Input Volume	889	765	1654
% of Volume	97	98	98

31: #12 Harrison St/Harrison St & #12 8th St/8th St Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.2	0.0	0.1
Total Del/Veh (s)	7.1	15.9	12.2
Total Stops	234	433	667
Stop/Veh	0.42	0.58	0.51
Vehicles Entered	554	751	1305
Vehicles Exited	555	751	1306
Hourly Exit Rate	555	751	1306
Input Volume	562	805	1367
% of Volume	99	93	96

32: #8 Webster St & #12 8th St Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	24.9	46.8	35.3
Total Stops	497	641	1138
Stop/Veh	0.70	0.99	0.84
Vehicles Entered	696	645	1341
Vehicles Exited	693	645	1338
Hourly Exit Rate	693	645	1338
Input Volume	736	638	1374
% of Volume	94	101	97

33: Franklin St & #12 8th St Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.0	0.1	0.1
Total Del/Veh (s)	25.0	28.6	25.8
Total Stops	492	138	630
Stop/Veh	0.75	0.80	0.76
Vehicles Entered	654	170	824
Vehicles Exited	654	172	826
Hourly Exit Rate	654	172	826
Input Volume	685	184	869
% of Volume	95	93	95

34: Broadway & #12 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Del/Veh (s)	12.6	11.5	9.7	11.5
Total Stops	312	214	164	690
Stop/Veh	0.61	0.55	0.50	0.56
Vehicles Entered	506	387	326	1219
Vehicles Exited	505	388	328	1221
Hourly Exit Rate	505	388	328	1221
Input Volume	526	399	351	1276
% of Volume	96	97	93	96

35: Washington St & #12 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	11.2	6.3	4.6	10.1
Total Stops	243	34	13	290
Stop/Veh	0.62	0.48	0.43	0.59
Vehicles Entered	390	71	30	491
Vehicles Exited	388	71	30	489
Hourly Exit Rate	388	71	30	489
Input Volume	395	70	29	494
% of Volume	98	101	103	99

36: Martin Luther King & #12 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.7	9.5	6.7	4.8
Total Stops	27	47	66	140
Stop/Veh	0.09	0.60	0.51	0.28
Vehicles Entered	289	77	129	495
Vehicles Exited	290	77	129	496
Hourly Exit Rate	290	77	129	496
Input Volume	285	80	124	489
% of Volume	102	96	104	101

37: #8 Webster St & 9th St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	36.5	21.0	23.5
Total Stops	119	462	581
Stop/Veh	0.80	0.60	0.64
Vehicles Entered	148	756	904
Vehicles Exited	148	755	903
Hourly Exit Rate	148	755	903
Input Volume	140	760	900
% of Volume	106	99	100

38: Brush St & I-980 On-Ramp & 11 St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	46.7	5.6	9.8
Total Stops	223	652	875
Stop/Veh	0.87	0.28	0.34
Vehicles Entered	254	2274	2528
Vehicles Exited	254	2289	2543
Hourly Exit Rate	254	2289	2543
Input Volume	259	2345	2604
% of Volume	98	98	98

39: I-980 Off Ramp & Castro St & 11 St Performance by approach

Approach	EB	NB	NE	All
Denied Del/Veh (s)	0.0	0.0	5.5	0.9
Total Del/Veh (s)	20.9	42.6	72.9	35.1
Total Stops	651	373	241	1265
Stop/Veh	0.68	0.81	0.89	0.75
Vehicles Entered	941	448	268	1657
Vehicles Exited	935	457	263	1655
Hourly Exit Rate	935	457	263	1655
Input Volume	947	443	263	1653
% of Volume	99	103	100	100

40: #8 Webster St & 11th St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	5.5	19.6	12.6
Total Stops	205	386	591
Stop/Veh	0.40	0.74	0.57
Vehicles Entered	512	514	1026
Vehicles Exited	513	512	1025
Hourly Exit Rate	513	512	1025
Input Volume	513	514	1027
% of Volume	100	100	100

41: Harrison St & 11th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.7	0.0	0.4
Total Del/Veh (s)	5.1	8.7	22.7	8.3
Total Stops	115	238	58	411
Stop/Veh	0.26	0.34	0.71	0.33
Vehicles Entered	441	707	82	1230
Vehicles Exited	440	705	82	1227
Hourly Exit Rate	440	705	82	1227
Input Volume	448	726	85	1259
% of Volume	98	97	96	97

42: Harrison St & 12th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.1	0.1
Total Del/Veh (s)	9.4	30.7	9.0	16.8
Total Stops	452	474	84	1010
Stop/Veh	0.47	0.80	0.68	0.60
Vehicles Entered	967	585	121	1673
Vehicles Exited	966	585	123	1674
Hourly Exit Rate	966	585	123	1674
Input Volume	967	607	128	1702
% of Volume	100	96	96	98

43: #8 Webster St & 12th St Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	4.5	12.6	6.3
Total Stops	228	228	456
Stop/Veh	0.20	0.69	0.30
Vehicles Entered	1163	331	1494
Vehicles Exited	1162	330	1492
Hourly Exit Rate	1162	330	1492
Input Volume	1179	325	1504
% of Volume	99	102	99

44: Castro St & 12th St & I-980 on-ramp Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.2	0.0	0.1
Total Del/Veh (s)	30.3	6.4	16.9
Total Stops	378	80	458
Stop/Veh	0.71	0.12	0.38
Vehicles Entered	521	675	1196
Vehicles Exited	520	677	1197
Hourly Exit Rate	520	677	1197
Input Volume	510	663	1173
% of Volume	102	102	102

45: Brush St & 12th St & I-980 off-ramp Performance by approach

Approach	EB	WB	SB	SW	All
Denied Del/Veh (s)	0.1	0.0	0.2	23.1	14.1
Total Del/Veh (s)	13.8	58.8	46.1	93.5	76.3
Total Stops	3	311	664	3063	4041
Stop/Veh	1.00	0.92	0.89	1.84	1.47
Vehicles Entered	3	332	739	1630	2704
Vehicles Exited	3	338	729	1588	2658
Hourly Exit Rate	3	338	729	1588	2658
Input Volume	2	325	737	1643	2707
% of Volume	150	104	99	97	98

46: Brush St & 17th St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0
Total Del/Veh (s)	31.7	4.2	8.0
Total Stops	330	345	675
Stop/Veh	0.79	0.13	0.22
Vehicles Entered	410	2615	3025
Vehicles Exited	411	2617	3028
Hourly Exit Rate	411	2617	3028
Input Volume	401	2955	3356
% of Volume	102	89	90

47: Castro St & 17th St Performance by approach

Approach	EB	NB	NE	All
Denied Del/Veh (s)	0.0	0.2	845.3	248.0
Total Del/Veh (s)	17.4	32.5	83.4	33.7
Total Stops	798	369	400	1567
Stop/Veh	0.61	0.84	0.91	0.72
Vehicles Entered	1303	436	428	2167
Vehicles Exited	1300	436	429	2165
Hourly Exit Rate	1300	436	429	2165
Input Volume	1450	449	650	2549
% of Volume	90	97	66	85

48: Castro St & 18th St & I-980 on-ramp Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	32.4	3.7	11.3
Total Stops	291	109	400
Stop/Veh	0.83	0.11	0.30
Vehicles Entered	344	965	1309
Vehicles Exited	345	964	1309
Hourly Exit Rate	345	964	1309
Input Volume	352	1153	1505
% of Volume	98	84	87

49: Brush St & 18th St Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	16.3	6.5	7.3
Total Stops	138	726	864
Stop/Veh	0.58	0.27	0.30
Vehicles Entered	237	2658	2895
Vehicles Exited	235	2661	2896
Hourly Exit Rate	235	2661	2896
Input Volume	262	3007	3269
% of Volume	90	88	89

50: Webster St. & Atlantic Ave. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.7	0.0	204.1	4.7	56.7
Total Del/Veh (s)	29.0	23.1	86.9	33.4	43.4
Total Stops	534	428	762	447	2171
Stop/Veh	0.77	0.74	1.11	0.55	0.78
Vehicles Entered	692	576	675	809	2752
Vehicles Exited	687	576	667	802	2732
Hourly Exit Rate	687	576	667	802	2732
Input Volume	707	560	774	799	2840
% of Volume	97	103	86	100	96

51: Webster St. & Willie Stargel Ave Performance by approach

Approach	EB	NB	SE	NW	All
Denied Del/Veh (s)	0.6	0.0	1.5	0.1	0.9
Total Del/Veh (s)	47.5	37.9	15.2	2.6	29.1
Total Stops	784	725	534	3	2046
Stop/Veh	1.12	0.92	0.39	0.10	0.71
Vehicles Entered	692	763	1357	29	2841
Vehicles Exited	689	772	1358	29	2848
Hourly Exit Rate	689	772	1358	29	2848
Input Volume	702	821	1341	30	2894
% of Volume	98	94	101	97	98

52: Constitution Way & Marina Village Pkwy & Constitution Wy Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	2.7	0.1	1.1	1.0
Total Del/Veh (s)	80.7	19.6	13.0	31.5
Total Stops	679	705	410	1794
Stop/Veh	1.32	0.77	0.53	0.81
Vehicles Entered	506	909	759	2174
Vehicles Exited	503	911	758	2172
Hourly Exit Rate	503	911	758	2172
Input Volume	509	915	748	2172
% of Volume	99	100	101	100

53: Constitution Wy & Mariner Sqaure Dr. Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	1.8	0.0	0.4
Total Del/Veh (s)	46.2	3.0	12.8
Total Stops	365	98	463
Stop/Veh	0.93	0.07	0.27
Vehicles Entered	386	1332	1718
Vehicles Exited	387	1333	1720
Hourly Exit Rate	387	1333	1720
Input Volume	361	1341	1702
% of Volume	107	99	101

54: Constitution Way & Atlantic Ave. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.3	0.8	0.1	0.3
Total Del/Veh (s)	14.5	12.2	18.4	16.6	15.9
Total Stops	392	255	563	374	1584
Stop/Veh	0.64	0.59	0.71	0.70	0.67
Vehicles Entered	607	428	787	530	2352
Vehicles Exited	606	429	785	526	2346
Hourly Exit Rate	606	429	785	526	2346
Input Volume	639	414	790	518	2361
% of Volume	95	104	99	102	99

55: Oak St & 7th St Performance by approach

Approach	EB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	18.9	9.4	13.0
Total Stops	415	495	910
Stop/Veh	0.66	0.49	0.55
Vehicles Entered	621	1009	1630
Vehicles Exited	619	1010	1629
Hourly Exit Rate	619	1010	1629
Input Volume	626	1017	1643
% of Volume	99	99	99

56: Oak St & 8th St Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.5	0.0	0.3
Total Del/Veh (s)	17.8	8.6	14.2
Total Stops	886	304	1190
Stop/Veh	0.70	0.38	0.58
Vehicles Entered	1244	802	2046
Vehicles Exited	1252	797	2049
Hourly Exit Rate	1252	797	2049
Input Volume	1264	804	2068
% of Volume	99	99	99

57: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	827	827
Vehicles Exited	830	830
Hourly Exit Rate	830	830
Input Volume	838	838
% of Volume	99	99

58: Webster Tube #3/#8 Webster Tube #3 Performance by approach

Approach	SB	SE	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.1	6.0	2.9
Total Stops	52	93	145
Stop/Veh	0.03	0.10	0.06
Vehicles Entered	1612	945	2557
Vehicles Exited	1612	945	2557
Hourly Exit Rate	1612	945	2557
Input Volume	1616	944	2560
% of Volume	100	100	100

59: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	921	921
Vehicles Exited	921	921
Hourly Exit Rate	921	921
Input Volume	916	916
% of Volume	101	101

60: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	176	176
Vehicles Exited	176	176
Hourly Exit Rate	176	176
Input Volume	175	175
% of Volume	101	101

61: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	116	116
Vehicles Exited	117	117
Hourly Exit Rate	117	117
Input Volume	114	114
% of Volume	103	103

62: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	149	149
Vehicles Exited	149	149
Hourly Exit Rate	149	149
Input Volume	144	144
% of Volume	103	103

63: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	213	213
Vehicles Exited	211	211
Hourly Exit Rate	211	211
Input Volume	206	206
% of Volume	102	102

65: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	48	48
Vehicles Exited	48	48
Hourly Exit Rate	48	48
Input Volume	49	49
% of Volume	98	98

66: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	63	63
Vehicles Exited	63	63
Hourly Exit Rate	63	63
Input Volume	64	64
% of Volume	98	98

67: 6th St & Franklin Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.5	0.9	4.7	0.9
Total Stops	0	0	11	11
Stop/Veh	0.00	0.00	1.00	0.02
Vehicles Entered	89	618	11	718
Vehicles Exited	89	618	11	718
Hourly Exit Rate	89	618	11	718
Input Volume	85	640	10	735
% of Volume	105	97	110	98

68: Horseshoe #10 & #5 #6 NB880 On #10 #11 /#5 #6 NB880 On #11 Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.9	10.0	5.8
Total Stops	236	313	549
Stop/Veh	0.23	0.33	0.28
Vehicles Entered	1031	939	1970
Vehicles Exited	1031	939	1970
Hourly Exit Rate	1031	939	1970
Input Volume	1090	961	2051
% of Volume	95	98	96

70: I-880 NB on-ramp and 5th St Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.5	1.5
Total Stops	102	102
Stop/Veh	0.08	0.08
Vehicles Entered	1323	1323
Vehicles Exited	1322	1322
Hourly Exit Rate	1322	1322
Input Volume	1320	1320
% of Volume	100	100

71: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.5	1.5
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	314	314
Vehicles Exited	314	314
Hourly Exit Rate	314	314
Input Volume	313	313
% of Volume	100	100

72: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	466	466
Vehicles Exited	465	465
Hourly Exit Rate	465	465
Input Volume	482	482
% of Volume	96	96

75: 980 Off-ramp Performance by approach

Approach	EB	NB	NE	All
Denied Del/Veh (s)	0.0	0.1	40.4	30.5
Total Del/Veh (s)	1.1	113.0	80.6	62.4
Total Stops	48	22	2535	2605
Stop/Veh	0.10	0.96	1.70	1.31
Vehicles Entered	462	23	1456	1941
Vehicles Exited	461	23	1438	1922
Hourly Exit Rate	461	23	1438	1922
Input Volume	467	20	1491	1978
% of Volume	99	115	96	97

76: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	323	323
Vehicles Exited	324	324
Hourly Exit Rate	324	324
Input Volume	350	350
% of Volume	93	93

77: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	68	68
Vehicles Exited	68	68
Hourly Exit Rate	68	68
Input Volume	65	65
% of Volume	105	105

78: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	650	650
Vehicles Exited	646	646
Hourly Exit Rate	646	646
Input Volume	639	639
% of Volume	101	101

79: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	341	341
Vehicles Exited	341	341
Hourly Exit Rate	341	341
Input Volume	342	342
% of Volume	100	100

80: Performance by approach

Approach	NE	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.2	2.2
Total Stops	283	283
Stop/Veh	0.30	0.30
Vehicles Entered	945	945
Vehicles Exited	945	945
Hourly Exit Rate	945	945
Input Volume	944	944
% of Volume	100	100

81: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	915	915
Vehicles Exited	915	915
Hourly Exit Rate	915	915
Input Volume	930	930
% of Volume	98	98

82: 5th St #10 Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.6	1.6
Total Stops	105	105
Stop/Veh	0.07	0.07
Vehicles Entered	1399	1399
Vehicles Exited	1400	1400
Hourly Exit Rate	1400	1400
Input Volume	1429	1429
% of Volume	98	98

83: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	159	159
Vehicles Exited	159	159
Hourly Exit Rate	159	159
Input Volume	158	158
% of Volume	101	101

84: Bend Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	7.8	7.8
Total Stops	983	983
Stop/Veh	0.61	0.61
Vehicles Entered	1613	1613
Vehicles Exited	1612	1612
Hourly Exit Rate	1612	1612
Input Volume	1616	1616
% of Volume	100	100

86: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	24	24
Vehicles Exited	24	24
Hourly Exit Rate	24	24
Input Volume	24	24
% of Volume	100	100

88: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	3.3	3.3
Total Stops	25	25
Stop/Veh	0.05	0.05
Vehicles Entered	457	457
Vehicles Exited	460	460
Hourly Exit Rate	460	460
Input Volume	457	457
% of Volume	101	101

89: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.6	0.6
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1261	1261
Vehicles Exited	1261	1261
Hourly Exit Rate	1261	1261
Input Volume	1416	1416
% of Volume	89	89

90: Bend Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.8	2.8
Total Stops	212	212
Stop/Veh	0.15	0.15
Vehicles Entered	1400	1400
Vehicles Exited	1398	1398
Hourly Exit Rate	1398	1398
Input Volume	1428	1428
% of Volume	98	98

91: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.3	1.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	326	326
Vehicles Exited	325	325
Hourly Exit Rate	325	325
Input Volume	337	337
% of Volume	96	96

93: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.3	1.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1128	1128
Vehicles Exited	1126	1126
Hourly Exit Rate	1126	1126
Input Volume	1152	1152
% of Volume	98	98

94: 7th St #11 Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.8	3.2	5.8	1.0
Total Stops	11	4	31	46
Stop/Veh	0.01	0.44	1.00	0.06
Vehicles Entered	753	9	31	793
Vehicles Exited	755	9	31	795
Hourly Exit Rate	755	9	31	795
Input Volume	789	10	27	826
% of Volume	96	90	115	96

95: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1969	1969
Vehicles Exited	1969	1969
Hourly Exit Rate	1969	1969
Input Volume	2051	2051
% of Volume	96	96

96: Bend Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.2	1.2	1.2
Total Stops	11	0	11
Stop/Veh	0.02	0.00	0.02
Vehicles Entered	640	48	688
Vehicles Exited	640	48	688
Hourly Exit Rate	640	48	688
Input Volume	660	49	709
% of Volume	97	98	97

97: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	762	762
Vehicles Exited	761	761
Hourly Exit Rate	761	761
Input Volume	752	752
% of Volume	101	101

99: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	503	503
Vehicles Exited	504	504
Hourly Exit Rate	504	504
Input Volume	601	601
% of Volume	84	84

101: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	572	572
Vehicles Exited	573	573
Hourly Exit Rate	573	573
Input Volume	645	645
% of Volume	89	89

102: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.3	1.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	408	408
Vehicles Exited	409	409
Hourly Exit Rate	409	409
Input Volume	418	418
% of Volume	98	98

104: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	350	350
Vehicles Exited	350	350
Hourly Exit Rate	350	350
Input Volume	361	361
% of Volume	97	97

105: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.6	0.6
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	715	715
Vehicles Exited	715	715
Hourly Exit Rate	715	715
Input Volume	732	732
% of Volume	98	98

107: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	6.5	6.5
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	426	426
Vehicles Exited	428	428
Hourly Exit Rate	428	428
Input Volume	436	436
% of Volume	98	98

108: Brush St & I-980 off-ramp Performance by approach

Approach	SB	SW	All
Denied Del/Veh (s)	1779.4	74.0	265.7
Total Del/Veh (s)	563.1	5.8	17.2
Total Stops	26	781	807
Stop/Veh	0.48	0.30	0.31
Vehicles Entered	45	2574	2619
Vehicles Exited	46	2574	2620
Hourly Exit Rate	46	2574	2620
Input Volume	300	2664	2964
% of Volume	15	97	88

109: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	386	386
Vehicles Exited	386	386
Hourly Exit Rate	386	386
Input Volume	382	382
% of Volume	101	101

111: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	179	179
Vehicles Exited	179	179
Hourly Exit Rate	179	179
Input Volume	182	182
% of Volume	98	98

113: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.6	1.6
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	383	383
Vehicles Exited	375	375
Hourly Exit Rate	375	375
Input Volume	362	362
% of Volume	104	104

114: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	68	68
Vehicles Exited	67	67
Hourly Exit Rate	67	67
Input Volume	70	70
% of Volume	96	96

117: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	463	463
Vehicles Exited	462	462
Hourly Exit Rate	462	462
Input Volume	490	490
% of Volume	94	94

118: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1399	1399
Vehicles Exited	1406	1406
Hourly Exit Rate	1406	1406
Input Volume	1455	1455
% of Volume	97	97

120: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	980	980
Vehicles Exited	978	978
Hourly Exit Rate	978	978
Input Volume	991	991
% of Volume	99	99

121: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	28	28
Vehicles Exited	28	28
Hourly Exit Rate	28	28
Input Volume	28	28
% of Volume	100	100

122: Bend Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	0.9	1.3	1.2
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	91	167	258
Vehicles Exited	91	167	258
Hourly Exit Rate	91	167	258
Input Volume	96	172	268
% of Volume	95	97	96

123: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	51	51
Vehicles Exited	51	51
Hourly Exit Rate	51	51
Input Volume	53	53
% of Volume	96	96

124: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1196	1196
Vehicles Exited	1196	1196
Hourly Exit Rate	1196	1196
Input Volume	1391	1391
% of Volume	86	86

126: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.6	0.6
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	334	334
Vehicles Exited	335	335
Hourly Exit Rate	335	335
Input Volume	364	364
% of Volume	92	92

131: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	167	167
Vehicles Exited	167	167
Hourly Exit Rate	167	167
Input Volume	172	172
% of Volume	97	97

134: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	437	437
Vehicles Exited	437	437
Hourly Exit Rate	437	437
Input Volume	445	445
% of Volume	98	98

135: #8 #13 #14 Webster Tube #3/#8 Webster St & 6th St/#13 #14 v6th St #3 Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	17.1	5.1	23.3	11.4
Total Stops	72	172	488	732
Stop/Veh	0.80	0.12	0.66	0.32
Vehicles Entered	89	1484	729	2302
Vehicles Exited	89	1481	729	2299
Hourly Exit Rate	89	1481	729	2299
Input Volume	85	1507	734	2326
% of Volume	105	98	99	99

137: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	979	979
Vehicles Exited	980	980
Hourly Exit Rate	980	980
Input Volume	990	990
% of Volume	99	99

139: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	4	4
Vehicles Exited	4	4
Hourly Exit Rate	4	4
Input Volume	6	6
% of Volume	67	67

140: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	270	270
Vehicles Exited	271	271
Hourly Exit Rate	271	271
Input Volume	277	277
% of Volume	98	98

142: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	591	591
Vehicles Exited	591	591
Hourly Exit Rate	591	591
Input Volume	600	600
% of Volume	98	98

146: Bend Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	9.6	9.6
Total Stops	284	284
Stop/Veh	0.30	0.30
Vehicles Entered	936	936
Vehicles Exited	939	939
Hourly Exit Rate	939	939
Input Volume	961	961
% of Volume	98	98

147: Posey #11 #10/Posey #11 & Posey-5th #10 Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	129.6	129.6
Total Stops	21117	21117
Stop/Veh	7.41	7.41
Vehicles Entered	2715	2715
Vehicles Exited	2616	2616
Hourly Exit Rate	2616	2616
Input Volume	2746	2746
% of Volume	95	95

148: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	9	9
Vehicles Exited	9	9
Hourly Exit Rate	9	9
Input Volume	10	10
% of Volume	90	90

149: Bend Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	6.0	6.0
Total Stops	713	713
Stop/Veh	0.36	0.36
Vehicles Entered	1970	1970
Vehicles Exited	1969	1969
Hourly Exit Rate	1969	1969
Input Volume	2051	2051
% of Volume	96	96

150: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	18	18
Vehicles Exited	18	18
Hourly Exit Rate	18	18
Input Volume	20	20
% of Volume	90	90

151: Castro St & 6th St Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	2.0	22.1	4.2
Total Stops	39	19	58
Stop/Veh	0.18	0.73	0.24
Vehicles Entered	214	25	239
Vehicles Exited	213	26	239
Hourly Exit Rate	213	26	239
Input Volume	221	25	246
% of Volume	96	104	97

153: Brush St & 6th St Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	3.1	26.3	22.4
Total Stops	11	386	397
Stop/Veh	0.10	0.70	0.60
Vehicles Entered	113	546	659
Vehicles Exited	112	549	661
Hourly Exit Rate	112	549	661
Input Volume	121	548	669
% of Volume	93	100	99

155: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	266	266
Vehicles Exited	266	266
Hourly Exit Rate	266	266
Input Volume	268	268
% of Volume	99	99

156: #13 #14 6th St #3 & Alice Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	3.2	8.9	3.2
Total Stops	122	12	134
Stop/Veh	0.09	1.00	0.10
Vehicles Entered	1331	12	1343
Vehicles Exited	1333	12	1345
Hourly Exit Rate	1333	12	1345
Input Volume	1334	10	1344
% of Volume	100	120	100

158: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	477	477
Vehicles Exited	480	480
Hourly Exit Rate	480	480
Input Volume	482	482
% of Volume	100	100

159: Harrison St Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.4	0.2	1.3
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	640	48	688
Vehicles Exited	640	48	688
Hourly Exit Rate	640	48	688
Input Volume	660	49	709
% of Volume	97	98	97

160: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	458	458
Vehicles Exited	460	460
Hourly Exit Rate	460	460
Input Volume	470	470
% of Volume	98	98

161: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	2557	2557
Vehicles Exited	2558	2558
Hourly Exit Rate	2558	2558
Input Volume	2560	2560
% of Volume	100	100

162: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.5	0.5
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	33	33
Vehicles Exited	33	33
Hourly Exit Rate	33	33
Input Volume	35	35
% of Volume	94	94

300: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.2	2.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	2826	2826
Vehicles Exited	2829	2829
Hourly Exit Rate	2829	2829
Input Volume	2869	2869
% of Volume	99	99

301: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	144	144
Vehicles Exited	144	144
Hourly Exit Rate	144	144
Input Volume	154	154
% of Volume	94	94

302: Constitution Wy & Posey Tube Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	6.6	0.4	3.8
Total Stops	185	4	189
Stop/Veh	0.12	0.00	0.07
Vehicles Entered	1547	1291	2838
Vehicles Exited	1549	1291	2840
Hourly Exit Rate	1549	1291	2840
Input Volume	1522	1361	2883
% of Volume	102	95	99

305: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	5.8	5.8
Total Stops	93	93
Stop/Veh	0.12	0.12
Vehicles Entered	746	746
Vehicles Exited	747	747
Hourly Exit Rate	747	747
Input Volume	768	768
% of Volume	97	97

306: Bend Performance by approach

Approach	NW	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	17	17
Vehicles Exited	16	16
Hourly Exit Rate	16	16
Input Volume	15	15
% of Volume	107	107

307: Bend Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.4	2.4
Total Stops	32	32
Stop/Veh	0.03	0.03
Vehicles Entered	1268	1268
Vehicles Exited	1267	1267
Hourly Exit Rate	1267	1267
Input Volume	1335	1335
% of Volume	95	95

308: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.6	0.6
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	403	403
Vehicles Exited	404	404
Hourly Exit Rate	404	404
Input Volume	397	397
% of Volume	102	102

311: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.5	2.5
Total Stops	80	80
Stop/Veh	0.09	0.09
Vehicles Entered	876	876
Vehicles Exited	877	877
Hourly Exit Rate	877	877
Input Volume	882	882
% of Volume	99	99

312: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	485	485
Vehicles Exited	487	487
Hourly Exit Rate	487	487
Input Volume	482	482
% of Volume	101	101

313: Webster St. Performance by approach

Approach	SE	NW	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	5.9	0.8	3.4
Total Stops	48	0	48
Stop/Veh	0.06	0.00	0.03
Vehicles Entered	788	782	1570
Vehicles Exited	786	783	1569
Hourly Exit Rate	786	783	1569
Input Volume	777	863	1640
% of Volume	101	91	96

401: Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.1	0.1
Total Del/Veh (s)	1.0	1.0
Total Stops	21	21
Stop/Veh	0.03	0.03
Vehicles Entered	703	703
Vehicles Exited	702	702
Hourly Exit Rate	702	702
Input Volume	712	712
% of Volume	99	99

513: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	200	200
Vehicles Exited	200	200
Hourly Exit Rate	200	200
Input Volume	224	224
% of Volume	89	89

514: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	118	118
Vehicles Exited	118	118
Hourly Exit Rate	118	118
Input Volume	118	118
% of Volume	100	100

517: Posey #11 #10 Performance by approach

Approach	NB	NW	All
Denied Del/Veh (s)	6.3	0.2	3.3
Total Del/Veh (s)	1.9	0.4	1.2
Total Stops	91	0	91
Stop/Veh	0.07	0.00	0.03
Vehicles Entered	1361	1356	2717
Vehicles Exited	1359	1356	2715
Hourly Exit Rate	1359	1356	2715
Input Volume	1400	1346	2746
% of Volume	97	101	99

519: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	137	137
Vehicles Exited	137	137
Hourly Exit Rate	137	137
Input Volume	144	144
% of Volume	95	95

522: Castro St & #12 8th St Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.9	0.9	1.7
Total Stops	158	0	158
Stop/Veh	0.84	0.00	0.34
Vehicles Entered	186	275	461
Vehicles Exited	187	276	463
Hourly Exit Rate	187	276	463
Input Volume	186	270	456
% of Volume	101	102	102

601: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Total Stops	1	1
Stop/Veh	0.00	0.00
Vehicles Entered	537	537
Vehicles Exited	537	537
Hourly Exit Rate	537	537
Input Volume	543	543
% of Volume	99	99

1401: Posey #11/Harrison St #11 & #13 #14 v6th St #3/#13 #14 6th St #3 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	61.2	22.5	25.8	30.8	24.6
Total Stops	36	1181	1007	4	2228
Stop/Veh	1.03	0.88	0.82	1.00	0.85
Vehicles Entered	35	1334	1216	4	2589
Vehicles Exited	34	1333	1217	4	2588
Hourly Exit Rate	34	1333	1217	4	2588
Input Volume	35	1334	1318	5	2692
% of Volume	97	100	92	80	96

1601: Jefferson St & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	5.7	31.7	8.0	6.8
Total Stops	111	9	39	159
Stop/Veh	0.34	0.82	0.74	0.41
Vehicles Entered	328	11	53	392
Vehicles Exited	328	11	53	392
Hourly Exit Rate	328	11	53	392
Input Volume	340	10	55	405
% of Volume	96	110	96	97

3501: Jefferson St & #12 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	3.7	5.9	6.3	4.3
Total Stops	44	34	18	96
Stop/Veh	0.12	0.38	0.47	0.20
Vehicles Entered	359	89	37	485
Vehicles Exited	361	90	37	488
Hourly Exit Rate	361	90	37	488
Input Volume	355	85	40	480
% of Volume	102	106	92	102

Total Network Performance

Denied Del/Veh (s)	48.7
Total Del/Veh (s)	69.6
Total Stops	83099
Stop/Veh	2.37
Vehicles Entered	33925
Vehicles Exited	33751
Hourly Exit Rate	33751
Input Volume	169881
% of Volume	20

Arterial Level of Service: NB #7

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
#6 6th St #3	13	-	-	0.0	-	2	56.1
Total		-	-	0.0	-	2	56.1

Arterial Level of Service: NB #7

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
#6 6th St #3	2	73.8	-	-	3	38.3	2
Total	2	73.8	-	-	3	38.3	2

Arterial Level of Service: SB #7

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
7th St #11	30	86.9	173.1	0.7	16	16	81.9
#5 #13 #6 6th St #11	13	27.9	34.2	0.1	6	6	28.8
5th St	10	43.5	50.9	0.0	3	3	46.1
#6 Oak St	11	0.8	11.6	0.1	23	23	0.8
Total		159.1	269.8	0.9	12	12	157.6

Arterial Level of Service: SB #7

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
7th St #11	25	23.9	18	64.1	21	42.1	9
#5 #13 #6 6th St #11	6	28.6	6	26.8	6	27.7	6
5th St	3	41.4	3	42.9	3	41.4	3
#6 Oak St	23	0.9	23	0.8	24	0.7	23
Total	16	94.7	14	134.6	15	111.9	8

Arterial Level of Service: NB #6

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
#7 I-880 SB On-Ramp	11	22.4	108.7	0.7	25	24	23.5
I-880 NB Off-ramp #3	12	37.9	45.1	0.0	3	3	37.7
#13 Madison St #7	13	8.8	18.7	0.1	14	11	16.6
#14 Jackson St	14	12.4	22.5	0.1	12	9	18.7
Horseshoe #10	68	2.1	6.4	0.0	9	9	2.4
	149	5.6	14.0	0.1	15	15	5.7
Total		89.2	215.3	1.0	17	16	104.7

Arterial Level of Service: NB #6

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
#7 I-880 SB On-Ramp	25	20.1	24	25.2	25	21.1	25
I-880 NB Off-ramp #3	3	39.2	4	37.2	3	37.9	3
#13 Madison St #7	16	7.3	17	5.4	16	5.9	14
#14 Jackson St	15	8.6	13	10.3	15	8.4	10
Horseshoe #10	10	1.7	10	2.0	10	1.5	9
	16	5.2	15	5.5	16	4.9	14
Total	17	82.1	17	85.7	17	79.7	16

Arterial Level of Service: SB #6

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
#7 5th St	11	-	-	0.0	-	-	-
Total		-	-	0.0	-	-	-

Arterial Level of Service: SB #6

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
#7 5th St	-	-	-	-	4	28.0	-
Total	-	-	-	-	4	28.0	-

Arterial Level of Service: NB #13

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Posey #11	1401	-	-	0.1	-	-	-
Total		-	-	0.1	-	-	-

Arterial Level of Service: NB #13

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Posey #11	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-

Arterial Level of Service: SB #13

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
7th St #11	30	86.9	173.1	0.7	16	16	81.9
#5 #13 #6 6th St #11	13	36.3	45.3	0.1	5	5	36.8
#14 Jackson St	14	3.5	14.7	0.1	19	19	3.1
Alice	156	1.8	10.6	0.1	24	24	1.8
Harrison St #11	1401	22.8	29.3	0.1	7	7	23.3
#8 Webster St	135	3.8	14.7	0.1	18	18	3.7
	84	6.0	14.8	0.1	13	13	5.7
Total		161.3	302.4	1.1	14	14	156.3

Arterial Level of Service: SB #13

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
7th St #11	25	23.9	18	64.1	21	42.1	9
#5 #13 #6 6th St #11	5	34.4	5	36.3	5	35.6	5
#14 Jackson St	18	4.2	19	3.3	19	3.8	19
Alice	24	1.8	25	1.7	24	1.9	24
Harrison St #11	7	22.8	8	21.9	7	23.3	7
#8 Webster St	18	3.9	18	3.7	18	3.9	18
	13	6.3	14	5.4	13	6.6	13
Total	17	97.3	15	136.5	16	117.1	10

Arterial Level of Service: NB #14

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Posey #11	1401	-	-	0.1	-	-	-
7th St #11	29	3.3	9.3	0.1	22	21	3.8
Total		3.3	9.3	0.1	51	48	3.8

Arterial Level of Service: NB #14

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Posey #11	-	-	-	-	-	-	-
7th St #11	24	2.9	24	2.6	21	4.0	22
Total	54	2.9	55	2.6	48	4.0	49

Arterial Level of Service: SB #14

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
7th St #11	29	22.0	35.0	0.1	11	11	22.7
Alice	156	7.5	20.2	0.1	13	13	7.7
Harrison St #11	1401	22.8	29.3	0.1	7	7	23.3
#8 Webster St	135	3.8	14.7	0.1	18	18	3.7
	84	6.0	14.8	0.1	13	13	5.7
Total		62.2	113.9	0.4	12	12	63.2

Arterial Level of Service: SB #14

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
7th St #11	11	22.1	12	21.1	12	21.3	11
Alice	13	7.6	13	7.3	13	7.9	13
Harrison St #11	7	22.8	8	21.9	7	23.3	7
#8 Webster St	18	3.9	18	3.7	18	3.9	18
	13	6.3	14	5.4	13	6.6	13
Total	12	62.7	12	59.5	12	62.9	12

Arterial Level of Service: SB #8

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
12th St	43	16.1	21.7	0.1	10	10	15.7
11th St	40	35.1	42.0	0.0	4	4	34.7
9th St	37	21.0	31.1	0.1	12	13	19.2
#12 8th St	32	49.4	54.6	0.1	3	3	49.0
7th St	27	12.6	19.3	0.0	9	9	12.0
6th St	135	19.8	26.1	0.1	8	9	18.1
	84	10.8	17.7	0.1	11	11	10.3
	58	1.1	2.9	0.0	23	23	1.1
Total		165.9	215.3	0.4	7	8	160.1

Arterial Level of Service: SB #8

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
12th St	9	17.1	10	15.3	10	15.2	9
11th St	4	34.3	4	35.8	4	35.3	4
9th St	11	22.6	11	22.5	12	20.1	12
#12 8th St	3	49.0	3	49.3	3	49.5	3
7th St	9	12.8	8	13.8	9	12.8	9
6th St	8	18.6	7	22.4	8	20.3	8
	11	11.2	11	10.1	11	11.0	11
	23	1.1	24	1.1	23	1.1	23
Total	7	166.7	7	170.3	7	165.4	7

Arterial Level of Service: NB #10

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Posey-5th #10	147	50.8	135.4	0.8	20	16	78.8
	90	2.8	13.4	0.0	11	10	4.4
	82	2.0	8.4	0.0	11	9	4.0
	146	9.6	22.9	0.1	8	7	14.1
#5 #6 NB880 On #11	68	10.0	18.4	0.0	7	6	12.1
	149	6.4	15.3	0.1	14	14	6.5
Total		81.5	213.9	1.0	16	14	120.0

Arterial Level of Service: NB #10

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Posey-5th #10	23	41.0	21	41.9	20	53.4	22
	12	1.6	12	1.7	12	1.9	10
	14	0.6	14	0.6	13	0.8	9
	10	5.4	11	4.5	10	5.2	6
#5 #6 NB880 On #11	8	8.0	8	7.7	8	6.7	5
	14	5.9	14	6.2	15	5.3	13
Total	18	62.5	18	62.6	17	73.3	16

Intersection: 1: Broadway & 4th St

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	65	140	30	64	57	44
Average Queue (ft)	23	65	2	6	19	5
95th Queue (ft)	51	112	15	32	49	24
Link Distance (ft)	278	328	232	232	165	165
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Union St & 5th St

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T>	L	L	TR	L	T	R	R	R>
Maximum Queue (ft)	12	237	88	110	116	69	89	256	133	164
Average Queue (ft)	2	41	26	55	47	26	40	128	57	88
95th Queue (ft)	8	142	68	95	94	55	79	214	104	152
Link Distance (ft)	416	416		560	560		410	410	159	159
Upstream Blk Time (%)		0							0	1
Queuing Penalty (veh)		0							0	1
Storage Bay Dist (ft)			290			220				
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 3: Adeline Street & 5th St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	LT	TR
Maximum Queue (ft)	32	230	255	154	113	134	95	62	90	66	97	89
Average Queue (ft)	5	93	125	74	39	44	41	21	44	19	48	36
95th Queue (ft)	18	174	205	127	84	96	79	55	78	47	83	70
Link Distance (ft)	560	560	560	296	296	296	543	543			324	324
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)									150	150		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 4: Market St & 5th St

Movement	EB	EB	EB	NB	NB	B122	SB	SB	SB
Directions Served	LT	T	TR	T	TR	T	L	T	T
Maximum Queue (ft)	120	96	82	60	92	4	132	87	83
Average Queue (ft)	93	35	34	14	39	0	59	39	31
95th Queue (ft)	135	84	70	44	79	3	108	67	71
Link Distance (ft)	105	105	105	42	42	148	207	207	207
Upstream Blk Time (%)	4	0	0	2	8				
Queuing Penalty (veh)	9	0	0	0	0				
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 5: Brush St & 5th St

Movement	EB	EB	EB	NB	SB	SB	SB
Directions Served	T	T	TR	R	L	L	T
Maximum Queue (ft)	134	122	110	27	166	175	208
Average Queue (ft)	76	66	63	5	59	67	58
95th Queue (ft)	117	108	102	23	135	151	158
Link Distance (ft)	246	246	246	160	252	252	252
Upstream Blk Time (%)							0
Queuing Penalty (veh)							0
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 6: Martin Luther King & 5th St

Movement	EB	EB	EB	NB	NB	SB	SB
Directions Served	LT	T	TR	T	TR	LT	T
Maximum Queue (ft)	128	127	129	62	57	102	56
Average Queue (ft)	31	38	37	20	17	39	13
95th Queue (ft)	88	104	94	53	45	80	44
Link Distance (ft)	654	654	654	189	189	240	240
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 7: 5th St & Washington St

Movement	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	TR	T	R	LT
Maximum Queue (ft)	43	56	57	82	52	142
Average Queue (ft)	17	17	12	25	23	60
95th Queue (ft)	43	46	40	64	53	115
Link Distance (ft)	1002	1002	1002	175		222
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					20	
Storage Blk Time (%)				15	4	
Queuing Penalty (veh)				4	1	

Intersection: 8: Broadway & 5th St/I-880 NB on-ramp and 5th St

Movement	EB	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	LT	T	T	R	T	T	R	L	L	T
Maximum Queue (ft)	215	226	171	95	54	153	161	93	95	118
Average Queue (ft)	115	128	73	46	14	63	71	36	40	31
95th Queue (ft)	183	198	139	94	39	125	135	72	81	84
Link Distance (ft)	292	292	292		165	165	165	189	189	189
Upstream Blk Time (%)						0	0			
Queuing Penalty (veh)						0	1			
Storage Bay Dist (ft)				70						
Storage Blk Time (%)			5	1						
Queuing Penalty (veh)			6	2						

Intersection: 9: Jackson St & 980 Off-ramp/5th St

Movement	EB	EB	EB	NB
Directions Served	LT	T	R	TR
Maximum Queue (ft)	180	185	200	203
Average Queue (ft)	137	147	173	104
95th Queue (ft)	194	186	192	181
Link Distance (ft)	131	131	131	196
Upstream Blk Time (%)	9	14	26	1
Queuing Penalty (veh)	59	89	169	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: #5 Madison St/#5 #7 Madison St & 5th St/#7 5th St

Movement	EB	EB	EB	NB	SB	SB
Directions Served	LT	T	TR	TR	L	T
Maximum Queue (ft)	224	198	198	132	217	196
Average Queue (ft)	115	108	117	65	163	46
95th Queue (ft)	181	173	178	116	230	137
Link Distance (ft)	301	301	301	1986	198	198
Upstream Blk Time (%)					11	1
Queuing Penalty (veh)					34	2
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 11: #6 Oak St & #7 5th St/#7 I-880 SB On-Ramp

Movement	EB	EB	EB	NB	NB	SB
Directions Served	L	T	TR	T	R	LT
Maximum Queue (ft)	202	126	140	181	75	206
Average Queue (ft)	64	26	34	78	47	114
95th Queue (ft)	153	79	98	147	90	198
Link Distance (ft)	331	331	331	3856		188
Upstream Blk Time (%)						2
Queuing Penalty (veh)						7
Storage Bay Dist (ft)					50	
Storage Blk Time (%)				21	2	
Queuing Penalty (veh)				18	3	

Intersection: 12: #6 Oak St/Oak St & #6 6th St #3/I-880 NB Off-ramp #3 & 6th St

Movement	WB	WB	WB	WB	NB	NB	SW
Directions Served	L	T	TR	R	L	T	>
Maximum Queue (ft)	274	477	431	255	135	208	60
Average Queue (ft)	82	214	195	113	73	114	16
95th Queue (ft)	228	451	419	226	121	213	42
Link Distance (ft)		860	860		188	188	133
Upstream Blk Time (%)		1	0			1	
Queuing Penalty (veh)		0	0			3	
Storage Bay Dist (ft)	200			200			
Storage Blk Time (%)	0	9	4	0			
Queuing Penalty (veh)	1	26	10	2			

Intersection: 13: #5 #7 Madison St/#13 Madison St #7 & #5 #13 #6 6th St #11 #3/#6 6th St #3

Movement	WB	WB	WB	NB	SB	SB	SB
Directions Served	LT	T	T	L	T	T	R
Maximum Queue (ft)	306	294	254	204	238	234	76
Average Queue (ft)	176	175	153	114	152	207	75
95th Queue (ft)	299	276	238	200	250	221	76
Link Distance (ft)	333	333	333	198	198	198	
Upstream Blk Time (%)	3	0	0	4	3	40	
Queuing Penalty (veh)	12	1	0	7	17	208	
Storage Bay Dist (ft)							50
Storage Blk Time (%)						17	54
Queuing Penalty (veh)						91	136

Intersection: 14: #5 #6 NB880 On #11 & Jackson St/#14 Jackson St & #13 #14 6th St #3/#5 #13 #6 6th S

Movement	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	<L	T	>
Maximum Queue (ft)	329	298	121	211	212	157
Average Queue (ft)	227	71	30	151	136	71
95th Queue (ft)	338	233	81	228	206	148
Link Distance (ft)	304	304	304	204	204	195
Upstream Blk Time (%)	2	1	0	2	1	0
Queuing Penalty (veh)	12	3	0	8	3	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 15: Broadway & 6th St

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	240	325	175	77	123	131	88	55	184
Average Queue (ft)	69	123	140	27	59	63	25	13	63
95th Queue (ft)	140	266	199	62	103	114	65	40	143
Link Distance (ft)	292	292		189	189	189	214	214	214
Upstream Blk Time (%)	0	0							0
Queuing Penalty (veh)	0	2							0
Storage Bay Dist (ft)			150						
Storage Blk Time (%)		0	11						
Queuing Penalty (veh)		1	16						

Intersection: 16: Washington St & 6th St

Movement	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR
Maximum Queue (ft)	112	156	96	140
Average Queue (ft)	32	51	38	61
95th Queue (ft)	87	113	81	114
Link Distance (ft)	290	290	222	182
Upstream Blk Time (%)				0
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: Martin Luther King & 6th St

Movement	WB	WB	WB	NB	NB	SB	SB
Directions Served	LT	T	TR	LT	T	T	TR
Maximum Queue (ft)	34	6	44	78	70	86	59
Average Queue (ft)	3	0	9	35	19	32	14
95th Queue (ft)	19	4	31	68	52	72	45
Link Distance (ft)	301	301	301	240	240	166	166
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 18: Market St & 6th St & I-880 off-ramp

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB	SW
Directions Served	LT	T	R	L	T	T	T	T	R	>
Maximum Queue (ft)	195	189	189	53	26	52	58	63	71	67
Average Queue (ft)	107	40	128	9	3	5	20	20	26	14
95th Queue (ft)	183	148	195	34	19	27	50	54	60	44
Link Distance (ft)	195	195		207	207	207	205	205		214
Upstream Blk Time (%)	0	1	1							
Queuing Penalty (veh)	0	0	0							
Storage Bay Dist (ft)			165						60	
Storage Blk Time (%)		0	4					0	0	
Queuing Penalty (veh)		1	5					0	0	

Intersection: 19: Union St & 7th St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	73	179	145	124	305	276	59	93	78
Average Queue (ft)	11	98	58	111	171	148	15	39	29
95th Queue (ft)	44	161	122	145	304	250	44	76	63
Link Distance (ft)		535	535		527	527	159	159	327
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	100			100					
Storage Blk Time (%)	0	7		33	7				
Queuing Penalty (veh)	0	1		121	22				

Intersection: 20: Adeline Street & 7th St

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	TR	LT	TR
Maximum Queue (ft)	72	51	78	174	246	216	64	35	53	71	114	110
Average Queue (ft)	28	12	30	47	117	120	17	6	14	23	52	43
95th Queue (ft)	62	38	68	115	212	203	45	25	40	55	103	88
Link Distance (ft)		527	527		1438	1438	1438		324	324	316	316
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	160			150				70				
Storage Blk Time (%)					3				0			
Queuing Penalty (veh)					3				0			

Intersection: 21: Market St & 7th St

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	T
Maximum Queue (ft)	104	86	94	112	94	165	134	152	182	200	79	68
Average Queue (ft)	39	30	38	36	40	83	91	69	100	124	39	18
95th Queue (ft)	80	69	79	83	80	140	132	118	164	195	74	50
Link Distance (ft)		1438	1438	1438		366	366	366	205	205		
Upstream Blk Time (%)									0	0		
Queuing Penalty (veh)									0	1		
Storage Bay Dist (ft)	185				170						100	100
Storage Blk Time (%)						0					0	
Queuing Penalty (veh)						0					0	

Intersection: 21: Market St & 7th St

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	90	134
Average Queue (ft)	40	50
95th Queue (ft)	77	95
Link Distance (ft)	315	315
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 22: Brush St & 7th St

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	TR	L	T	T	T	LT	T	TR
Maximum Queue (ft)	82	104	114	57	92	65	49	303	372	380
Average Queue (ft)	29	45	50	17	36	33	17	145	116	243
95th Queue (ft)	64	88	97	46	73	62	45	242	312	405
Link Distance (ft)	366	366	366		414	414	414	365	365	365
Upstream Blk Time (%)								0	2	5
Queuing Penalty (veh)								0	0	0
Storage Bay Dist (ft)				160						
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 23: Castro St & 7th St

Movement	EB	EB	EB	EB	NB	NB	NB	SW	SW	SW
Directions Served	<	<	T	T	LT	T	T>	R	R	R>
Maximum Queue (ft)	103	127	94	88	56	50	74	74	52	58
Average Queue (ft)	26	73	42	34	12	11	35	17	14	15
95th Queue (ft)	75	116	79	74	41	36	71	46	38	43
Link Distance (ft)		414	414	414	214	214	214	192	192	192
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	215									
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 24: Martin Luther King & 7th St

Movement	EB	EB	EB	EB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	T	TR	LT	T
Maximum Queue (ft)	71	102	124	148	33	43	44	24
Average Queue (ft)	26	19	43	57	6	14	13	1
95th Queue (ft)	63	59	91	118	26	40	40	12
Link Distance (ft)			151	151	166	166	201	201
Upstream Blk Time (%)		0	0	0				
Queuing Penalty (veh)		0	0	0				
Storage Bay Dist (ft)	250	250						
Storage Blk Time (%)		0	0					
Queuing Penalty (veh)		0	0					

Intersection: 25: Washington St & 7th St

Movement	EB	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	T	TR	T	R	LT
Maximum Queue (ft)	101	91	130	150	53	50	58
Average Queue (ft)	42	31	66	84	12	11	17
95th Queue (ft)	79	71	107	129	40	36	48
Link Distance (ft)	1029	1029	1029	1029	182		207
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)						70	
Storage Blk Time (%)					0	0	
Queuing Penalty (veh)					0	0	

Intersection: 26: Broadway & 7th St

Movement	EB	EB	EB	EB	NB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	T	TR	R	LT	T
Maximum Queue (ft)	88	100	121	139	124	135	74	127	167
Average Queue (ft)	31	33	61	69	62	71	25	49	71
95th Queue (ft)	70	77	105	116	109	122	62	104	141
Link Distance (ft)	285	285	285	285	214	214	214	191	191
Upstream Blk Time (%)									0
Queuing Penalty (veh)									0
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 27: #8 Webster St & 7th St

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	TR	R	LT	T	T
Maximum Queue (ft)	80	99	124	116	158	146	144
Average Queue (ft)	26	35	61	52	74	63	72
95th Queue (ft)	60	76	103	93	138	117	128
Link Distance (ft)	650	650	650	650	213	213	213
Upstream Blk Time (%)						0	
Queuing Penalty (veh)						0	
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 28: Harrison St #11/#12 Harrison St & 7th St/7th St #11

Movement	EB	EB	EB	EB	NB	NB	NB
Directions Served	LT	T	T	TR	T	T	R
Maximum Queue (ft)	62	64	62	43	155	207	176
Average Queue (ft)	23	18	11	9	65	167	87
95th Queue (ft)	55	48	39	33	131	207	147
Link Distance (ft)	307	307	307	307	163	163	163
Upstream Blk Time (%)					0	6	0
Queuing Penalty (veh)					1	25	1
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 29: #14 Jackson St & 7th St #11

Movement	EB	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	T	TR	T	R	LT
Maximum Queue (ft)	111	91	117	97	140	65	329
Average Queue (ft)	47	26	59	59	36	13	163
95th Queue (ft)	91	63	98	96	90	47	264
Link Distance (ft)	329	329	329	329	195		555
Upstream Blk Time (%)					0		
Queuing Penalty (veh)					0		
Storage Bay Dist (ft)						50	
Storage Blk Time (%)					3	0	
Queuing Penalty (veh)					2	1	

Intersection: 30: #13 Madison St #7/#13 #7 Madison St & 7th St #11/7th St

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	TR	R	L	T	T
Maximum Queue (ft)	134	219	237	255	238	608	647
Average Queue (ft)	46	77	121	122	49	312	395
95th Queue (ft)	90	175	211	218	142	806	842
Link Distance (ft)	300	300	300	300	3916	3916	3916
Upstream Blk Time (%)		0	0	0			
Queuing Penalty (veh)		0	0	0			
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 31: #12 Harrison St/Harrison St & #12 8th St/8th St

Movement	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	TR	L	LT	T	T
Maximum Queue (ft)	75	104	179	93	101	123	104
Average Queue (ft)	30	21	78	38	52	73	72
95th Queue (ft)	65	62	139	76	92	108	104
Link Distance (ft)	322	322	322	232	232	232	232
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 32: #8 Webster St & #12 8th St

Movement	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	L	LT	T	T	T	T	TR	R
Maximum Queue (ft)	139	120	207	281	163	156	175	154
Average Queue (ft)	67	63	71	168	107	110	133	92
95th Queue (ft)	113	105	152	253	163	154	174	143
Link Distance (ft)	310	310	310	310	151	151	151	151
Upstream Blk Time (%)				0	4	2	9	1
Queuing Penalty (veh)				0	6	3	15	2
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 33: Franklin St & #12 8th St

Movement	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	T	TR	LT	T	T
Maximum Queue (ft)	117	106	206	253	174	80	12
Average Queue (ft)	44	40	83	175	85	9	1
95th Queue (ft)	92	85	154	253	148	41	9
Link Distance (ft)	251	251	251	251	183	183	183
Upstream Blk Time (%)				1	0		
Queuing Penalty (veh)				2	0		
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 34: Broadway & #12 8th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	LT	T	T	TR
Maximum Queue (ft)	123	96	112	188	141	137	90	150
Average Queue (ft)	40	26	49	96	66	62	31	66
95th Queue (ft)	92	69	100	164	123	123	73	120
Link Distance (ft)	314	314	314	314	191	191	251	251
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 35: Washington St & #12 8th St

Movement	WB	WB	WB	NB	SB
Directions Served	L	T	TR	LT	TR
Maximum Queue (ft)	87	118	153	66	44
Average Queue (ft)	27	48	73	23	11
95th Queue (ft)	62	89	122	54	37
Link Distance (ft)	316	316	316	207	255
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 36: Martin Luther King & #12 8th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	<L	L	LT	TR	<LT	T	T	TR>
Maximum Queue (ft)	36	27	30	42	50	38	77	58
Average Queue (ft)	8	2	8	9	19	7	24	23
95th Queue (ft)	29	15	28	33	42	24	57	52
Link Distance (ft)	281	281	281	281	201	201	216	216
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 37: #8 Webster St & 9th St

Movement	EB	EB	EB	SB	SB	SB	SB
Directions Served	T	T	R	LT	T	T	T
Maximum Queue (ft)	130	30	96	245	177	158	123
Average Queue (ft)	59	4	39	125	72	83	54
95th Queue (ft)	108	19	84	206	136	134	104
Link Distance (ft)	198	198	198	456	456	456	456
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 38: Brush St & I-980 On-Ramp & 11 St

Movement	EB	EB	SB	SB	SB	SB
Directions Served	T	TR>	<L	LT	T	TR
Maximum Queue (ft)	204	156	201	208	189	194
Average Queue (ft)	124	76	131	87	99	106
95th Queue (ft)	189	152	213	163	165	169
Link Distance (ft)	268	268	194	194	194	194
Upstream Blk Time (%)			1	0	0	0
Queuing Penalty (veh)			3	0	0	1
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 39: I-980 Off Ramp & Castro St & 11 St

Movement	EB	EB	EB	EB	EB	NB	NB	NB	NE	NE
Directions Served	L	LT	T	T	T	T	T	TR	L	LR
Maximum Queue (ft)	35	248	266	191	128	97	226	275	176	277
Average Queue (ft)	4	162	170	101	62	17	129	159	15	206
95th Queue (ft)	20	237	244	169	112	57	199	236	86	308
Link Distance (ft)	380	380	380	380	380	725	725	725	249	249
Upstream Blk Time (%)									0	17
Queuing Penalty (veh)									0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 40: #8 Webster St & 11th St

Movement	EB	EB	EB	EB	SB	SB	SB	SB
Directions Served	T	T	T	TR	LT	T	T	T
Maximum Queue (ft)	128	72	18	87	183	129	94	74
Average Queue (ft)	64	12	1	40	105	57	43	27
95th Queue (ft)	113	44	11	73	162	97	79	60
Link Distance (ft)	316	316	316	316	229	229	229	229
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 41: Harrison St & 11th St

Movement	EB	EB	EB	EB	NB	NB	B96	B96	SB
Directions Served	LT	T	T	TR	T	TR	T	T	LT
Maximum Queue (ft)	112	80	38	35	105	121	40	62	116
Average Queue (ft)	44	20	6	5	58	73	2	5	43
95th Queue (ft)	86	55	26	24	93	116	18	29	96
Link Distance (ft)	286	286	286	286	41	41	95	95	231
Upstream Blk Time (%)					23	27	0	0	
Queuing Penalty (veh)					75	88	0	0	
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 42: Harrison St & 12th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	LT	T	T	TR
Maximum Queue (ft)	255	192	47	62	209	191	70	73
Average Queue (ft)	163	72	10	25	141	113	30	28
95th Queue (ft)	235	161	34	53	199	165	59	58
Link Distance (ft)	334	334	334	334	231	231	233	233
Upstream Blk Time (%)					0	0		
Queuing Penalty (veh)					0	0		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 43: #8 Webster St & 12th St

Movement	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	LT	T	T	T	T	T	T	TR
Maximum Queue (ft)	173	110	55	65	124	71	55	120
Average Queue (ft)	67	36	18	18	58	25	16	44
95th Queue (ft)	132	75	52	50	102	57	45	82
Link Distance (ft)	292	292	292	292	239	239	239	239
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 44: Castro St & 12th St & I-980 on-ramp

Movement	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	TR	R>	<	<L	LT	T	T
Maximum Queue (ft)	239	290	243	35	63	87	40	26
Average Queue (ft)	64	207	96	2	25	38	11	2
95th Queue (ft)	165	298	212	16	60	79	36	14
Link Distance (ft)	274	274	274	231	231	231	231	231
Upstream Blk Time (%)	0	3	0					
Queuing Penalty (veh)	0	0	0					
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 45: Brush St & 12th St & I-980 off-ramp

Movement	EB	WB	WB	WB	WB	SB	SB	SB	SW	SW
Directions Served	R	L	T	T	T	T	T	TR	L	LR
Maximum Queue (ft)	24	122	129	128	117	311	255	234	1439	1438
Average Queue (ft)	3	47	70	72	72	164	177	137	927	975
95th Queue (ft)	16	97	111	114	115	271	247	218	1630	1619
Link Distance (ft)	596	379	379	379	379	464	464	464	1409	1409
Upstream Blk Time (%)									15	16
Queuing Penalty (veh)									0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 46: Brush St & 17th St

Movement	EB	EB	SB	SB	SB	SB
Directions Served	T	TR>	<	<L	LT	T
Maximum Queue (ft)	202	185	153	194	192	191
Average Queue (ft)	115	108	64	69	62	54
95th Queue (ft)	181	175	121	143	136	135
Link Distance (ft)	272	272	235	235	235	235
Upstream Blk Time (%)				0		0
Queuing Penalty (veh)				0		0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 47: Castro St & 17th St

Movement	EB	EB	EB	EB	NB	NB	NB	NE	NE
Directions Served	L	T	T	T	T	T	TR	L	LR
Maximum Queue (ft)	214	315	292	244	302	250	59	252	268
Average Queue (ft)	67	153	152	118	177	84	22	130	250
95th Queue (ft)	149	242	230	200	266	211	50	309	261
Link Distance (ft)		329	329	329	432	432	432	232	232
Upstream Blk Time (%)		0	0					16	88
Queuing Penalty (veh)		1	0					0	0
Storage Bay Dist (ft)	190								
Storage Blk Time (%)	0	2							
Queuing Penalty (veh)	0	4							

Intersection: 48: Castro St & 18th St & I-980 on-ramp

Movement	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	TR	R>	<	<L	LT	T	T
Maximum Queue (ft)	144	229	154	43	68	87	53	53
Average Queue (ft)	46	133	45	7	23	33	19	14
95th Queue (ft)	103	201	123	28	57	71	48	44
Link Distance (ft)	256	256	256	234	234	234	234	234
Upstream Blk Time (%)		0						
Queuing Penalty (veh)		0						
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 49: Brush St & 18th St

Movement	WB	WB	WB	SB	SB	SB	SB
Directions Served	L	T	T	T	T	T	TR
Maximum Queue (ft)	112	73	61	132	141	150	147
Average Queue (ft)	48	32	19	110	106	121	116
95th Queue (ft)	88	60	51	145	150	155	146
Link Distance (ft)	348	348	348	105	105	105	105
Upstream Blk Time (%)				16	11	19	17
Queuing Penalty (veh)				120	83	139	125
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 50: Webster St. & Atlantic Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	TR	L	T	TR	L
Maximum Queue (ft)	168	205	209	179	97	121	204	220	172	185	469	195
Average Queue (ft)	65	113	111	70	38	31	113	129	158	173	387	140
95th Queue (ft)	141	181	183	143	79	83	180	200	203	217	569	231
Link Distance (ft)		393	393	393			401	401			426	
Upstream Blk Time (%)											51	12
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	230				80	130			160	160		170
Storage Blk Time (%)		0		3	0	0	5		56	55	8	37
Queuing Penalty (veh)		0		3	1	0	2		195	191	34	66

Intersection: 50: Webster St. & Atlantic Ave.

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	254	208	196
Average Queue (ft)	138	103	50
95th Queue (ft)	277	192	142
Link Distance (ft)	205	205	205
Upstream Blk Time (%)	23	0	0
Queuing Penalty (veh)	60	1	0
Storage Bay Dist (ft)			
Storage Blk Time (%)	3		
Queuing Penalty (veh)	4		

Intersection: 51: Webster St. & Willie Stargel Ave

Movement	EB	EB	EB	NB	NB	NB	SE	SE	SE	SE	NW
Directions Served	L	L	>	<	T	T	R	R	R	>	R
Maximum Queue (ft)	374	287	162	173	319	242	231	196	151	67	60
Average Queue (ft)	238	181	42	62	131	75	118	78	71	2	11
95th Queue (ft)	325	283	104	146	258	183	197	157	131	34	45
Link Distance (ft)	686	686			896	896	730	730			34
Upstream Blk Time (%)											1
Queuing Penalty (veh)											0
Storage Bay Dist (ft)			160	150					300	300	
Storage Blk Time (%)		3	0	1	5						
Queuing Penalty (veh)		3	0	4	5						

Intersection: 52: Constitution Way & Marina Village Pkwy & Constitution Wy

Movement	WB	WB	WB	NB	NB	SB	SB	SB	SB
Directions Served	L	>	>	R	R>	L	L	T	T
Maximum Queue (ft)	155	445	393	396	401	149	177	81	135
Average Queue (ft)	81	292	232	228	170	66	111	34	53
95th Queue (ft)	193	500	460	346	313	133	164	70	104
Link Distance (ft)		441	441	898	898			1204	1204
Upstream Blk Time (%)		11	4						
Queuing Penalty (veh)		0	0						
Storage Bay Dist (ft)	130					450	450		
Storage Blk Time (%)	0	62							
Queuing Penalty (veh)	0	34							

Intersection: 53: Constitution Wy & Mariner Sqaure Dr.

Movement	WB	NB	NB
Directions Served	R	T	R
Maximum Queue (ft)	424	412	28
Average Queue (ft)	276	71	1
95th Queue (ft)	490	260	20
Link Distance (ft)	406	452	452
Upstream Blk Time (%)	9	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 54: Constitution Way & Atlantic Ave.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	L	L	T	T	R	L
Maximum Queue (ft)	151	133	151	48	121	130	49	204	250	202	84	96
Average Queue (ft)	70	60	72	14	71	46	14	79	143	98	15	22
95th Queue (ft)	123	112	130	39	117	97	41	150	223	175	53	63
Link Distance (ft)		401	401		506	506			640	640		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	190			190			190	190			80	200
Storage Blk Time (%)	0							0	2	5	0	
Queuing Penalty (veh)	0							0	3	1	0	

Intersection: 54: Constitution Way & Atlantic Ave.

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	106	103	141	85
Average Queue (ft)	52	56	63	40
95th Queue (ft)	88	90	115	87
Link Distance (ft)	898	898	898	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				60
Storage Blk Time (%)			6	1
Queuing Penalty (veh)			5	1

Intersection: 55: Oak St & 7th St

Movement	EB	EB	EB	EB	NB	NB	NB
Directions Served	LT	T	T	T	T	T	TR
Maximum Queue (ft)	172	154	181	90	104	188	202
Average Queue (ft)	90	78	58	31	24	105	127
95th Queue (ft)	144	135	130	76	65	170	190
Link Distance (ft)	358	358	358	358	194	194	194
Upstream Blk Time (%)						0	0
Queuing Penalty (veh)						0	1
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 56: Oak St & 8th St

Movement	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	T	R	L	T	T
Maximum Queue (ft)	315	252	154	76	126	155	158
Average Queue (ft)	246	160	43	54	51	69	70
95th Queue (ft)	321	238	107	80	98	127	137
Link Distance (ft)	307	307	307		249	249	249
Upstream Blk Time (%)	1						
Queuing Penalty (veh)	0						
Storage Bay Dist (ft)				50			
Storage Blk Time (%)			2	6			
Queuing Penalty (veh)			4	23			

Intersection: 58: Webster Tube #3/#8 Webster Tube #3

Movement	SB	B84	B84	SE
Directions Served	T	T		R
Maximum Queue (ft)	60	313	285	62
Average Queue (ft)	3	201	148	22
95th Queue (ft)	24	315	276	57
Link Distance (ft)	25	216	216	642
Upstream Blk Time (%)	0	6	2	
Queuing Penalty (veh)	0	46	14	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 67: 6th St & Franklin

Movement	WB	SB
Directions Served	TR	R
Maximum Queue (ft)	11	29
Average Queue (ft)	0	9
95th Queue (ft)	8	31
Link Distance (ft)	275	141
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 68: Horseshoe #10 & #5 #6 NB880 On #10 #11 /#5 #6 NB880 On #11

Movement	WB	NB	B146
Directions Served	T	L	T
Maximum Queue (ft)	124	236	326
Average Queue (ft)	69	164	142
95th Queue (ft)	141	282	367
Link Distance (ft)	32	148	225
Upstream Blk Time (%)	14	38	20
Queuing Penalty (veh)	149	366	197
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 70: I-880 NB on-ramp and 5th St

Movement	EB	EB
Directions Served	L	LT
Maximum Queue (ft)	80	74
Average Queue (ft)	32	35
95th Queue (ft)	78	77
Link Distance (ft)	29	29
Upstream Blk Time (%)	5	6
Queuing Penalty (veh)	22	24
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 75: 980 Off-ramp

Movement	EB	NB	NE
Directions Served	T	R	R
Maximum Queue (ft)	164	95	1997
Average Queue (ft)	28	30	1354
95th Queue (ft)	104	75	2637
Link Distance (ft)	110	162	2276
Upstream Blk Time (%)	1		13
Queuing Penalty (veh)	4		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 80:

Movement	NE	NE
Directions Served	T	T
Maximum Queue (ft)	99	91
Average Queue (ft)	61	53
95th Queue (ft)	103	92
Link Distance (ft)	56	56
Upstream Blk Time (%)	9	5
Queuing Penalty (veh)	42	25
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 82: 5th St #10

Movement	EB	EB	B90
Directions Served	T	R	T
Maximum Queue (ft)	160	10	237
Average Queue (ft)	40	0	49
95th Queue (ft)	146	7	211
Link Distance (ft)	82	82	161
Upstream Blk Time (%)	11		6
Queuing Penalty (veh)	78		79
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 94: 7th St #11

Movement	EB	EB	EB	EB	NB	SB
Directions Served	LT	T	T	TR	TR	LT
Maximum Queue (ft)	48	6	6	39	31	50
Average Queue (ft)	2	0	1	4	5	21
95th Queue (ft)	19	4	7	24	23	47
Link Distance (ft)	228	228	228	228	192	154
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 108: Brush St & I-980 off-ramp

Movement	SB	SB	SW	SW	SW
Directions Served	T	T	L	L	L
Maximum Queue (ft)	194	178	158	169	171
Average Queue (ft)	172	60	88	120	138
95th Queue (ft)	186	186	180	192	176
Link Distance (ft)	164	164	126	126	126
Upstream Blk Time (%)	100	20	6	15	30
Queuing Penalty (veh)	0	0	0	0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 135: #8 #13 #14 Webster Tube #3/#8 Webster St & 6th St/#13 #14 v6th St #3

Movement	EB	WB	WB	WB	SB	SB	SB
Directions Served	TR>	<L	L	T	L	T	TR
Maximum Queue (ft)	102	57	56	227	53	217	210
Average Queue (ft)	48	6	8	100	11	125	142
95th Queue (ft)	90	31	33	199	36	211	226
Link Distance (ft)	275	328	328	328	192	192	192
Upstream Blk Time (%)						1	3
Queuing Penalty (veh)						3	7
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 147: Posey #11 #10/Posey #11 & Posey-5th #10

Movement	NB	NB
Directions Served	T	R
Maximum Queue (ft)	3664	3545
Average Queue (ft)	2362	2156
95th Queue (ft)	4056	3919
Link Distance (ft)	3907	3907
Upstream Blk Time (%)	9	0
Queuing Penalty (veh)	124	1
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 149: Bend

Movement	WB	WB
Directions Served	T	
Maximum Queue (ft)	344	326
Average Queue (ft)	293	155
95th Queue (ft)	424	412
Link Distance (ft)	260	260
Upstream Blk Time (%)	36	3
Queuing Penalty (veh)	369	32
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 151: Castro St & 6th St

Movement	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	T	R	LT	T	T
Maximum Queue (ft)	11	24	37	56	48	25	31
Average Queue (ft)	1	4	7	16	12	3	4
95th Queue (ft)	6	18	26	44	37	17	21
Link Distance (ft)	235	235	235		150	150	150
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)				120			
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 153: Brush St & 6th St

Movement	WB	WB	WB	SB	SB	SB
Directions Served	L	T	T	T	T	TR
Maximum Queue (ft)	30	41	34	160	158	179
Average Queue (ft)	2	5	2	87	79	81
95th Queue (ft)	14	25	15	150	139	157
Link Distance (ft)	346	346	346	206	206	206
Upstream Blk Time (%)				0	0	0
Queuing Penalty (veh)				0	0	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 156: #13 #14 6th St #3 & Alice

Movement	WB	WB	SB
Directions Served	T	TR	R
Maximum Queue (ft)	79	22	30
Average Queue (ft)	4	1	10
95th Queue (ft)	33	11	33
Link Distance (ft)	311	311	192
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 159: Harrison St

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 302: Constitution Wy & Posey Tube

Movement	NB	B307
Directions Served	T	T
Maximum Queue (ft)	47	260
Average Queue (ft)	4	12
95th Queue (ft)	24	122
Link Distance (ft)	106	419
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 313: Webster St.

Movement	SE	SE	SE
Directions Served	T	T	T
Maximum Queue (ft)	169	140	25
Average Queue (ft)	38	20	1
95th Queue (ft)	175	139	13
Link Distance (ft)	896	896	896
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 401:

Movement	EB
Directions Served	T
Maximum Queue (ft)	102
Average Queue (ft)	19
95th Queue (ft)	66
Link Distance (ft)	94
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 517: Posey #11 #10

Movement	NB
Directions Served	T
Maximum Queue (ft)	58
Average Queue (ft)	22
95th Queue (ft)	106
Link Distance (ft)	122
Upstream Blk Time (%)	8
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 522: Castro St & #12 8th St

Movement	WB	WB	NB
Directions Served	R	R	T
Maximum Queue (ft)	56	64	9
Average Queue (ft)	30	32	0
95th Queue (ft)	48	56	4
Link Distance (ft)	153	153	102
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1401: Posey #11/Harrison St #11 & #13 #14 v6th St #3/#13 #14 6th St #3

Movement	EB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	R
Maximum Queue (ft)	77	224	306	276	75	301	175	31
Average Queue (ft)	28	181	207	164	69	275	175	4
95th Queue (ft)	65	245	286	247	85	290	175	21
Link Distance (ft)	328		228	228		211		163
Upstream Blk Time (%)		0	3	2		38		
Queuing Penalty (veh)		0	21	12		495		
Storage Bay Dist (ft)		200			50		150	
Storage Blk Time (%)		1	8		37	12	39	
Queuing Penalty (veh)		5	30		368	95	315	

Intersection: 1601: Jefferson St & 6th St

Movement	WB	WB	WB	NB	SB	SB
Directions Served	LT	T	R	LT	T	R
Maximum Queue (ft)	66	142	115	50	34	65
Average Queue (ft)	16	42	21	10	7	22
95th Queue (ft)	49	101	66	36	27	53
Link Distance (ft)	631	631		136	482	482
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			100			
Storage Blk Time (%)		1	0			
Queuing Penalty (veh)		0	0			

Intersection: 3501: Jefferson St & #12 8th St

Movement	WB	WB	NB	NB	SB	SB
Directions Served	LT	TR	LT	T	T	TR
Maximum Queue (ft)	44	69	43	51	22	53
Average Queue (ft)	14	23	12	16	3	12
95th Queue (ft)	40	54	38	44	15	38
Link Distance (ft)	647	647	482	482	187	187
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 5379

Build 2025
Conditions
PM Peak Hour

Summary of All Intervals

Run Number	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57
End Time	8:12	8:12	8:12	8:12
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	38613	38347	38065	38340
Vehs Exited	38024	37755	37748	37840
Starting Vehs	1626	1578	1589	1590
Ending Vehs	2215	2170	1906	2081
Travel Distance (mi)	20724	20676	20699	20700
Travel Time (hr)	2883.5	2726.2	2730.6	2780.1
Total Delay (hr)	2084.7	1928.8	1932.4	1982.0
Total Stops	88435	87836	84320	86855
Fuel Used (gal)	1256.2	1219.6	1223.2	1233.0

Interval #0 Information Seeding

Start Time	6:57
End Time	7:12
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:12
End Time	8:12
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	3	4	5	Avg
Vehs Entered	38613	38347	38065	38340
Vehs Exited	38024	37755	37748	37840
Starting Vehs	1626	1578	1589	1590
Ending Vehs	2215	2170	1906	2081
Travel Distance (mi)	20724	20676	20699	20700
Travel Time (hr)	2883.5	2726.2	2730.6	2780.1
Total Delay (hr)	2084.7	1928.8	1932.4	1982.0
Total Stops	88435	87836	84320	86855
Fuel Used (gal)	1256.2	1219.6	1223.2	1233.0

1: Broadway & 4th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.1	0.7	0.6	0.0	0.4
Total Delay (hr)	0.9	2.2	1.4	0.2	4.7
Total Del/Veh (s)	36.4	57.8	7.4	1.7	12.7
Travel Dist (mi)	4.5	8.8	29.8	20.5	63.6
Travel Time (hr)	1.1	2.7	2.5	1.0	7.3
Vehicles Entered	85	140	674	441	1340
Vehicles Exited	85	136	673	440	1334
Hourly Exit Rate	85	136	673	440	1334
Input Volume	91	145	663	453	1352
% of Volume	93	94	102	97	99

2: Union St #4/Union St & 5th St/5th St #4 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.2
Denied Del/Veh (s)	0.2	0.0	0.3	0.0	0.2
Total Delay (hr)	2.9	2.1	14.8	0.6	20.4
Total Del/Veh (s)	27.5	27.3	31.1	17.8	29.5
Travel Dist (mi)	26.4	35.0	521.0	5.7	588.0
Travel Time (hr)	3.8	3.5	33.3	1.0	41.5
Vehicles Entered	373	275	1675	129	2452
Vehicles Exited	376	272	1660	128	2436
Hourly Exit Rate	376	272	1660	128	2436
Input Volume	355	261	1656	127	2399
% of Volume	106	104	100	101	102

3: Adeline Street & 5th St #4 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.2	0.0	0.2
Denied Del/Veh (s)	0.0	0.0	2.0	0.0	0.4
Total Delay (hr)	9.8	1.7	3.0	1.8	16.3
Total Del/Veh (s)	28.0	21.0	28.1	34.1	27.6
Travel Dist (mi)	151.1	20.1	38.7	14.9	224.8
Travel Time (hr)	15.9	2.5	4.6	2.5	25.5
Vehicles Entered	1245	292	376	189	2102
Vehicles Exited	1245	293	373	191	2102
Hourly Exit Rate	1245	293	373	191	2102
Input Volume	1243	281	365	189	2078
% of Volume	100	104	102	101	101

4: Market St & 5th St #4 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Delay (hr)	1.3	1.5	2.6	5.3
Total Del/Veh (s)	5.1	27.7	35.2	13.8
Travel Dist (mi)	29.8	8.3	13.7	51.8
Travel Time (hr)	2.4	1.8	3.1	7.2
Vehicles Entered	933	186	258	1377
Vehicles Exited	934	188	258	1380
Hourly Exit Rate	934	188	258	1380
Input Volume	946	193	262	1401
% of Volume	99	97	98	99

5: Brush St & 5th St #4 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Delay (hr)	3.6	0.1	3.9	7.6
Total Del/Veh (s)	12.2	4.0	25.2	16.3
Travel Dist (mi)	69.0	1.5	33.2	103.7
Travel Time (hr)	6.1	0.1	5.2	11.5
Vehicles Entered	1053	50	562	1665
Vehicles Exited	1054	50	559	1663
Hourly Exit Rate	1054	50	559	1663
Input Volume	1073	53	562	1688
% of Volume	98	94	99	99

6: Martin Luther King & 5th St #4 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Delay (hr)	1.1	1.5	0.2	2.8
Total Del/Veh (s)	2.6	22.3	9.4	5.6
Travel Dist (mi)	190.3	8.8	4.6	203.7
Travel Time (hr)	7.8	1.8	0.4	10.0
Vehicles Entered	1483	240	80	1803
Vehicles Exited	1481	238	81	1800
Hourly Exit Rate	1481	238	81	1800
Input Volume	1507	224	80	1811
% of Volume	98	106	101	99

7: 5th St #4 & Washington St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	11.4	4.9	0.0	16.3
Denied Del/Veh (s)	29.8	63.1	0.0	32.2
Total Delay (hr)	42.2	5.7	7.7	55.7
Total Del/Veh (s)	112.9	76.7	167.8	112.6
Travel Dist (mi)	171.4	8.8	8.5	188.6
Travel Time (hr)	59.5	11.0	8.1	78.5
Vehicles Entered	1334	267	164	1765
Vehicles Exited	1262	260	161	1683
Hourly Exit Rate	1262	260	161	1683
Input Volume	1409	274	175	1858
% of Volume	90	95	92	91

8: Broadway/Broadway #3 & 5th St #4/I-880 NB on-ramp and 5th St #3 #4 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1
Total Delay (hr)	25.4	8.2	5.5	39.2
Total Del/Veh (s)	65.3	37.2	22.6	45.9
Travel Dist (mi)	95.8	36.1	44.9	176.9
Travel Time (hr)	29.5	9.8	7.4	46.7
Vehicles Entered	1385	794	865	3044
Vehicles Exited	1369	791	863	3023
Hourly Exit Rate	1369	791	863	3023
Input Volume	1531	794	910	3235
% of Volume	89	100	95	93

9: Jackson St & 980 Off-ramp/5th St Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	24.0	24.0
Denied Del/Veh (s)	0.0	239.4	38.1
Total Delay (hr)	5.0	7.9	13.0
Total Del/Veh (s)	9.5	88.6	20.9
Travel Dist (mi)	58.9	12.1	71.0
Travel Time (hr)	7.6	32.4	39.9
Vehicles Entered	1905	314	2219
Vehicles Exited	1904	313	2217
Hourly Exit Rate	1904	313	2217
Input Volume	1881	366	2247
% of Volume	101	86	99

10: #5 Madison St/#5 #7 Madison St & 5th St/#7 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0
Total Delay (hr)	8.6	8.7	7.1	24.4
Total Del/Veh (s)	28.5	155.5	37.3	44.5
Travel Dist (mi)	78.6	72.3	34.2	185.1
Travel Time (hr)	11.4	11.2	8.4	31.0
Vehicles Entered	1083	194	676	1953
Vehicles Exited	1079	192	676	1947
Hourly Exit Rate	1079	192	676	1947
Input Volume	1067	200	731	1998
% of Volume	101	96	92	97

11: #6 Oak St & #7 5th St/#7 I-880 SB On-Ramp Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.3	0.0	0.2
Total Delay (hr)	5.5	12.6	0.4	18.6
Total Del/Veh (s)	14.2	82.1	15.8	32.7
Travel Dist (mi)	102.3	677.9	4.7	785.0
Travel Time (hr)	9.6	35.6	0.6	45.8
Vehicles Entered	1383	516	97	1996
Vehicles Exited	1373	500	96	1969
Hourly Exit Rate	1373	500	96	1969
Input Volume	1432	547	99	2078
% of Volume	96	91	97	95

12: #6 Oak St/Oak St #7 & #6 6th St #9/I-880 Off-ramp #9 & 6th St Performance by approach

Approach	WB	NB	SW	All
Denied Delay (hr)	0.2	0.0	0.0	0.2
Denied Del/Veh (s)	0.5	0.0	0.1	0.3
Total Delay (hr)	7.0	5.9	0.4	13.3
Total Del/Veh (s)	17.9	27.6	19.4	21.3
Travel Dist (mi)	236.3	36.4	1.7	274.5
Travel Time (hr)	15.6	7.4	0.5	23.4
Vehicles Entered	1407	766	66	2239
Vehicles Exited	1407	767	66	2240
Hourly Exit Rate	1407	767	66	2240
Input Volume	1428	813	67	2308
% of Volume	99	94	99	97

13: #5 #7 Madison St/#13 #7 Madison St & #5 #13 #6 6th St #1 #9/#6 6th St #9 Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	5.3	6.3	10.8	22.4
Total Del/Veh (s)	17.5	130.0	41.2	36.6
Travel Dist (mi)	87.9	8.3	47.4	143.6
Travel Time (hr)	8.3	6.6	12.9	27.8
Vehicles Entered	1072	166	930	2168
Vehicles Exited	1072	166	929	2167
Hourly Exit Rate	1072	166	929	2167
Input Volume	1095	180	998	2273
% of Volume	98	92	93	95

14: #5 #6 NB880 On #1 & Jackson St/#14 Jackson St & #13 #14 6th St #9/#5 #13 #6 6th St #1 #9 Perforn

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Delay (hr)	6.5	4.3	0.3	11.1
Total Del/Veh (s)	15.5	21.1	4.3	16.0
Travel Dist (mi)	106.3	36.7	11.6	154.6
Travel Time (hr)	10.7	6.0	0.8	17.6
Vehicles Entered	1491	735	252	2478
Vehicles Exited	1488	736	252	2476
Hourly Exit Rate	1488	736	252	2476
Input Volume	1542	795	268	2605
% of Volume	96	93	94	95

15: Broadway #3 /Broadway #3 & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	5.3	2.5	5.2	13.1
Total Del/Veh (s)	34.4	17.7	23.9	25.3
Travel Dist (mi)	36.4	26.0	42.6	105.0
Travel Time (hr)	6.8	3.5	7.0	17.2
Vehicles Entered	548	505	787	1840
Vehicles Exited	549	506	786	1841
Hourly Exit Rate	549	506	786	1841
Input Volume	561	504	835	1900
% of Volume	98	100	94	97

16: Washington St & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	2.7	0.9	3.1	6.7
Total Del/Veh (s)	29.8	23.2	85.9	40.3
Travel Dist (mi)	24.1	7.8	5.6	37.4
Travel Time (hr)	3.6	1.2	3.4	8.2
Vehicles Entered	325	143	125	593
Vehicles Exited	325	142	128	595
Hourly Exit Rate	325	142	128	595
Input Volume	332	148	143	623
% of Volume	98	96	90	96

17: Martin Luther King & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	2.2	0.5	2.9
Total Del/Veh (s)	2.2	37.1	23.7	17.7
Travel Dist (mi)	21.4	12.5	3.7	37.6
Travel Time (hr)	0.9	2.7	0.7	4.3
Vehicles Entered	301	212	78	591
Vehicles Exited	301	211	78	590
Hourly Exit Rate	301	211	78	590
Input Volume	313	204	79	596
% of Volume	96	103	99	99

18: Market St & 6th St & I-880 off-ramp Performance by approach

Approach	WB	NB	SB	SW	All
Denied Delay (hr)	0.3	0.0	0.0	0.0	0.3
Denied Del/Veh (s)	2.2	0.0	0.0	0.0	1.0
Total Delay (hr)	4.1	0.2	0.5	0.1	5.0
Total Del/Veh (s)	27.6	4.8	6.6	2.0	15.0
Travel Dist (mi)	22.0	9.9	13.5	8.5	54.0
Travel Time (hr)	5.5	0.6	1.1	0.5	7.7
Vehicles Entered	538	183	258	209	1188
Vehicles Exited	535	183	256	209	1183
Hourly Exit Rate	535	183	256	209	1183
Input Volume	521	182	255	200	1158
% of Volume	103	101	100	104	102

19: Union St & 7th St #3 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.0	0.1	0.1	0.1
Total Delay (hr)	4.8	4.0	2.9	0.1	11.8
Total Del/Veh (s)	16.5	24.1	14.5	9.1	17.6
Travel Dist (mi)	105.3	70.0	34.7	3.2	213.3
Travel Time (hr)	8.4	6.5	4.7	0.3	19.8
Vehicles Entered	1028	595	707	52	2382
Vehicles Exited	1029	596	708	53	2386
Hourly Exit Rate	1029	596	708	53	2386
Input Volume	1045	605	681	55	2386
% of Volume	98	99	104	96	100

20: Adeline Street & 7th St #3 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	4.6	2.8	1.0	1.0	9.3
Total Del/Veh (s)	10.0	14.2	14.6	19.0	12.1
Travel Dist (mi)	182.1	201.6	19.6	11.4	414.6
Travel Time (hr)	11.4	10.0	1.8	1.4	24.6
Vehicles Entered	1630	697	239	185	2751
Vehicles Exited	1631	701	239	184	2755
Hourly Exit Rate	1631	701	239	184	2755
Input Volume	1629	699	226	194	2748
% of Volume	100	100	106	95	100

21: Market St & 7th St #3 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.2	0.3
Denied Del/Veh (s)	0.0	0.0	0.7	1.8	0.3
Total Delay (hr)	8.9	1.3	3.8	1.9	15.8
Total Del/Veh (s)	18.4	10.5	24.4	19.0	18.4
Travel Dist (mi)	495.6	36.8	28.7	20.9	582.0
Travel Time (hr)	26.0	2.8	5.6	2.9	37.3
Vehicles Entered	1723	443	542	350	3058
Vehicles Exited	1695	438	548	350	3031
Hourly Exit Rate	1695	438	548	350	3031
Input Volume	1714	449	533	323	3019
% of Volume	99	98	103	108	100

22: Brush St & 7th St #3 Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.2	0.2
Denied Del/Veh (s)	0.0	0.0	0.6	0.2
Total Delay (hr)	7.5	0.2	6.6	14.3
Total Del/Veh (s)	17.6	3.9	20.5	17.8
Travel Dist (mi)	129.3	19.8	79.8	228.9
Travel Time (hr)	12.0	0.9	9.8	22.8
Vehicles Entered	1510	208	1139	2857
Vehicles Exited	1495	208	1151	2854
Hourly Exit Rate	1495	208	1151	2854
Input Volume	1521	215	1130	2866
% of Volume	98	97	102	100

23: Castro St & 7th St #3 Performance by approach

Approach	EB	NB	SW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	13.8	2.6	1.0	17.4
Total Del/Veh (s)	26.4	19.5	17.8	24.4
Travel Dist (mi)	172.7	17.3	10.9	201.0
Travel Time (hr)	20.1	3.2	1.6	24.9
Vehicles Entered	1847	483	201	2531
Vehicles Exited	1859	483	200	2542
Hourly Exit Rate	1859	483	200	2542
Input Volume	1857	501	207	2565
% of Volume	100	96	97	99

24: Martin Luther King & 7th St #3 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	4.0	0.4	0.3	4.7
Total Del/Veh (s)	10.5	9.1	6.6	10.0
Travel Dist (mi)	59.8	6.0	7.5	73.4
Travel Time (hr)	6.1	0.6	0.5	7.3
Vehicles Entered	1390	141	138	1669
Vehicles Exited	1376	141	138	1655
Hourly Exit Rate	1376	141	138	1655
Input Volume	1394	149	135	1678
% of Volume	99	95	102	99

25: Washington St & 7th St #3 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	2.9	0.0	0.0	2.9
Denied Del/Veh (s)	6.7	0.0	0.0	5.8
Total Delay (hr)	31.7	0.4	3.4	35.5
Total Del/Veh (s)	71.2	11.5	120.2	69.5
Travel Dist (mi)	309.2	5.9	5.0	320.2
Travel Time (hr)	45.2	0.7	3.6	49.5
Vehicles Entered	1573	137	103	1813
Vehicles Exited	1522	137	97	1756
Hourly Exit Rate	1522	137	97	1756
Input Volume	1622	151	97	1870
% of Volume	94	91	100	94

26: Broadway #3/Broadway & 7th St #3/7th St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	12.8	1.7	3.8	18.2
Total Del/Veh (s)	30.5	11.9	20.1	24.3
Travel Dist (mi)	99.3	27.1	33.4	159.9
Travel Time (hr)	16.4	2.8	5.1	24.3
Vehicles Entered	1510	508	668	2686
Vehicles Exited	1507	506	664	2677
Hourly Exit Rate	1507	506	664	2677
Input Volume	1601	499	690	2790
% of Volume	94	101	96	96

27: Webster Tube #8 #12 & 7th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	33.1	12.1	45.3
Total Del/Veh (s)	86.0	45.7	69.6
Travel Dist (mi)	183.1	52.2	235.2
Travel Time (hr)	39.8	14.1	53.9
Vehicles Entered	1361	945	2306
Vehicles Exited	1322	934	2256
Hourly Exit Rate	1322	934	2256
Input Volume	1413	991	2404
% of Volume	94	94	94

28: Harrison St #1/Harrison St & 7th St/7th St #1 Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.7	2.0	3.7
Total Del/Veh (s)	5.4	7.3	6.3
Travel Dist (mi)	79.4	43.6	123.1
Travel Time (hr)	4.6	3.9	8.4
Vehicles Entered	1122	980	2102
Vehicles Exited	1123	980	2103
Hourly Exit Rate	1123	980	2103
Input Volume	1157	968	2125
% of Volume	97	101	99

29: #14 Jackson St & 7th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	14.8	14.8
Denied Del/Veh (s)	0.0	0.0	134.2	25.8
Total Delay (hr)	4.1	0.9	12.9	18.0
Total Del/Veh (s)	10.8	10.7	117.7	31.1
Travel Dist (mi)	98.7	15.3	40.2	154.2
Travel Time (hr)	7.5	1.7	29.2	38.3
Vehicles Entered	1362	312	381	2055
Vehicles Exited	1362	313	385	2060
Hourly Exit Rate	1362	313	385	2060
Input Volume	1391	327	401	2119
% of Volume	98	96	96	97

30: #13 #7 Madison St & 7th St #1/7th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0
Total Delay (hr)	11.4	24.8	36.2
Total Del/Veh (s)	25.0	76.1	46.3
Travel Dist (mi)	112.8	1033.5	1146.2
Travel Time (hr)	15.8	59.7	75.5
Vehicles Entered	1628	1125	2753
Vehicles Exited	1622	1080	2702
Hourly Exit Rate	1622	1080	2702
Input Volume	1665	1146	2811
% of Volume	97	94	96

31: Harrison St & 8th St #12 Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.3	0.0	0.3
Denied Del/Veh (s)	2.0	0.0	0.8
Total Delay (hr)	1.7	3.1	4.8
Total Del/Veh (s)	13.0	15.1	14.3
Travel Dist (mi)	29.0	43.2	72.2
Travel Time (hr)	3.0	4.8	7.8
Vehicles Entered	475	742	1217
Vehicles Exited	465	742	1207
Hourly Exit Rate	465	742	1207
Input Volume	486	731	1217
% of Volume	96	102	99

32: Webster Tube #8 #12/Webster Tube #8 & 8th St/8th St #12 Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0
Total Delay (hr)	10.1	7.0	17.1
Total Del/Veh (s)	49.4	22.9	33.5
Travel Dist (mi)	53.2	45.6	98.8
Travel Time (hr)	12.1	8.8	20.9
Vehicles Entered	733	1094	1827
Vehicles Exited	723	1084	1807
Hourly Exit Rate	723	1084	1807
Input Volume	753	1134	1887
% of Volume	96	96	96

33: Franklin St & 8th St Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0
Total Delay (hr)	6.5	2.4	8.9
Total Del/Veh (s)	26.6	33.2	28.1
Travel Dist (mi)	52.2	8.9	61.0
Travel Time (hr)	8.6	2.7	11.4
Vehicles Entered	863	255	1118
Vehicles Exited	863	254	1117
Hourly Exit Rate	863	254	1117
Input Volume	896	255	1151
% of Volume	96	100	97

34: Broadway & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	1.2	1.2
Denied Del/Veh (s)	0.0	0.0	6.3	2.3
Total Delay (hr)	3.6	2.1	3.3	9.0
Total Del/Veh (s)	17.3	17.5	18.2	17.6
Travel Dist (mi)	55.2	22.0	31.4	108.6
Travel Time (hr)	5.7	2.9	5.6	14.2
Vehicles Entered	744	432	657	1833
Vehicles Exited	743	431	654	1828
Hourly Exit Rate	743	431	654	1828
Input Volume	760	430	665	1855
% of Volume	98	100	98	99

35: Washington St & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.3	0.3
Denied Del/Veh (s)	0.0	0.0	13.1	1.5
Total Delay (hr)	3.2	0.3	1.6	5.0
Total Del/Veh (s)	18.0	10.4	59.6	21.8
Travel Dist (mi)	46.0	5.6	4.5	56.1
Travel Time (hr)	5.0	0.5	2.1	7.6
Vehicles Entered	628	107	93	828
Vehicles Exited	630	107	94	831
Hourly Exit Rate	630	107	94	831
Input Volume	632	117	96	845
% of Volume	100	91	98	98

36: Martin Luther King & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.8	0.4	0.3	1.6
Total Del/Veh (s)	4.7	12.7	6.9	6.2
Travel Dist (mi)	39.4	6.8	6.9	53.1
Travel Time (hr)	2.2	0.7	0.6	3.5
Vehicles Entered	611	126	168	905
Vehicles Exited	608	127	166	901
Hourly Exit Rate	608	127	166	901
Input Volume	622	134	161	917
% of Volume	98	95	103	98

37: Webster Tube #8 & 9th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.1	0.1
Denied Del/Veh (s)	0.1	0.3	0.3
Total Delay (hr)	3.9	6.9	10.8
Total Del/Veh (s)	41.0	20.9	25.3
Travel Dist (mi)	12.7	100.2	112.9
Travel Time (hr)	4.4	10.7	15.1
Vehicles Entered	336	1195	1531
Vehicles Exited	336	1192	1528
Hourly Exit Rate	336	1192	1528
Input Volume	340	1242	1582
% of Volume	99	96	97

38: Brush St & I-980 On-Ramp & 11 St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	2.5	3.7	6.2
Total Del/Veh (s)	28.9	7.5	10.7
Travel Dist (mi)	15.8	110.9	126.7
Travel Time (hr)	3.1	9.1	12.2
Vehicles Entered	310	1777	2087
Vehicles Exited	313	1766	2079
Hourly Exit Rate	313	1766	2079
Input Volume	315	1815	2130
% of Volume	99	97	98

39: I-980 Off Ramp & Castro St & 11 St Performance by approach

Approach	EB	NB	NW	All
Denied Delay (hr)	0.0	0.0	517.5	517.5
Denied Del/Veh (s)	0.0	0.2	1096.5	736.1
Total Delay (hr)	6.0	1.7	11.6	19.3
Total Del/Veh (s)	31.2	37.2	47.3	40.0
Travel Dist (mi)	60.0	7.5	39.4	106.9
Travel Time (hr)	8.3	2.0	531.1	541.4
Vehicles Entered	675	157	871	1703
Vehicles Exited	681	157	867	1705
Hourly Exit Rate	681	157	867	1705
Input Volume	707	161	1551	2419
% of Volume	96	98	56	70

40: Webster Tube #8 & 11th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1
Total Delay (hr)	2.3	7.2	9.5
Total Del/Veh (s)	7.5	28.9	17.1
Travel Dist (mi)	66.2	49.4	115.6
Travel Time (hr)	4.7	9.1	13.8
Vehicles Entered	1096	883	1979
Vehicles Exited	1097	876	1973
Hourly Exit Rate	1097	876	1973
Input Volume	1122	902	2024
% of Volume	98	97	97

41: Harrison St & 11th St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	1.6	1.2	0.9	3.7
Total Del/Veh (s)	5.2	7.6	17.9	7.1
Travel Dist (mi)	76.4	10.6	9.9	96.8
Travel Time (hr)	4.4	1.7	1.2	7.3
Vehicles Entered	1122	578	170	1870
Vehicles Exited	1124	581	170	1875
Hourly Exit Rate	1124	581	170	1875
Input Volume	1133	570	174	1877
% of Volume	99	102	98	100

42: Harrison St & 12th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.1	0.1
Total Delay (hr)	2.2	3.9	0.7	6.7
Total Del/Veh (s)	9.3	26.4	11.7	15.4
Travel Dist (mi)	53.0	30.3	9.2	92.5
Travel Time (hr)	4.1	5.0	1.0	10.1
Vehicles Entered	831	523	206	1560
Vehicles Exited	833	525	205	1563
Hourly Exit Rate	833	525	205	1563
Input Volume	839	511	201	1551
% of Volume	99	103	102	101

43: Webster Tube #8 & 12th St Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.1
Total Delay (hr)	1.6	3.4	4.9
Total Del/Veh (s)	5.6	15.2	9.9
Travel Dist (mi)	66.9	36.4	103.3
Travel Time (hr)	4.1	4.8	8.9
Vehicles Entered	994	796	1790
Vehicles Exited	993	796	1789
Hourly Exit Rate	993	796	1789
Input Volume	981	818	1799
% of Volume	101	97	99

44: Castro St & 12th St & I-980 on-ramp Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.1
Denied Del/Veh (s)	0.2	0.0	0.1
Total Delay (hr)	7.3	3.0	10.3
Total Del/Veh (s)	27.2	10.2	18.4
Travel Dist (mi)	50.1	67.1	117.2
Travel Time (hr)	9.6	7.2	16.8
Vehicles Entered	958	1036	1994
Vehicles Exited	959	1033	1992
Hourly Exit Rate	959	1033	1992
Input Volume	976	1698	2674
% of Volume	98	61	74

45: Brush St & 12th St & I-980 off-ramp Performance by approach

Approach	EB	WB	SB	SW	All
Denied Delay (hr)	0.0	0.0	0.0	3.9	3.9
Denied Del/Veh (s)	0.1	0.0	0.1	10.5	6.8
Total Delay (hr)	0.0	1.4	3.5	45.3	50.2
Total Del/Veh (s)	11.6	16.5	29.8	116.1	84.5
Travel Dist (mi)	0.1	27.5	38.7	357.4	423.7
Travel Time (hr)	0.0	2.4	4.9	61.8	69.1
Vehicles Entered	1	306	425	1335	2067
Vehicles Exited	1	297	421	1342	2061
Hourly Exit Rate	1	297	421	1342	2061
Input Volume	1	351	427	1360	2139
% of Volume	100	85	99	99	96

46: Brush St & 17th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0
Total Delay (hr)	4.1	2.7	6.8
Total Del/Veh (s)	30.3	6.9	12.9
Travel Dist (mi)	25.5	79.8	105.3
Travel Time (hr)	5.2	5.8	10.9
Vehicles Entered	483	1392	1875
Vehicles Exited	487	1397	1884
Hourly Exit Rate	487	1397	1884
Input Volume	495	1388	1883
% of Volume	98	101	100

47: Castro St & 17th St Performance by approach

Approach	EB	NB	NE	All
Denied Delay (hr)	0.0	367.6	28.2	395.8
Denied Del/Veh (s)	0.0	854.8	194.0	527.9
Total Delay (hr)	2.1	23.1	9.4	34.6
Total Del/Veh (s)	12.1	86.7	72.1	60.5
Travel Dist (mi)	47.3	77.5	20.5	145.3
Travel Time (hr)	4.0	393.3	38.5	435.8
Vehicles Entered	627	941	462	2030
Vehicles Exited	628	930	460	2018
Hourly Exit Rate	628	930	460	2018
Input Volume	639	1430	519	2588
% of Volume	98	65	89	78

48: Castro St & 18th St & I-980 on-ramp Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	4.5	2.8	7.2
Total Del/Veh (s)	31.3	6.7	13.1
Travel Dist (mi)	24.6	91.4	116.0
Travel Time (hr)	5.6	6.7	12.3
Vehicles Entered	501	1474	1975
Vehicles Exited	512	1471	1983
Hourly Exit Rate	512	1471	1983
Input Volume	461	2007	2468
% of Volume	111	73	80

49: Brush St & 18th St Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.1	2.4	3.6
Total Del/Veh (s)	15.1	6.0	7.5
Travel Dist (mi)	21.5	55.6	77.1
Travel Time (hr)	2.0	5.4	7.4
Vehicles Entered	271	1443	1714
Vehicles Exited	270	1440	1710
Hourly Exit Rate	270	1440	1710
Input Volume	300	1418	1718
% of Volume	90	102	100

50: Webster St. & Atlantic Ave. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.2	0.0	0.2	0.1	0.5
Denied Del/Veh (s)	0.7	0.2	1.3	0.3	0.5
Total Delay (hr)	7.5	11.7	4.5	8.7	32.3
Total Del/Veh (s)	30.3	54.8	25.9	22.1	31.5
Travel Dist (mi)	65.1	70.3	52.7	61.9	250.0
Travel Time (hr)	10.4	14.9	7.0	11.4	43.7
Vehicles Entered	867	755	631	1399	3652
Vehicles Exited	871	749	630	1395	3645
Hourly Exit Rate	871	749	630	1395	3645
Input Volume	878	760	634	1365	3637
% of Volume	99	99	99	102	100

51: Webster St. & Willie Stargel AVe Performance by approach

Approach	EB	NB	SE	NW	All
Denied Delay (hr)	0.3	0.0	0.7	0.0	0.9
Denied Del/Veh (s)	1.2	0.0	1.3	0.1	1.0
Total Delay (hr)	8.8	7.9	11.4	0.0	28.0
Total Del/Veh (s)	39.3	35.6	20.8	2.2	28.0
Travel Dist (mi)	102.2	143.8	354.0	0.2	600.2
Travel Time (hr)	12.9	13.7	26.4	0.0	53.1
Vehicles Entered	781	786	1953	35	3555
Vehicles Exited	792	785	1945	35	3557
Hourly Exit Rate	792	785	1945	35	3557
Input Volume	791	791	1938	32	3552
% of Volume	100	99	100	109	100

52: Constitution Way & Marina Village Pkwy & Constitution Wy Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.2	0.0	0.2	0.4
Denied Del/Veh (s)	1.2	0.0	0.6	0.5
Total Delay (hr)	3.6	2.8	4.4	10.8
Total Del/Veh (s)	25.4	14.2	10.2	14.0
Travel Dist (mi)	42.8	126.9	354.4	524.1
Travel Time (hr)	5.7	8.2	19.1	33.0
Vehicles Entered	502	697	1552	2751
Vehicles Exited	502	697	1549	2748
Hourly Exit Rate	502	697	1549	2748
Input Volume	506	686	1545	2737
% of Volume	99	102	100	100

53: Constitution Wy & Mariner Sqaure Dr. Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.1
Denied Del/Veh (s)	0.8	0.0	0.2
Total Delay (hr)	3.0	0.6	3.6
Total Del/Veh (s)	28.5	2.1	9.2
Travel Dist (mi)	23.4	102.4	125.8
Travel Time (hr)	4.0	5.3	9.3
Vehicles Entered	374	1011	1385
Vehicles Exited	373	1011	1384
Hourly Exit Rate	373	1011	1384
Input Volume	383	1007	1390
% of Volume	97	100	100

54: Constitution Way & Atlantic Ave. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.2	0.0	0.3
Denied Del/Veh (s)	0.1	0.2	1.5	0.0	0.3
Total Delay (hr)	6.6	3.0	5.0	10.3	24.8
Total Del/Veh (s)	24.9	19.0	31.5	26.4	25.6
Travel Dist (mi)	84.8	53.9	69.2	255.1	463.0
Travel Time (hr)	10.5	5.3	8.1	20.8	44.7
Vehicles Entered	947	550	569	1389	3455
Vehicles Exited	945	555	569	1380	3449
Hourly Exit Rate	945	555	569	1380	3449
Input Volume	948	528	574	1366	3416
% of Volume	100	105	99	101	101

55: Oak St & 7th St Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	7.3	5.2	12.5
Total Del/Veh (s)	15.0	17.3	15.9
Travel Dist (mi)	138.9	56.0	194.8
Travel Time (hr)	12.2	8.0	20.2
Vehicles Entered	1743	1072	2815
Vehicles Exited	1747	1069	2816
Hourly Exit Rate	1747	1069	2816
Input Volume	1787	1114	2901
% of Volume	98	96	97

56: Oak St & 8th St Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.1
Denied Del/Veh (s)	0.7	0.0	0.4
Total Delay (hr)	3.1	1.9	5.1
Total Del/Veh (s)	15.5	11.0	13.4
Travel Dist (mi)	43.0	38.0	81.0
Travel Time (hr)	4.8	3.3	8.1
Vehicles Entered	720	623	1343
Vehicles Exited	720	625	1345
Hourly Exit Rate	720	625	1345
Input Volume	734	633	1367
% of Volume	98	99	98

57: 5th St #4 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.1
Total Delay (hr)	5.2	0.1	0.1	5.4
Total Del/Veh (s)	14.7	24.0	68.9	15.1
Travel Dist (mi)	86.2	0.2	0.3	86.8
Travel Time (hr)	8.2	0.1	0.1	8.5
Vehicles Entered	1276	11	7	1294
Vehicles Exited	1265	11	7	1283
Hourly Exit Rate	1265	11	7	1283
Input Volume	1290	10	10	1310
% of Volume	98	110	70	98

58: Webster Tube #3 #4/Webster Tube #9 #8 #12 & #3 #4 Performance by approach

Approach	SB	SE	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.5	2.0	2.5
Total Del/Veh (s)	0.8	5.1	2.6
Travel Dist (mi)	33.4	180.1	213.5
Travel Time (hr)	1.8	8.7	10.5
Vehicles Entered	2028	1431	3459
Vehicles Exited	2028	1431	3459
Hourly Exit Rate	2028	1431	3459
Input Volume	2178	1572	3750
% of Volume	93	91	92

59: Harrison St Performance by approach

Approach	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.2
Total Del/Veh (s)	1.2	0.4	1.1
Travel Dist (mi)	50.8	2.9	53.7
Travel Time (hr)	2.0	0.2	2.2
Vehicles Entered	578	102	680
Vehicles Exited	579	102	681
Hourly Exit Rate	579	102	681
Input Volume	570	104	674
% of Volume	102	98	101

60: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	15.9	15.9
Travel Time (hr)	0.9	0.9
Vehicles Entered	252	252
Vehicles Exited	252	252
Hourly Exit Rate	252	252
Input Volume	242	242
% of Volume	104	104

61: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Travel Dist (mi)	5.8	5.8
Travel Time (hr)	0.3	0.3
Vehicles Entered	74	74
Vehicles Exited	74	74
Hourly Exit Rate	74	74
Input Volume	83	83
% of Volume	89	89

62: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.7	1.7
Travel Dist (mi)	7.0	7.0
Travel Time (hr)	0.4	0.4
Vehicles Entered	160	160
Vehicles Exited	161	161
Hourly Exit Rate	161	161
Input Volume	180	180
% of Volume	89	89

63: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.7	0.7
Travel Dist (mi)	53.5	53.5
Travel Time (hr)	2.0	2.0
Vehicles Entered	496	496
Vehicles Exited	495	495
Hourly Exit Rate	495	495
Input Volume	757	757
% of Volume	65	65

64: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.2	0.2
Travel Dist (mi)	30.7	30.7
Travel Time (hr)	1.4	1.4
Vehicles Entered	1067	1067
Vehicles Exited	1068	1068
Hourly Exit Rate	1068	1068
Input Volume	1088	1088
% of Volume	98	98

65: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Travel Dist (mi)	1.7	1.7
Travel Time (hr)	0.1	0.1
Vehicles Entered	100	100
Vehicles Exited	100	100
Hourly Exit Rate	100	100
Input Volume	103	103
% of Volume	97	97

66: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.4	1.4
Travel Dist (mi)	6.6	6.6
Travel Time (hr)	0.3	0.3
Vehicles Entered	120	120
Vehicles Exited	120	120
Hourly Exit Rate	120	120
Input Volume	129	129
% of Volume	93	93

67: 6th St & Franklin Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	1.4	0.2	0.0	1.6
Total Del/Veh (s)	33.7	1.0	4.3	7.9
Travel Dist (mi)	10.2	36.0	0.3	46.5
Travel Time (hr)	1.9	1.4	0.0	3.3
Vehicles Entered	149	551	10	710
Vehicles Exited	146	551	9	706
Hourly Exit Rate	146	551	9	706
Input Volume	160	561	10	731
% of Volume	91	98	90	97

68: Horseshoe #2 & #5 #6 NB880 On #1 #2/#5 #6 NB880 On #1 Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.1	0.4	0.5
Total Del/Veh (s)	0.5	1.9	1.2
Travel Dist (mi)	14.1	28.1	42.3
Travel Time (hr)	1.0	2.3	3.3
Vehicles Entered	774	827	1601
Vehicles Exited	774	829	1603
Hourly Exit Rate	774	829	1603
Input Volume	861	829	1690
% of Volume	90	100	95

70: I-880 NB on-ramp and 5th St #3 #4 & #3 #4 Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.5	1.5
Total Del/Veh (s)	2.5	2.5
Travel Dist (mi)	54.2	54.2
Travel Time (hr)	4.4	4.4
Vehicles Entered	2091	2091
Vehicles Exited	2092	2092
Hourly Exit Rate	2092	2092
Input Volume	2295	2295
% of Volume	91	91

71: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.2	1.2
Travel Dist (mi)	44.4	44.4
Travel Time (hr)	1.9	1.9
Vehicles Entered	565	565
Vehicles Exited	562	562
Hourly Exit Rate	562	562
Input Volume	544	544
% of Volume	103	103

72: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	31.4	31.4
Travel Time (hr)	1.4	1.4
Vehicles Entered	529	529
Vehicles Exited	526	526
Hourly Exit Rate	526	526
Input Volume	530	530
% of Volume	99	99

75: 980 Off-ramp Performance by approach

Approach	EB	NB	NE	All
Denied Delay (hr)	0.0	0.0	0.4	0.4
Denied Del/Veh (s)	0.0	0.1	1.0	0.8
Total Delay (hr)	0.1	0.4	10.9	11.3
Total Del/Veh (s)	1.1	65.3	24.4	20.9
Travel Dist (mi)	11.0	0.6	682.3	693.9
Travel Time (hr)	0.9	0.4	34.3	35.6
Vehicles Entered	326	21	1566	1913
Vehicles Exited	327	20	1556	1903
Hourly Exit Rate	327	20	1556	1903
Input Volume	317	20	1543	1880
% of Volume	103	100	101	101

76: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	21.1	21.1
Travel Time (hr)	1.0	1.0
Vehicles Entered	373	373
Vehicles Exited	374	374
Hourly Exit Rate	374	374
Input Volume	393	393
% of Volume	95	95

77: Bend Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.5	1.5
Travel Dist (mi)	11.0	11.0
Travel Time (hr)	0.6	0.6
Vehicles Entered	481	481
Vehicles Exited	481	481
Hourly Exit Rate	481	481
Input Volume	500	500
% of Volume	96	96

78: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	64.1	64.1
Travel Time (hr)	3.8	3.8
Vehicles Entered	1188	1188
Vehicles Exited	1185	1185
Hourly Exit Rate	1185	1185
Input Volume	1566	1566
% of Volume	76	76

79: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.3	0.3
Travel Dist (mi)	24.0	24.0
Travel Time (hr)	0.9	0.9
Vehicles Entered	605	605
Vehicles Exited	604	604
Hourly Exit Rate	604	604
Input Volume	658	658
% of Volume	92	92

80: #3 #4 Performance by approach

Approach	NE	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.9	1.9
Total Del/Veh (s)	4.8	4.8
Travel Dist (mi)	20.6	20.6
Travel Time (hr)	3.0	3.0
Vehicles Entered	1433	1433
Vehicles Exited	1431	1431
Hourly Exit Rate	1431	1431
Input Volume	1572	1572
% of Volume	91	91

81: 5th St #4 Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.3	0.0	1.4
Total Del/Veh (s)	3.5	0.4	3.0
Travel Dist (mi)	112.7	48.4	161.1
Travel Time (hr)	5.5	1.7	7.2
Vehicles Entered	1363	287	1650
Vehicles Exited	1361	290	1651
Hourly Exit Rate	1361	290	1651
Input Volume	1367	274	1641
% of Volume	100	106	101

82: 5th St #2 Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	30.5	30.5
Travel Time (hr)	2.2	2.2
Vehicles Entered	1152	1152
Vehicles Exited	1151	1151
Hourly Exit Rate	1151	1151
Input Volume	1146	1146
% of Volume	100	100

83: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	20.7	20.7
Travel Time (hr)	0.9	0.9
Vehicles Entered	277	277
Vehicles Exited	276	276
Hourly Exit Rate	276	276
Input Volume	273	273
% of Volume	101	101

84: Bend Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	8.5	8.5
Total Del/Veh (s)	15.0	15.0
Travel Dist (mi)	112.4	112.4
Travel Time (hr)	13.0	13.0
Vehicles Entered	2032	2032
Vehicles Exited	2028	2028
Hourly Exit Rate	2028	2028
Input Volume	2178	2178
% of Volume	93	93

86: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Travel Dist (mi)	0.9	0.9
Travel Time (hr)	0.1	0.1
Vehicles Entered	43	43
Vehicles Exited	43	43
Hourly Exit Rate	43	43
Input Volume	50	50
% of Volume	86	86

87: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	2.8	2.8
Total Del/Veh (s)	2.8	2.8
Travel Dist (mi)	846.7	846.7
Travel Time (hr)	32.7	32.7
Vehicles Entered	3459	3459
Vehicles Exited	3458	3458
Hourly Exit Rate	3458	3458
Input Volume	3750	3750
% of Volume	92	92

88: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.4	0.4
Total Del/Veh (s)	3.9	3.9
Travel Dist (mi)	30.5	30.5
Travel Time (hr)	1.8	1.8
Vehicles Entered	327	327
Vehicles Exited	328	328
Hourly Exit Rate	328	328
Input Volume	311	311
% of Volume	105	105

89: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.8	0.8
Travel Dist (mi)	54.6	54.6
Travel Time (hr)	2.0	2.0
Vehicles Entered	554	554
Vehicles Exited	553	553
Hourly Exit Rate	553	553
Input Volume	543	543
% of Volume	102	102

90: Bend Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.4	0.4
Total Del/Veh (s)	1.3	1.3
Travel Dist (mi)	50.7	50.7
Travel Time (hr)	3.8	3.8
Vehicles Entered	1154	1154
Vehicles Exited	1152	1152
Hourly Exit Rate	1152	1152
Input Volume	1146	1146
% of Volume	101	101

91: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.9	1.9
Travel Dist (mi)	156.8	156.8
Travel Time (hr)	5.7	5.7
Vehicles Entered	407	407
Vehicles Exited	409	409
Hourly Exit Rate	409	409
Input Volume	415	415
% of Volume	99	99

93: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.5	0.5
Travel Dist (mi)	3.8	3.8
Travel Time (hr)	0.2	0.2
Vehicles Entered	46	46
Vehicles Exited	47	47
Hourly Exit Rate	47	47
Input Volume	50	50
% of Volume	94	94

96: Bend Performance by approach

Approach	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.2
Total Del/Veh (s)	1.0	1.0	1.0
Travel Dist (mi)	15.0	2.2	17.2
Travel Time (hr)	0.7	0.1	0.8
Vehicles Entered	579	102	681
Vehicles Exited	579	102	681
Hourly Exit Rate	579	102	681
Input Volume	570	104	674
% of Volume	102	98	101

97: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.2	1.2
Travel Dist (mi)	59.2	59.2
Travel Time (hr)	2.2	2.2
Vehicles Entered	513	513
Vehicles Exited	512	512
Hourly Exit Rate	512	512
Input Volume	524	524
% of Volume	98	98

99: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	34.5	34.5
Travel Time (hr)	1.2	1.2
Vehicles Entered	506	506
Vehicles Exited	505	505
Hourly Exit Rate	505	505
Input Volume	686	686
% of Volume	74	74

101: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	77.3	77.3
Travel Time (hr)	3.9	3.9
Vehicles Entered	1204	1204
Vehicles Exited	1202	1202
Hourly Exit Rate	1202	1202
Input Volume	1478	1478
% of Volume	81	81

102: Bend Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.2	1.2
Travel Dist (mi)	15.8	15.8
Travel Time (hr)	0.7	0.7
Vehicles Entered	287	287
Vehicles Exited	287	287
Hourly Exit Rate	287	287
Input Volume	274	274
% of Volume	105	105

104: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.4	1.4
Travel Dist (mi)	17.8	17.8
Travel Time (hr)	0.7	0.7
Vehicles Entered	165	165
Vehicles Exited	164	164
Hourly Exit Rate	164	164
Input Volume	169	169
% of Volume	97	97

105: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	0.7	0.7
Travel Dist (mi)	78.0	78.0
Travel Time (hr)	3.0	3.0
Vehicles Entered	992	992
Vehicles Exited	995	995
Hourly Exit Rate	995	995
Input Volume	1022	1022
% of Volume	97	97

107: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.5	0.5
Total Del/Veh (s)	7.1	7.1
Travel Dist (mi)	308.5	308.5
Travel Time (hr)	11.0	11.0
Vehicles Entered	234	234
Vehicles Exited	231	231
Hourly Exit Rate	231	231
Input Volume	243	243
% of Volume	95	95

108: Brush St & I-980 off-ramp Performance by approach

Approach	SB	SW	All
Denied Delay (hr)	0.0	0.1	0.1
Denied Del/Veh (s)	0.2	0.2	0.2
Total Delay (hr)	1.7	0.3	1.9
Total Del/Veh (s)	28.2	0.8	4.9
Travel Dist (mi)	6.7	29.6	36.3
Travel Time (hr)	1.9	1.8	3.7
Vehicles Entered	214	1229	1443
Vehicles Exited	214	1229	1443
Hourly Exit Rate	214	1229	1443
Input Volume	218	1200	1418
% of Volume	98	102	102

109: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Travel Dist (mi)	18.0	18.0
Travel Time (hr)	0.7	0.7
Vehicles Entered	153	153
Vehicles Exited	153	153
Hourly Exit Rate	153	153
Input Volume	160	160
% of Volume	96	96

111: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.3	1.3
Travel Dist (mi)	8.1	8.1
Travel Time (hr)	0.4	0.4
Vehicles Entered	191	191
Vehicles Exited	192	192
Hourly Exit Rate	192	192
Input Volume	188	188
% of Volume	102	102

113: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	37.0	37.0
Travel Time (hr)	1.4	1.4
Vehicles Entered	284	284
Vehicles Exited	283	283
Hourly Exit Rate	283	283
Input Volume	325	325
% of Volume	87	87

114: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	8.5	8.5
Travel Time (hr)	0.4	0.4
Vehicles Entered	111	111
Vehicles Exited	111	111
Hourly Exit Rate	111	111
Input Volume	107	107
% of Volume	104	104

117: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	55.9	55.9
Travel Time (hr)	2.6	2.6
Vehicles Entered	702	702
Vehicles Exited	702	702
Hourly Exit Rate	702	702
Input Volume	702	702
% of Volume	100	100

118: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	75.4	75.4
Travel Time (hr)	2.8	2.8
Vehicles Entered	1106	1106
Vehicles Exited	1108	1108
Hourly Exit Rate	1108	1108
Input Volume	1138	1138
% of Volume	97	97

120: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.4	1.4
Travel Dist (mi)	45.4	45.4
Travel Time (hr)	2.0	2.0
Vehicles Entered	671	671
Vehicles Exited	671	671
Hourly Exit Rate	671	671
Input Volume	723	723
% of Volume	93	93

121: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Travel Dist (mi)	2.5	2.5
Travel Time (hr)	0.1	0.1
Vehicles Entered	43	43
Vehicles Exited	43	43
Hourly Exit Rate	43	43
Input Volume	41	41
% of Volume	105	105

122: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Travel Dist (mi)	7.9	7.9
Travel Time (hr)	0.4	0.4
Vehicles Entered	141	141
Vehicles Exited	140	140
Hourly Exit Rate	140	140
Input Volume	145	145
% of Volume	97	97

123: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Travel Dist (mi)	8.5	8.5
Travel Time (hr)	0.4	0.4
Vehicles Entered	150	150
Vehicles Exited	149	149
Hourly Exit Rate	149	149
Input Volume	157	157
% of Volume	95	95

124: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	35.5	35.5
Travel Time (hr)	1.5	1.5
Vehicles Entered	545	545
Vehicles Exited	548	548
Hourly Exit Rate	548	548
Input Volume	581	581
% of Volume	94	94

126: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.7	0.7
Travel Dist (mi)	22.7	22.7
Travel Time (hr)	1.0	1.0
Vehicles Entered	320	320
Vehicles Exited	319	319
Hourly Exit Rate	319	319
Input Volume	332	332
% of Volume	96	96

134: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.2	1.2
Travel Dist (mi)	25.7	25.7
Travel Time (hr)	1.1	1.1
Vehicles Entered	442	442
Vehicles Exited	442	442
Hourly Exit Rate	442	442
Input Volume	439	439
% of Volume	101	101

135: #13 #14 Webster Tube #8 #9 #12/Webster Tube #8 #12 & 6th St/#13 #14 6th St #9 Performance by

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	7.2	11.5	14.3	33.0
Total Del/Veh (s)	172.0	27.1	49.2	43.6
Travel Dist (mi)	8.8	118.7	51.2	178.7
Travel Time (hr)	7.6	16.1	16.4	40.0
Vehicles Entered	146	1522	1031	2699
Vehicles Exited	138	1519	1032	2689
Hourly Exit Rate	138	1519	1032	2689
Input Volume	160	1562	1140	2862
% of Volume	86	97	91	94

137: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	0.7	0.7
Travel Dist (mi)	68.6	68.6
Travel Time (hr)	2.7	2.7
Vehicles Entered	907	907
Vehicles Exited	910	910
Hourly Exit Rate	910	910
Input Volume	897	897
% of Volume	101	101

140: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	28.5	28.5
Travel Time (hr)	1.2	1.2
Vehicles Entered	240	240
Vehicles Exited	241	241
Hourly Exit Rate	241	241
Input Volume	236	236
% of Volume	102	102

142: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	92.6	92.6
Travel Time (hr)	3.6	3.6
Vehicles Entered	1229	1229
Vehicles Exited	1228	1228
Hourly Exit Rate	1228	1228
Input Volume	1241	1241
% of Volume	99	99

145: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.2	0.2
Travel Dist (mi)	38.3	38.3
Travel Time (hr)	1.5	1.5
Vehicles Entered	1604	1604
Vehicles Exited	1604	1604
Hourly Exit Rate	1604	1604
Input Volume	1690	1690
% of Volume	95	95

146: Bend Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.2	1.2
Travel Dist (mi)	45.1	45.1
Travel Time (hr)	3.3	3.3
Vehicles Entered	825	825
Vehicles Exited	827	827
Hourly Exit Rate	827	827
Input Volume	829	829
% of Volume	100	100

147: Posey #2 #1/Posey #1 & Posey-5th #2 Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	10.5	10.5
Total Del/Veh (s)	16.5	16.5
Travel Dist (mi)	1644.0	1644.0
Travel Time (hr)	76.9	76.9
Vehicles Entered	2205	2205
Vehicles Exited	2208	2208
Hourly Exit Rate	2208	2208
Input Volume	2184	2184
% of Volume	101	101

148: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Travel Dist (mi)	0.4	0.4
Travel Time (hr)	0.0	0.0
Vehicles Entered	13	13
Vehicles Exited	13	13
Hourly Exit Rate	13	13
Input Volume	10	10
% of Volume	130	130

149: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	2.4	2.4
Travel Dist (mi)	0.2	0.2
Travel Time (hr)	0.0	0.0
Vehicles Entered	5	5
Vehicles Exited	5	5
Hourly Exit Rate	5	5
Input Volume	5	5
% of Volume	100	100

150: Bend Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.4	1.4
Total Del/Veh (s)	3.1	3.1
Travel Dist (mi)	104.2	104.2
Travel Time (hr)	5.8	5.8
Vehicles Entered	1603	1603
Vehicles Exited	1604	1604
Hourly Exit Rate	1604	1604
Input Volume	1690	1690
% of Volume	95	95

151: Castro St & 6th St Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.4	0.2
Total Delay (hr)	0.3	4.0	4.3
Total Del/Veh (s)	2.6	32.8	19.0
Travel Dist (mi)	23.3	12.2	35.5
Travel Time (hr)	1.2	4.5	5.6
Vehicles Entered	369	438	807
Vehicles Exited	368	438	806
Hourly Exit Rate	368	438	806
Input Volume	366	450	816
% of Volume	101	97	99

153: Brush St & 6th St Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.2	3.2	3.4
Total Del/Veh (s)	1.7	20.7	13.8
Travel Dist (mi)	23.6	7.1	30.7
Travel Time (hr)	1.0	3.5	4.5
Vehicles Entered	316	564	880
Vehicles Exited	319	557	876
Hourly Exit Rate	319	557	876
Input Volume	310	559	869
% of Volume	103	100	101

154: 7th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.3	0.0	0.1	0.4
Total Del/Veh (s)	0.8	6.6	7.6	1.0
Travel Dist (mi)	78.0	0.3	0.8	79.0
Travel Time (hr)	3.3	0.0	0.1	3.4
Vehicles Entered	1363	8	24	1395
Vehicles Exited	1361	8	24	1393
Hourly Exit Rate	1361	8	24	1393
Input Volume	1388	12	28	1428
% of Volume	98	67	86	98

155: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	0.2	0.2
Travel Time (hr)	0.0	0.0
Vehicles Entered	8	8
Vehicles Exited	8	8
Hourly Exit Rate	8	8
Input Volume	10	10
% of Volume	80	80

156: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	28.5	28.5
Travel Time (hr)	1.2	1.2
Vehicles Entered	443	443
Vehicles Exited	443	443
Hourly Exit Rate	443	443
Input Volume	456	456
% of Volume	97	97

157: #13 #14 6th St #9 & Alice Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.8	0.0	1.8
Total Del/Veh (s)	4.7	7.9	4.7
Travel Dist (mi)	99.9	0.4	100.4
Travel Time (hr)	5.7	0.0	5.7
Vehicles Entered	1392	9	1401
Vehicles Exited	1389	9	1398
Hourly Exit Rate	1389	9	1398
Input Volume	1417	10	1427
% of Volume	98	90	98

158: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.6	0.6
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	154.2	154.2
Travel Time (hr)	6.3	6.3
Vehicles Entered	2185	2185
Vehicles Exited	2175	2175
Hourly Exit Rate	2175	2175
Input Volume	2263	2263
% of Volume	96	96

159: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.5	0.5
Total Del/Veh (s)	1.5	1.5
Travel Dist (mi)	175.4	175.4
Travel Time (hr)	7.9	7.9
Vehicles Entered	1282	1282
Vehicles Exited	1280	1280
Hourly Exit Rate	1280	1280
Input Volume	1275	1275
% of Volume	100	100

161: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	0.8	0.8
Travel Dist (mi)	37.2	37.2
Travel Time (hr)	1.5	1.5
Vehicles Entered	708	708
Vehicles Exited	707	707
Hourly Exit Rate	707	707
Input Volume	706	706
% of Volume	100	100

162: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.3	1.3
Travel Dist (mi)	46.0	46.0
Travel Time (hr)	1.8	1.8
Vehicles Entered	634	634
Vehicles Exited	636	636
Hourly Exit Rate	636	636
Input Volume	660	660
% of Volume	96	96

163: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Travel Dist (mi)	0.5	0.5
Travel Time (hr)	0.0	0.0
Vehicles Entered	13	13
Vehicles Exited	13	13
Hourly Exit Rate	13	13
Input Volume	17	17
% of Volume	76	76

300: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.1	1.1
Total Del/Veh (s)	1.8	1.8
Travel Dist (mi)	384.8	384.8
Travel Time (hr)	17.7	17.7
Vehicles Entered	2234	2234
Vehicles Exited	2237	2237
Hourly Exit Rate	2237	2237
Input Volume	2266	2266
% of Volume	99	99

301: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Travel Dist (mi)	21.9	21.9
Travel Time (hr)	1.2	1.2
Vehicles Entered	245	245
Vehicles Exited	244	244
Hourly Exit Rate	244	244
Input Volume	243	243
% of Volume	100	100

302: Constitution Wy & Posey Tube Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	3.0	0.1	3.1
Total Del/Veh (s)	9.2	0.4	4.8
Travel Dist (mi)	94.0	33.7	127.7
Travel Time (hr)	7.5	1.5	8.9
Vehicles Entered	1158	1121	2279
Vehicles Exited	1159	1120	2279
Hourly Exit Rate	1159	1120	2279
Input Volume	1170	1135	2305
% of Volume	99	99	99

305: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.9	1.9
Total Del/Veh (s)	6.2	6.2
Travel Dist (mi)	151.4	151.4
Travel Time (hr)	8.0	8.0
Vehicles Entered	1078	1078
Vehicles Exited	1076	1076
Hourly Exit Rate	1076	1076
Input Volume	1113	1113
% of Volume	97	97

306: Bend Performance by approach

Approach	NW	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Travel Dist (mi)	3.0	3.0
Travel Time (hr)	0.1	0.1
Vehicles Entered	18	18
Vehicles Exited	18	18
Hourly Exit Rate	18	18
Input Volume	16	16
% of Volume	112	112

307: Bend Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.7	0.7
Total Del/Veh (s)	2.1	2.1
Travel Dist (mi)	110.0	110.0
Travel Time (hr)	5.4	5.4
Vehicles Entered	1094	1094
Vehicles Exited	1094	1094
Hourly Exit Rate	1094	1094
Input Volume	1108	1108
% of Volume	99	99

308: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.6	0.6
Travel Dist (mi)	41.6	41.6
Travel Time (hr)	2.0	2.0
Vehicles Entered	403	403
Vehicles Exited	405	405
Hourly Exit Rate	405	405
Input Volume	416	416
% of Volume	97	97

310: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.2	1.2
Travel Dist (mi)	80.1	80.1
Travel Time (hr)	3.7	3.7
Vehicles Entered	678	678
Vehicles Exited	677	677
Hourly Exit Rate	677	677
Input Volume	673	673
% of Volume	101	101

311: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.8	0.8
Total Del/Veh (s)	3.0	3.0
Travel Dist (mi)	82.0	82.0
Travel Time (hr)	4.5	4.5
Vehicles Entered	923	923
Vehicles Exited	920	920
Hourly Exit Rate	920	920
Input Volume	910	910
% of Volume	101	101

312: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	98.4	98.4
Travel Time (hr)	4.4	4.4
Vehicles Entered	983	983
Vehicles Exited	978	978
Hourly Exit Rate	978	978
Input Volume	963	963
% of Volume	102	102

313: Webster St. Performance by approach

Approach	SE	NW	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.4	0.2	1.7
Total Del/Veh (s)	3.8	0.9	2.7
Travel Dist (mi)	263.3	43.2	306.5
Travel Time (hr)	12.4	2.2	14.6
Vehicles Entered	1353	805	2158
Vehicles Exited	1361	805	2166
Hourly Exit Rate	1361	805	2166
Input Volume	1326	832	2158
% of Volume	103	97	100

401: #4/5th St #4 Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	0.8	0.8
Travel Dist (mi)	88.5	88.5
Travel Time (hr)	3.2	3.2
Vehicles Entered	934	934
Vehicles Exited	935	935
Hourly Exit Rate	935	935
Input Volume	945	945
% of Volume	99	99

500: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	18.2	18.2
Travel Time (hr)	1.0	1.0
Vehicles Entered	405	405
Vehicles Exited	405	405
Hourly Exit Rate	405	405
Input Volume	390	390
% of Volume	104	104

502: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Travel Dist (mi)	25.2	25.2
Travel Time (hr)	1.2	1.2
Vehicles Entered	410	410
Vehicles Exited	408	408
Hourly Exit Rate	408	408
Input Volume	409	409
% of Volume	100	100

503: Bend Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.1	1.1
Travel Dist (mi)	74.2	74.2
Travel Time (hr)	2.8	2.8
Vehicles Entered	934	934
Vehicles Exited	934	934
Hourly Exit Rate	934	934
Input Volume	945	945
% of Volume	99	99

513: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Travel Dist (mi)	21.6	21.6
Travel Time (hr)	0.8	0.8
Vehicles Entered	395	395
Vehicles Exited	396	396
Hourly Exit Rate	396	396
Input Volume	411	411
% of Volume	96	96

514: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Travel Dist (mi)	4.5	4.5
Travel Time (hr)	0.2	0.2
Vehicles Entered	69	69
Vehicles Exited	69	69
Hourly Exit Rate	69	69
Input Volume	62	62
% of Volume	111	111

517: Posey #2 #1 Performance by approach

Approach	NB	NW	All
Denied Delay (hr)	0.1	0.1	0.1
Denied Del/Veh (s)	0.2	0.2	0.2
Total Delay (hr)	0.1	0.1	0.2
Total Del/Veh (s)	0.4	0.4	0.4
Travel Dist (mi)	42.1	36.8	78.9
Travel Time (hr)	1.6	1.5	3.1
Vehicles Entered	1137	1065	2202
Vehicles Exited	1139	1064	2203
Hourly Exit Rate	1139	1064	2203
Input Volume	1124	1059	2183
% of Volume	101	100	101

519: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Travel Dist (mi)	6.0	6.0
Travel Time (hr)	0.3	0.3
Vehicles Entered	132	132
Vehicles Exited	132	132
Hourly Exit Rate	132	132
Input Volume	127	127
% of Volume	104	104

520: Bend Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.3	1.3
Total Del/Veh (s)	8.2	8.2
Travel Dist (mi)	28.8	28.8
Travel Time (hr)	2.3	2.3
Vehicles Entered	563	563
Vehicles Exited	564	564
Hourly Exit Rate	564	564
Input Volume	559	559
% of Volume	101	101

522: Castro St Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.5	0.2	0.7
Total Del/Veh (s)	3.7	0.9	1.8
Travel Dist (mi)	19.2	41.3	60.4
Travel Time (hr)	1.4	2.1	3.4
Vehicles Entered	449	946	1395
Vehicles Exited	449	945	1394
Hourly Exit Rate	449	945	1394
Input Volume	454	959	1413
% of Volume	99	99	99

1401: Posey #1/Harrison St #1 & #13 #14 6th St #9 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.9	8.3	7.6	0.0	16.8
Total Del/Veh (s)	56.7	21.3	25.7	26.3	24.0
Travel Dist (mi)	4.5	76.1	51.8	0.2	132.6
Travel Time (hr)	1.1	10.9	9.5	0.0	21.6
Vehicles Entered	58	1392	1053	4	2507
Vehicles Exited	57	1386	1056	4	2503
Hourly Exit Rate	57	1386	1056	4	2503
Input Volume	70	1417	1037	5	2529
% of Volume	81	98	102	80	99

1601: Jefferson St & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.4	0.0	0.0	0.5
Total Del/Veh (s)	5.1	22.9	30.1	5.8
Travel Dist (mi)	41.8	0.4	0.1	42.3
Travel Time (hr)	1.9	0.1	0.0	2.0
Vehicles Entered	299	8	4	311
Vehicles Exited	300	7	4	311
Hourly Exit Rate	300	7	4	311
Input Volume	312	10	5	327
% of Volume	96	70	80	95

3501: Bend Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.8	1.8
Travel Dist (mi)	77.9	77.9
Travel Time (hr)	3.0	3.0
Vehicles Entered	575	575
Vehicles Exited	576	576
Hourly Exit Rate	576	576
Input Volume	589	589
% of Volume	98	98

Total Network Performance

Denied Delay (hr)	982.6
Denied Del/Veh (s)	88.4
Total Delay (hr)	999.4
Total Del/Veh (s)	90.1
Travel Dist (mi)	20699.9
Travel Time (hr)	2780.1
Vehicles Entered	38340
Vehicles Exited	37840
Hourly Exit Rate	37840
Input Volume	205048
% of Volume	18

Arterial Level of Service: EB #4

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
5th St #4	2	30.9	70.9	0.3	17
Adeline Street	3	27.5	44.7	0.1	10
	81	4.1	14.2	0.1	20
	503	1.1	10.7	0.1	28
	401	0.8	12.2	0.1	29
Market St	4	5.2	9.0	0.0	13
Brush St	5	12.4	20.5	0.1	12
Martin Luther King	6	2.6	18.0	0.1	28
	57	14.9	23.2	0.1	10
	7	114.6	161.2	0.1	4
Broadway	8	67.0	77.1	0.1	3
	70	5.0	9.9	0.0	8
	80	4.8	7.5	0.0	8
Webster Tube #3 #4	58	5.1	21.9	0.1	22
Total		295.9	501.0	1.4	11

Arterial Level of Service: WB #4

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Adeline Street	3	13.3	21.7	0.1	13
Union St	2	24.9	40.1	0.1	12
Total		38.2	61.8	0.2	12

Arterial Level of Service: EB #3

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Union St	19	16.4	28.8	0.1	14
Adeline Street	20	4.9	18.6	0.1	22
Market St	21	17.4	52.1	0.3	20
Brush St	22	18.6	28.9	0.1	11
Castro St	23	26.2	37.3	0.1	8
Martin Luther King	24	10.7	15.9	0.0	11
Washington St	25	65.1	95.5	0.2	8
Broadway #3	26	41.9	52.8	0.1	5
6th St	15	19.0	28.0	0.1	8
5th St #4	8	30.7	38.2	0.0	4
	70	0.6	5.9	0.0	13
	80	4.8	7.5	0.0	8
Webster Tube #3 #4	58	5.1	21.9	0.1	22
Total		261.4	431.3	1.3	11

Arterial Level of Service: WB #3

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
6th St	15	-	-	0.0	-
7th St	26	11.3	18.0	0.1	13
Brush St	22	6.5	10.5	0.1	30
Market St	21	1.4	11.5	0.1	28
Adeline Street	20	10.6	45.0	0.3	23
Union St	19	14.2	28.5	0.1	15
Total		44.1	113.5	0.7	22

Arterial Level of Service: NB #7

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
#6 6th St #9	13	-	-	0.0	-
Total		-	-	0.0	-

Arterial Level of Service: SB #7

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
7th St #1	30	100.9	207.2	0.9	16
#5 #13 #6 6th St #1	13	48.8	55.0	0.1	4
5th St	10	50.7	58.2	0.0	3
#6 Oak St	11	2.0	13.2	0.1	20
Total		202.3	333.6	1.1	12

Arterial Level of Service: NB #6

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
#7 I-880 SB On-Ramp	11	229.0	375.9	1.3	13
I-880 Off-ramp #9	12	37.4	44.5	0.0	4
#13 #7 Madison St	13	14.1	24.4	0.1	11
#14 Jackson St	14	18.3	28.3	0.1	10
Horseshoe #2	68	0.5	4.9	0.0	12
	150	2.8	12.3	0.1	20
Total		302.1	490.3	1.6	12

Arterial Level of Service: SB #6

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
#7 5th St	11	13.4	21.6	0.0	7
Total		13.4	21.6	0.0	7

Arterial Level of Service: NB #13

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Posey #1	1401	-	-	0.1	-
Total		-	-	0.1	-

Arterial Level of Service: SB #13

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
7th St #1	30	100.9	207.2	0.9	16
#5 #13 #6 6th St #1	13	38.1	47.0	0.1	5
#14 Jackson St	14	1.9	10.1	0.1	27
Alice	157	4.8	13.6	0.1	19
Harrison St #1	1401	22.3	29.0	0.1	7
Webster Tube #8 #12	135	35.2	46.0	0.1	6
	84	11.4	20.0	0.1	10
Total		214.6	372.8	1.3	13

Arterial Level of Service: NB #14

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Posey #1	1401	-	-	0.1	-
7th St #1	29	10.5	16.4	0.1	13
Total		10.5	16.4	0.1	29

Arterial Level of Service: SB #14

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
7th St #1	29	116.9	263.9	0.1	3
Alice	157	6.6	19.3	0.1	13
Harrison St #1	1401	22.3	29.0	0.1	7
Webster Tube #8 #12	135	35.2	46.0	0.1	6
	84	11.4	20.0	0.1	10
Total		192.5	378.2	0.4	5

Arterial Level of Service: SB #8

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
12th St	43	18.2	23.9	0.1	9
11th St	40	35.5	42.3	0.0	4
9th St	37	20.8	31.0	0.1	12
8th St	32	23.0	28.2	0.1	7
7th St	27	57.6	64.3	0.0	3
6th St	135	49.0	55.2	0.1	4
	84	19.1	25.9	0.1	7
#3 #4	58	0.8	3.2	0.0	27
Total		224.0	274.0	0.4	6

Arterial Level of Service: SB #12

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Harrison St	31	13.5	22.9	0.1	13
Webster Tube #8	32	64.0	74.3	0.1	3
7th St	27	52.9	59.3	0.0	3
6th St	135	49.0	55.2	0.1	4
	84	19.1	25.9	0.1	7
#3 #4	58	0.8	3.2	0.0	27
Total		199.3	240.8	0.3	5

Arterial Level of Service: EB #9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Posey #1	1401	-	-	0.1	-
Total		-	-	0.1	-

Arterial Level of Service: WB #9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
6th St	12	18.4	39.1	0.2	17
#13 #7 Madison St	13	17.2	27.2	0.1	10
#14 Jackson St	14	20.8	29.4	0.1	9
Alice	157	4.8	13.6	0.1	19
Harrison St #1	1401	22.3	29.0	0.1	7
Webster Tube #8 #12	135	35.2	46.0	0.1	6
	84	11.4	20.0	0.1	10
#3 #4	58	0.8	3.2	0.0	27
Total		131.0	207.4	0.6	11

Arterial Level of Service: NB #2

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Posey-5th #2	147	10.5	105.1	0.8	26
	90	1.3	11.9	0.0	13
	82	0.4	6.8	0.0	14
	146	1.2	14.3	0.1	13
#5 #6 NB880 On #1	68	1.9	10.1	0.0	12
	150	3.4	13.6	0.1	18
Total		18.7	162.0	1.0	22

Intersection: 1: Broadway & 4th St

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	145	302	226	253	82	28
Average Queue (ft)	54	97	25	96	24	1
95th Queue (ft)	108	230	123	238	62	12
Link Distance (ft)	279	330	232	232	176	176
Upstream Blk Time (%)		2	1	3		
Queuing Penalty (veh)		0	0	0		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Union St #4/Union St & 5th St/5th St #4

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T>	L	L	TR	L	T	R	R	R>
Maximum Queue (ft)	98	352	78	96	152	244	859	1024	72	77
Average Queue (ft)	30	115	30	55	60	39	273	422	29	30
95th Queue (ft)	74	219	65	89	119	141	655	808	65	70
Link Distance (ft)	416	416		566	566		1642	1642	159	159
Upstream Blk Time (%)		0								
Queuing Penalty (veh)		0								
Storage Bay Dist (ft)			290			220				
Storage Blk Time (%)							11			
Queuing Penalty (veh)							6			

Intersection: 3: Adeline Street & 5th St #4

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	LT	TR
Maximum Queue (ft)	87	450	488	167	112	115	111	150	172	83	127	99
Average Queue (ft)	24	233	301	66	41	49	52	63	92	17	63	42
95th Queue (ft)	61	390	452	121	92	103	98	122	151	55	108	83
Link Distance (ft)	566	566	566	352	352	352	543	543			324	324
Upstream Blk Time (%)		0	0									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)									150	150		
Storage Blk Time (%)								0	1			
Queuing Penalty (veh)								0	1			

Intersection: 4: Market St & 5th St #4

Movement	EB	EB	EB	NB	NB	SB	SB	SB
Directions Served	LT	T	TR	T	TR	L	T	T
Maximum Queue (ft)	138	127	108	65	183	203	68	79
Average Queue (ft)	60	59	57	22	79	111	29	21
95th Queue (ft)	116	115	112	56	147	191	57	60
Link Distance (ft)	105	105	105	234	234	207	207	207
Upstream Blk Time (%)	1	1	1			1		
Queuing Penalty (veh)	2	4	3			1		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: Brush St & 5th St #4

Movement	EB	EB	EB	NB	SB	SB	SB
Directions Served	T	T	TR	R	L	L	T
Maximum Queue (ft)	162	160	182	55	170	206	222
Average Queue (ft)	86	93	96	18	106	121	114
95th Queue (ft)	143	152	162	45	161	184	188
Link Distance (ft)	246	246	246	160	252	252	252
Upstream Blk Time (%)						0	0
Queuing Penalty (veh)						0	0
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 6: Martin Luther King & 5th St #4

Movement	EB	EB	EB	NB	NB	SB	SB
Directions Served	LT	T	TR	T	TR	LT	T
Maximum Queue (ft)	76	100	82	177	109	73	37
Average Queue (ft)	13	11	14	78	37	13	3
95th Queue (ft)	48	52	49	139	78	45	18
Link Distance (ft)	654	654	654	189	189	240	240
Upstream Blk Time (%)				0			
Queuing Penalty (veh)				0			
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 7: 5th St #4 & Washington St

Movement	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	TR	TR	R	LT
Maximum Queue (ft)	692	705	707	218	47	244
Average Queue (ft)	458	474	455	177	12	214
95th Queue (ft)	807	823	820	229	42	261
Link Distance (ft)	662	662	662	175		222
Upstream Blk Time (%)	12	16	12	59		49
Queuing Penalty (veh)	50	66	52	0		86
Storage Bay Dist (ft)					20	
Storage Blk Time (%)				82	2	
Queuing Penalty (veh)				55	4	

Intersection: 8: Broadway/Broadway #3 & 5th St #4/I-880 NB on-ramp and 5th St #3 #4

Movement	EB	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	LT	T	T	R	T	T	R	L	L	T
Maximum Queue (ft)	337	350	342	95	147	217	229	205	227	209
Average Queue (ft)	317	330	290	56	50	186	137	138	164	82
95th Queue (ft)	333	349	377	120	110	226	224	212	232	177
Link Distance (ft)	299	299	299		176	176	176	189	189	189
Upstream Blk Time (%)	41	54	13		0	29	8	3	6	1
Queuing Penalty (veh)	211	273	68		0	77	22	8	18	2
Storage Bay Dist (ft)				70						
Storage Blk Time (%)			44	1						
Queuing Penalty (veh)			52	2						

Intersection: 9: Jackson St & 980 Off-ramp/5th St

Movement	EB	EB	EB	NB
Directions Served	LT	T	R	TR
Maximum Queue (ft)	165	175	201	239
Average Queue (ft)	135	145	164	212
95th Queue (ft)	179	176	205	235
Link Distance (ft)	131	131	131	196
Upstream Blk Time (%)	8	13	14	78
Queuing Penalty (veh)	51	79	87	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: #5 Madison St/#5 #7 Madison St & 5th St/#7 5th St

Movement	EB	EB	EB	NB	SB	SB
Directions Served	LT	T	TR	TR	L	T
Maximum Queue (ft)	290	282	267	467	237	252
Average Queue (ft)	165	153	158	267	206	167
95th Queue (ft)	261	258	256	652	249	292
Link Distance (ft)	314	314	314	1966	198	198
Upstream Blk Time (%)	1	1	0		43	16
Queuing Penalty (veh)	4	2	1		159	59
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 11: #6 Oak St & #7 5th St/#7 I-880 SB On-Ramp

Movement	EB	EB	EB	NB	NB	SB
Directions Served	L	T	TR	T	R	LT
Maximum Queue (ft)	348	339	317	1427	75	94
Average Queue (ft)	255	154	124	986	65	35
95th Queue (ft)	384	381	313	2135	99	76
Link Distance (ft)	331	331	331	6972		188
Upstream Blk Time (%)	14	5	1			
Queuing Penalty (veh)	63	21	3			
Storage Bay Dist (ft)					50	
Storage Blk Time (%)				70	6	
Queuing Penalty (veh)				117	24	

Intersection: 12: #6 Oak St/Oak St #7 & #6 6th St #9/I-880 Off-ramp #9 & 6th St

Movement	WB	WB	WB	WB	NB	NB	SW
Directions Served	L	T	TR	R	L	T	>
Maximum Queue (ft)	224	346	276	214	101	212	99
Average Queue (ft)	28	173	156	63	49	205	30
95th Queue (ft)	136	283	241	160	86	211	70
Link Distance (ft)		860	860		188	188	133
Upstream Blk Time (%)						41	0
Queuing Penalty (veh)						167	0
Storage Bay Dist (ft)	200			200			
Storage Blk Time (%)	0	4	1	0			
Queuing Penalty (veh)	0	4	2	0			

Intersection: 13: #5 #7 Madison St/#13 #7 Madison St & #5 #13 #6 6th St #1 #9/#6 6th St #9

Movement	WB	WB	WB	NB	SB	SB	SB
Directions Served	LT	T	T	L	T	T	R
Maximum Queue (ft)	268	257	242	214	224	242	75
Average Queue (ft)	83	99	87	180	195	208	73
95th Queue (ft)	189	206	183	251	243	243	87
Link Distance (ft)	333	333	333	198	198	198	
Upstream Blk Time (%)	0	0	0	46	30	36	
Queuing Penalty (veh)	0	0	0	83	149	179	
Storage Bay Dist (ft)							50
Storage Blk Time (%)						43	35
Queuing Penalty (veh)						129	123

Intersection: 14: #5 #6 NB880 On #1 & Jackson St/#14 Jackson St & #13 #14 6th St #9/#5 #13 #6 6th St

Movement	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	<L	T	>
Maximum Queue (ft)	391	290	287	219	192	142
Average Queue (ft)	177	208	184	186	105	39
95th Queue (ft)	344	271	261	234	171	115
Link Distance (ft)	304	304	304	204	204	195
Upstream Blk Time (%)	0	0	0	6	0	0
Queuing Penalty (veh)	2	1	1	24	1	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 15: Broadway #3 /Broadway #3 & 6th St

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	271	305	175	111	153	152	165	214	251
Average Queue (ft)	123	108	107	59	45	55	64	98	173
95th Queue (ft)	204	236	185	105	101	118	141	212	280
Link Distance (ft)	292	292		189	189	189	214	214	214
Upstream Blk Time (%)	0	2			0	0	0	0	9
Queuing Penalty (veh)	0	6			0	0	1	0	25
Storage Bay Dist (ft)			150						
Storage Blk Time (%)		0	11						
Queuing Penalty (veh)		0	12						

Intersection: 16: Washington St & 6th St

Movement	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR
Maximum Queue (ft)	252	271	299	187
Average Queue (ft)	90	110	126	147
95th Queue (ft)	195	214	267	232
Link Distance (ft)	290	290	222	182
Upstream Blk Time (%)	1	1	1	40
Queuing Penalty (veh)	2	2	2	57
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: Martin Luther King & 6th St

Movement	WB	WB	WB	NB	NB	SB	SB
Directions Served	LT	T	TR	LT	T	T	TR
Maximum Queue (ft)	44	44	43	186	160	69	64
Average Queue (ft)	8	10	10	76	33	28	15
95th Queue (ft)	31	33	35	147	92	59	47
Link Distance (ft)	305	305	305	240	240	166	166
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 18: Market St & 6th St & I-880 off-ramp

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB	SW
Directions Served	LT	T	R	L	T	T	T	T	R	>
Maximum Queue (ft)	166	210	190	48	47	65	90	65	58	69
Average Queue (ft)	63	63	145	10	4	10	37	23	10	11
95th Queue (ft)	137	201	206	33	23	42	82	58	37	43
Link Distance (ft)	195	195		207	207	207	205	205		214
Upstream Blk Time (%)	0	1	2							
Queuing Penalty (veh)	0	0	0							
Storage Bay Dist (ft)			165						60	
Storage Blk Time (%)		0	8					1	0	
Queuing Penalty (veh)		1	8					0	0	

Intersection: 19: Union St & 7th St #3

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	124	307	280	124	217	156	207	196	60
Average Queue (ft)	23	211	167	72	77	74	48	155	20
95th Queue (ft)	87	292	261	135	173	127	134	217	51
Link Distance (ft)		535	535		527	527	159	159	327
Upstream Blk Time (%)							1	15	
Queuing Penalty (veh)							4	51	
Storage Bay Dist (ft)	100			100					
Storage Blk Time (%)	0	28		18	1				
Queuing Penalty (veh)	0	7		44	1				

Intersection: 20: Adeline Street & 7th St #3

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	TR	LT	TR
Maximum Queue (ft)	75	199	208	133	152	151	65	60	89	145	158	50
Average Queue (ft)	32	131	145	51	67	77	23	12	30	57	64	12
95th Queue (ft)	66	178	194	114	124	132	49	41	68	112	119	36
Link Distance (ft)		527	527		1438	1438	1438		324	324	316	316
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	160			150				70				
Storage Blk Time (%)		1		0	0			0	2			
Queuing Penalty (veh)		1		0	0			0	0			

Intersection: 21: Market St & 7th St #3

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	T
Maximum Queue (ft)	210	423	389	394	52	83	115	94	211	216	107	113
Average Queue (ft)	111	148	155	168	16	27	54	48	95	153	64	39
95th Queue (ft)	204	314	309	313	44	66	103	88	172	229	101	93
Link Distance (ft)		1438	1438	1438		366	366	366	205	205		
Upstream Blk Time (%)									1	3		
Queuing Penalty (veh)									2	7		
Storage Bay Dist (ft)	185				170						100	100
Storage Blk Time (%)	2	3									2	1
Queuing Penalty (veh)	8	7									1	0

Intersection: 21: Market St & 7th St #3

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	99	94
Average Queue (ft)	29	41
95th Queue (ft)	70	74
Link Distance (ft)	315	315
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 22: Brush St & 7th St #3

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	TR	T	T	T	LT	T	TR
Maximum Queue (ft)	271	302	302	38	31	31	392	348	295
Average Queue (ft)	127	144	151	13	2	3	263	142	127
95th Queue (ft)	238	260	258	38	15	17	389	285	247
Link Distance (ft)	366	366	366	418	418	418	365	365	365
Upstream Blk Time (%)	1	1	1				3	1	0
Queuing Penalty (veh)	4	5	4				0	0	0
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 23: Castro St & 7th St #3

Movement	EB	EB	EB	EB	NB	NB	NB	SW	SW	SW
Directions Served	<	<	T	T	LT	T	T>	R	R	R>
Maximum Queue (ft)	229	334	400	384	193	156	150	63	59	77
Average Queue (ft)	136	163	257	256	92	74	58	16	19	30
95th Queue (ft)	210	260	379	371	200	160	123	43	47	63
Link Distance (ft)		418	418	418	130	130	130	189	189	189
Upstream Blk Time (%)		0	2	3	7	2	0			
Queuing Penalty (veh)		2	15	17	12	3	0			
Storage Bay Dist (ft)	215									
Storage Blk Time (%)	0	1								
Queuing Penalty (veh)	0	3								

Intersection: 24: Martin Luther King & 7th St #3

Movement	EB	EB	EB	EB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	T	TR	LT	T
Maximum Queue (ft)	131	148	178	175	78	89	100	40
Average Queue (ft)	40	92	120	128	16	26	31	4
95th Queue (ft)	105	175	184	194	50	66	75	22
Link Distance (ft)			149	149	166	166	201	201
Upstream Blk Time (%)	0	0	2	7				
Queuing Penalty (veh)	0	0	13	48				
Storage Bay Dist (ft)	250	250						
Storage Blk Time (%)	0	0	2					
Queuing Penalty (veh)	0	1	13					

Intersection: 25: Washington St & 7th St #3

Movement	EB	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	T	TR	T	R	LT
Maximum Queue (ft)	824	943	956	947	125	92	205
Average Queue (ft)	228	373	434	447	39	33	106
95th Queue (ft)	648	909	957	959	100	81	243
Link Distance (ft)	1029	1029	1029	1029	182		207
Upstream Blk Time (%)	0	1	2	4	0		22
Queuing Penalty (veh)	0	5	9	14	0		22
Storage Bay Dist (ft)						70	
Storage Blk Time (%)					1	1	
Queuing Penalty (veh)					1	1	

Intersection: 26: Broadway #3/Broadway & 7th St #3/7th St

Movement	EB	EB	EB	EB	NB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	T	TR	R	LT	T
Maximum Queue (ft)	277	323	353	311	160	177	83	211	212
Average Queue (ft)	129	177	204	203	68	82	25	108	143
95th Queue (ft)	242	300	339	341	129	148	64	194	231
Link Distance (ft)	285	285	285	285	214	214	214	191	191
Upstream Blk Time (%)	2	3	8	11	0	0		3	6
Queuing Penalty (veh)	8	12	31	45	0	0		11	20
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 27: Webster Tube #8 #12 & 7th St

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	TR	R	LT	T	T
Maximum Queue (ft)	532	557	596	591	274	260	263
Average Queue (ft)	238	341	406	401	164	202	205
95th Queue (ft)	579	703	738	737	273	286	279
Link Distance (ft)	650	650	650	650	213	213	213
Upstream Blk Time (%)	0	5	11	9	8	20	23
Queuing Penalty (veh)	1	19	38	31	25	65	76
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 28: Harrison St #1/Harrison St & 7th St/7th St #1

Movement	EB	EB	EB	EB	NB	NB	NB
Directions Served	LT	T	T	TR	T	T	R
Maximum Queue (ft)	86	76	285	80	183	198	172
Average Queue (ft)	41	37	59	25	67	126	72
95th Queue (ft)	71	70	218	65	132	188	133
Link Distance (ft)	307	307	307	307	163	163	163
Upstream Blk Time (%)			0		0	1	0
Queuing Penalty (veh)			0		1	4	1
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 29: #14 Jackson St & 7th St #1

Movement	EB	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	T	TR	T	R	LT
Maximum Queue (ft)	135	151	166	156	177	75	535
Average Queue (ft)	62	80	95	74	95	70	392
95th Queue (ft)	120	143	161	145	170	84	674
Link Distance (ft)	329	329	329	329	195		555
Upstream Blk Time (%)					0		37
Queuing Penalty (veh)					0		0
Storage Bay Dist (ft)						50	
Storage Blk Time (%)					3	15	
Queuing Penalty (veh)					7	14	

Intersection: 30: #13 #7 Madison St & 7th St #1/7th St

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	TR	R	L	T	T
Maximum Queue (ft)	223	244	278	254	651	703	723
Average Queue (ft)	132	162	180	142	231	316	347
95th Queue (ft)	295	321	339	319	654	892	912
Link Distance (ft)	300	300	300	300	4903	4903	4903
Upstream Blk Time (%)	1	5	9	5			
Queuing Penalty (veh)	5	19	37	19			
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 31: Harrison St & 8th St #12

Movement	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	TR	L	LT	T	T
Maximum Queue (ft)	144	181	182	119	176	111	140
Average Queue (ft)	24	49	73	42	71	58	63
95th Queue (ft)	98	146	176	95	126	96	110
Link Distance (ft)	322	322	322	232	232	232	232
Upstream Blk Time (%)		0	2				
Queuing Penalty (veh)		0	0				
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 32: Webster Tube #8 #12/Webster Tube #8 & 8th St/8th St #12

Movement	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	L	LT	T	T	T	T	TR	R
Maximum Queue (ft)	217	289	310	330	156	181	184	196
Average Queue (ft)	58	149	149	207	80	102	114	82
95th Queue (ft)	162	258	296	315	153	176	180	175
Link Distance (ft)	310	310	310	310	151	151	151	151
Upstream Blk Time (%)	0	4	4	2	4	9	13	6
Queuing Penalty (veh)	0	8	8	5	10	25	38	16
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 33: Franklin St & 8th St

Movement	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	T	TR	LT	T	T
Maximum Queue (ft)	153	166	216	270	204	159	20
Average Queue (ft)	65	55	104	217	133	31	1
95th Queue (ft)	131	120	189	277	203	111	10
Link Distance (ft)	251	251	251	251	183	183	183
Upstream Blk Time (%)			0	5	2	0	
Queuing Penalty (veh)			0	11	0	0	
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 34: Broadway & 8th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	LT	T	T	TR
Maximum Queue (ft)	209	107	164	296	183	181	233	272
Average Queue (ft)	70	28	57	164	91	77	89	149
95th Queue (ft)	147	81	122	266	162	156	192	253
Link Distance (ft)	314	314	314	314	191	191	251	251
Upstream Blk Time (%)				0	2	0	2	6
Queuing Penalty (veh)				0	5	0	0	0
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 35: Washington St & 8th St

Movement	WB	WB	WB	NB	SB
Directions Served	L	T	TR	LT	TR
Maximum Queue (ft)	124	135	228	112	160
Average Queue (ft)	50	58	128	48	66
95th Queue (ft)	121	110	205	95	194
Link Distance (ft)	316	316	316	207	255
Upstream Blk Time (%)					8
Queuing Penalty (veh)					0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 36: Martin Luther King & 8th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	<L	L	LT	TR	<LT	T	T	TR>
Maximum Queue (ft)	49	57	72	93	78	67	101	64
Average Queue (ft)	18	13	35	33	28	19	35	18
95th Queue (ft)	45	39	63	71	56	49	73	46
Link Distance (ft)	293	293	293	293	201	201	216	216
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 37: Webster Tube #8 & 9th St

Movement	EB	EB	EB	SB	SB	SB	SB
Directions Served	T	T	R	LT	T	T	T
Maximum Queue (ft)	210	176	148	322	259	249	210
Average Queue (ft)	131	52	63	175	123	122	66
95th Queue (ft)	201	150	118	279	225	225	151
Link Distance (ft)	198	198	198	456	456	456	456
Upstream Blk Time (%)	2	0	0				
Queuing Penalty (veh)	0	0	0				
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 38: Brush St & I-980 On-Ramp & 11 St

Movement	EB	EB	SB	SB	SB	SB
Directions Served	T	TR>	<L	LT	T	TR
Maximum Queue (ft)	206	155	209	165	175	172
Average Queue (ft)	112	64	88	96	100	111
95th Queue (ft)	184	128	179	147	151	156
Link Distance (ft)	268	268	197	197	197	197
Upstream Blk Time (%)			1		0	0
Queuing Penalty (veh)			2		0	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 39: I-980 Off Ramp & Castro St & 11 St

Movement	EB	EB	EB	EB	EB	NB	NB	NW	NW	NW
Directions Served	L	LT	T	T	T	T	TR	R	R	R>
Maximum Queue (ft)	25	205	186	157	108	8	197	284	266	248
Average Queue (ft)	3	111	108	85	52	0	95	252	241	94
95th Queue (ft)	16	176	166	133	102	4	163	268	290	204
Link Distance (ft)	391	391	391	391	391	246	246	232	232	232
Upstream Blk Time (%)								96	54	0
Queuing Penalty (veh)								0	0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 40: Webster Tube #8 & 11th St

Movement	EB	EB	EB	EB	SB	SB	SB	SB
Directions Served	T	T	T	TR	LT	T	T	T
Maximum Queue (ft)	232	170	52	95	243	229	154	90
Average Queue (ft)	142	60	11	46	192	141	78	44
95th Queue (ft)	208	133	37	81	248	225	130	79
Link Distance (ft)	316	316	316	316	229	229	229	229
Upstream Blk Time (%)					2	0		
Queuing Penalty (veh)					5	0		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 41: Harrison St & 11th St

Movement	EB	EB	EB	EB	NB	NB	B96	B96	SB
Directions Served	LT	T	T	TR	T	TR	T	T	LT
Maximum Queue (ft)	165	113	85	59	112	112	29	43	193
Average Queue (ft)	69	48	33	16	53	66	1	3	73
95th Queue (ft)	131	91	66	46	96	109	10	19	139
Link Distance (ft)	286	286	286	286	41	41	95	95	231
Upstream Blk Time (%)					14	21			0
Queuing Penalty (veh)					39	59			0
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 42: Harrison St & 12th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	LT	T	T	TR
Maximum Queue (ft)	312	194	31	78	192	187	116	68
Average Queue (ft)	149	45	5	24	121	106	57	33
95th Queue (ft)	245	132	24	59	173	164	98	61
Link Distance (ft)	334	334	334	334	231	231	233	233
Upstream Blk Time (%)	0							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 43: Webster Tube #8 & 12th St

Movement	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	LT	T	T	T	T	T	T	TR
Maximum Queue (ft)	203	147	54	67	254	209	102	143
Average Queue (ft)	79	39	15	19	136	70	26	64
95th Queue (ft)	152	91	45	52	212	146	67	110
Link Distance (ft)	292	292	292	292	239	239	239	239
Upstream Blk Time (%)					0	0		
Queuing Penalty (veh)					0	0		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 44: Castro St & 12th St & I-980 on-ramp

Movement	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	TR	R>	<	<L	LT	T	T
Maximum Queue (ft)	275	290	283	31	119	123	95	95
Average Queue (ft)	86	256	177	5	66	76	40	38
95th Queue (ft)	209	319	272	23	100	111	80	74
Link Distance (ft)	274	274	274	235	235	235	235	235
Upstream Blk Time (%)	0	8	1					
Queuing Penalty (veh)	0	0	0					
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 45: Brush St & 12th St & I-980 off-ramp

Movement	EB	WB	WB	WB	WB	SB	SB	SB	SW	SW
Directions Served	R	L	T	T	T	T	T	TR	L	LR
Maximum Queue (ft)	29	138	62	78	86	143	172	119	1196	1261
Average Queue (ft)	1	51	27	24	24	72	90	27	886	930
95th Queue (ft)	10	111	52	60	62	125	147	79	1535	1547
Link Distance (ft)	596	379	379	379	379	464	464	464	1409	1409
Upstream Blk Time (%)									16	17
Queuing Penalty (veh)									0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 46: Brush St & 17th St

Movement	EB	EB	SB	SB	SB	SB
Directions Served	T	TR>	<	<L	LT	T
Maximum Queue (ft)	248	246	113	173	146	135
Average Queue (ft)	119	129	55	96	87	55
95th Queue (ft)	191	215	92	150	134	104
Link Distance (ft)	272	272	235	235	235	235
Upstream Blk Time (%)	0	0				
Queuing Penalty (veh)	0	0				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 47: Castro St & 17th St

Movement	EB	EB	EB	EB	NB	NB	NB	NE	NE
Directions Served	L	T	T	T	T	T	TR	L	LR
Maximum Queue (ft)	107	118	100	75	474	472	446	262	280
Average Queue (ft)	47	62	50	24	449	448	293	149	248
95th Queue (ft)	87	102	94	61	460	459	477	331	269
Link Distance (ft)		329	329	329	432	432	432	232	232
Upstream Blk Time (%)					89	68	1	19	78
Queuing Penalty (veh)					0	0	0	0	0
Storage Bay Dist (ft)	190								
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 48: Castro St & 18th St & I-980 on-ramp

Movement	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	TR	R>	<	<L	LT	T	T
Maximum Queue (ft)	174	270	197	44	104	122	64	65
Average Queue (ft)	51	183	103	9	72	82	26	16
95th Queue (ft)	121	255	204	33	100	113	55	48
Link Distance (ft)	256	256	256	234	234	234	234	234
Upstream Blk Time (%)		1						
Queuing Penalty (veh)		0						
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 49: Brush St & 18th St

Movement	WB	WB	WB	SB	SB	SB	SB
Directions Served	L	T	T	T	T	T	TR
Maximum Queue (ft)	108	78	66	118	131	130	133
Average Queue (ft)	47	35	26	66	90	87	76
95th Queue (ft)	84	63	59	125	150	139	129
Link Distance (ft)	348	348	348	105	105	105	105
Upstream Blk Time (%)				2	5	3	2
Queuing Penalty (veh)				6	19	12	7
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 50: Webster St. & Atlantic Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	TR	L	T	TR	L
Maximum Queue (ft)	151	170	298	261	105	155	381	380	100	184	332	195
Average Queue (ft)	70	94	164	137	67	136	244	224	43	111	158	155
95th Queue (ft)	134	156	266	229	123	188	429	397	85	194	275	221
Link Distance (ft)		393	393	393			401	401			426	
Upstream Blk Time (%)			0				6	0				7
Queuing Penalty (veh)			0				24	1				0
Storage Bay Dist (ft)	230				80	130			160	160		170
Storage Blk Time (%)				19	1	55	6			0	6	16
Queuing Penalty (veh)				20	3	121	9			1	18	57

Intersection: 50: Webster St. & Atlantic Ave.

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	270	269	257
Average Queue (ft)	184	175	103
95th Queue (ft)	306	290	249
Link Distance (ft)	203	203	203
Upstream Blk Time (%)	15	7	2
Queuing Penalty (veh)	68	32	11
Storage Bay Dist (ft)			
Storage Blk Time (%)	7		
Queuing Penalty (veh)	15		

Intersection: 51: Webster St. & Willie Stargel AVe

Movement	EB	EB	EB	NB	NB	NB	SE	SE	SE	SE	SE	NW
Directions Served	L	L	>	<	T	T	R	R	R	>	>	R
Maximum Queue (ft)	324	292	183	174	403	308	362	502	276	261	100	71
Average Queue (ft)	208	162	74	121	132	76	193	189	102	29	3	16
95th Queue (ft)	299	281	152	196	277	204	289	356	230	146	55	57
Link Distance (ft)	686	686			907	907	994	994				34
Upstream Blk Time (%)								0				2
Queuing Penalty (veh)								0				0
Storage Bay Dist (ft)			160	150					300	300	300	
Storage Blk Time (%)		3	0	7	3			0	0	0	0	
Queuing Penalty (veh)		9	0	20	5			1	0	0	0	

Intersection: 52: Constitution Way & Marina Village Pkwy & Constitution Wy

Movement	WB	WB	WB	NB	NB	SB	SB	SB	SB
Directions Served	L	>	>	R	R>	L	L	T	T
Maximum Queue (ft)	155	250	219	294	277	152	166	205	246
Average Queue (ft)	75	121	64	149	117	62	108	104	135
95th Queue (ft)	143	216	154	244	218	126	155	182	210
Link Distance (ft)		441	441	898	898			1204	1204
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	130					450	450		
Storage Blk Time (%)	0	9							
Queuing Penalty (veh)	1	12							

Intersection: 53: Constitution Wy & Mariner Sqaure Dr.

Movement	WB	NB
Directions Served	R	T
Maximum Queue (ft)	415	210
Average Queue (ft)	211	29
95th Queue (ft)	433	117
Link Distance (ft)	406	452
Upstream Blk Time (%)	3	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 54: Constitution Way & Atlantic Ave.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	L	L	T	T	R	L
Maximum Queue (ft)	214	326	336	103	258	223	172	183	221	177	31	199
Average Queue (ft)	117	124	161	12	110	92	64	110	87	67	5	77
95th Queue (ft)	207	257	281	55	206	177	147	179	181	153	23	144
Link Distance (ft)		401	401		506	506			640	640		
Upstream Blk Time (%)		0	0									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	190			190			190	190			80	200
Storage Blk Time (%)	7	0			2		0	1	1	2		0
Queuing Penalty (veh)	14	1			0		0	1	1	0		0

Intersection: 54: Constitution Way & Atlantic Ave.

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	193	367	388	85
Average Queue (ft)	94	194	224	68
95th Queue (ft)	152	315	342	115
Link Distance (ft)	898	898	898	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				60
Storage Blk Time (%)	0		42	5
Queuing Penalty (veh)	1		65	20

Intersection: 55: Oak St & 7th St

Movement	EB	EB	EB	EB	NB	NB	NB
Directions Served	LT	T	T	T	T	T	TR
Maximum Queue (ft)	266	304	202	168	148	208	231
Average Queue (ft)	160	164	121	81	26	130	202
95th Queue (ft)	252	260	196	156	81	199	258
Link Distance (ft)	358	358	358	358	194	194	194
Upstream Blk Time (%)					0	0	14
Queuing Penalty (veh)					0	1	53
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 56: Oak St & 8th St

Movement	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	T	R	L	T	T
Maximum Queue (ft)	215	172	56	64	121	151	149
Average Queue (ft)	149	73	8	39	43	66	66
95th Queue (ft)	215	159	33	62	88	129	134
Link Distance (ft)	307	307	307		249	249	249
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)				50			
Storage Blk Time (%)			0	2			
Queuing Penalty (veh)			0	5			

Intersection: 57: 5th St #4

Movement	EB	EB	EB	NB	SB
Directions Served	LT	T	TR	TR	LT
Maximum Queue (ft)	271	290	283	52	44
Average Queue (ft)	107	123	108	10	8
95th Queue (ft)	221	236	227	36	31
Link Distance (ft)	282	282	282	112	231
Upstream Blk Time (%)	1	1	1		
Queuing Penalty (veh)	4	6	5		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 58: Webster Tube #3 #4/Webster Tube #9 #8 #12 & #3 #4

Movement	SB	B84	B84	SE
Directions Served	T	T		R
Maximum Queue (ft)	37	350	329	447
Average Queue (ft)	3	301	285	15
95th Queue (ft)	24	353	340	178
Link Distance (ft)	30	216	216	629
Upstream Blk Time (%)		31	19	0
Queuing Penalty (veh)		339	204	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 59: Harrison St

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 67: 6th St & Franklin

Movement	EB	WB	SB
Directions Served	LT	TR	R
Maximum Queue (ft)	151	11	29
Average Queue (ft)	45	1	8
95th Queue (ft)	204	8	29
Link Distance (ft)	294	273	141
Upstream Blk Time (%)	5		
Queuing Penalty (veh)	8		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 68: Horseshoe #2 & #5 #6 NB880 On #1 #2/#5 #6 NB880 On #1

Movement	WB	NB	B146
Directions Served	T	L	T
Maximum Queue (ft)	91	203	143
Average Queue (ft)	11	52	10
95th Queue (ft)	53	155	78
Link Distance (ft)	32	144	222
Upstream Blk Time (%)	1	2	0
Queuing Penalty (veh)	9	17	1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 70: I-880 NB on-ramp and 5th St #3 #4 & #3 #4

Movement	EB	EB
Directions Served	L	LT
Maximum Queue (ft)	119	108
Average Queue (ft)	84	81
95th Queue (ft)	106	98
Link Distance (ft)	44	44
Upstream Blk Time (%)	19	17
Queuing Penalty (veh)	145	129
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 75: 980 Off-ramp

Movement	EB	NB	NE
Directions Served	T	R	R
Maximum Queue (ft)	75	89	1080
Average Queue (ft)	14	21	449
95th Queue (ft)	61	63	1015
Link Distance (ft)	111	162	2303
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 80: #3 #4

Movement	NE	NE
Directions Served	T	T
Maximum Queue (ft)	113	117
Average Queue (ft)	91	96
95th Queue (ft)	104	106
Link Distance (ft)	52	52
Upstream Blk Time (%)	41	37
Queuing Penalty (veh)	324	291
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 81: 5th St #4

Movement	EB
Directions Served	LT
Maximum Queue (ft)	46
Average Queue (ft)	3
95th Queue (ft)	27
Link Distance (ft)	352
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 82: 5th St #2

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 108: Brush St & I-980 off-ramp

Movement	SB	SB	SW	SW	SW
Directions Served	T	T	L	L	L
Maximum Queue (ft)	180	84	58	109	141
Average Queue (ft)	88	27	4	20	20
95th Queue (ft)	161	71	28	72	78
Link Distance (ft)	164	164	126	126	126
Upstream Blk Time (%)	2	0		0	0
Queuing Penalty (veh)	0	0		0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 135: #13 #14 Webster Tube #8 #9 #12/Webster Tube #8 #12 & 6th St/#13 #14 6th St #9

Movement	EB	WB	WB	WB	SB	SB	SB
Directions Served	TR>	<L	L	T	L	T	TR
Maximum Queue (ft)	357	341	343	344	151	254	251
Average Queue (ft)	209	210	218	139	38	223	227
95th Queue (ft)	383	373	376	266	140	258	260
Link Distance (ft)	273	329	329	329	192	192	192
Upstream Blk Time (%)	28	2	2	0	0	54	61
Queuing Penalty (veh)	45	8	10	1	0	204	231
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 147: Posey #2 #1/Posey #1 & Posey-5th #2

Movement	NB	NB
Directions Served	T	R
Maximum Queue (ft)	754	727
Average Queue (ft)	208	102
95th Queue (ft)	569	420
Link Distance (ft)	3907	3907
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 150: Bend

Movement	WB	WB
Directions Served	T	
Maximum Queue (ft)	375	362
Average Queue (ft)	178	50
95th Queue (ft)	467	251
Link Distance (ft)	304	304
Upstream Blk Time (%)	6	1
Queuing Penalty (veh)	49	6
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 151: Castro St & 6th St

Movement	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	T	R	LT	T	T
Maximum Queue (ft)	27	31	53	33	176	155	99
Average Queue (ft)	2	8	11	7	144	78	34
95th Queue (ft)	13	21	38	25	181	163	84
Link Distance (ft)	241	241	241		140	140	140
Upstream Blk Time (%)					15	1	0
Queuing Penalty (veh)					0	0	0
Storage Bay Dist (ft)				120			
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 153: Brush St & 6th St

Movement	WB	WB	WB	SB	SB	SB	B520	B520	B520
Directions Served	L	T	T	T	T	TR	T	T	T
Maximum Queue (ft)	38	30	43	93	98	83	142	139	138
Average Queue (ft)	4	6	2	69	64	53	50	46	25
95th Queue (ft)	22	24	15	93	97	94	123	118	83
Link Distance (ft)	346	346	346	2	2	2	148	148	148
Upstream Blk Time (%)				42	44	38	1	0	0
Queuing Penalty (veh)				78	82	71	1	0	1
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 154: 7th St #1

Movement	EB	EB	EB	EB	NB	SB
Directions Served	LT	T	T	TR	TR	LT
Maximum Queue (ft)	46	81	35	20	38	46
Average Queue (ft)	3	4	3	3	7	18
95th Queue (ft)	21	30	21	16	30	46
Link Distance (ft)	228	228	228	228	192	166
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 157: #13 #14 6th St #9 & Alice

Movement	WB	WB	SB
Directions Served	T	TR	R
Maximum Queue (ft)	175	158	30
Average Queue (ft)	29	31	7
95th Queue (ft)	168	184	28
Link Distance (ft)	311	311	192
Upstream Blk Time (%)	1	1	
Queuing Penalty (veh)	7	7	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 302: Constitution Wy & Posey Tube

Movement	WB	NB	B307
Directions Served	R	T	T
Maximum Queue (ft)	40	9	135
Average Queue (ft)	2	0	9
95th Queue (ft)	19	5	107
Link Distance (ft)	388	106	419
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 313: Webster St.

Movement	SE	SE	SE
Directions Served	T	T	T
Maximum Queue (ft)	185	133	109
Average Queue (ft)	24	21	11
95th Queue (ft)	125	96	66
Link Distance (ft)	907	907	907
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 401: #4/5th St #4

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	10	54
Average Queue (ft)	1	4
95th Queue (ft)	8	38
Link Distance (ft)	446	446
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 517: Posey #2 #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 522: Castro St

Movement	WB	WB	NB
Directions Served	R	R	T
Maximum Queue (ft)	80	76	10
Average Queue (ft)	42	46	1
95th Queue (ft)	66	70	7
Link Distance (ft)	153	153	102
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1401: Posey #1/Harrison St #1 & #13 #14 6th St #9

Movement	EB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	R
Maximum Queue (ft)	126	224	303	286	75	298	175	33
Average Queue (ft)	45	149	183	139	66	242	168	3
95th Queue (ft)	93	251	302	273	87	345	198	19
Link Distance (ft)	329		228	228		211		163
Upstream Blk Time (%)		1	7	6		22		
Queuing Penalty (veh)		0	50	42		232		
Storage Bay Dist (ft)		200			50		150	
Storage Blk Time (%)		2	10		44	11	24	
Queuing Penalty (veh)		9	44		339	73	155	

Intersection: 1601: Jefferson St & 6th St

Movement	WB	WB	NB	SB
Directions Served	LT	T	LT	T
Maximum Queue (ft)	82	127	31	30
Average Queue (ft)	16	39	8	3
95th Queue (ft)	56	110	29	18
Link Distance (ft)	702	702	231	130
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)		1		
Queuing Penalty (veh)		0		

Network Summary

Network wide Queuing Penalty: 7618

No Build 2045
Conditions
AM Peak Hour

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:12	8:12	8:12	8:12	8:12	8:12
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	37745	37311	37672	37341	38048	37622
Vehs Exited	37483	36904	37225	37041	37581	37247
Starting Vehs	1629	1596	1515	1611	1485	1551
Ending Vehs	1891	2003	1962	1911	1952	1932
Travel Distance (mi)	16693	16630	16679	16456	16965	16684
Travel Time (hr)	3558.7	3774.5	3449.2	3810.5	3387.1	3596.0
Total Delay (hr)	2904.8	3124.0	2796.4	3165.9	2722.8	2942.8
Total Stops	139227	137635	135822	138705	133039	136885
Fuel Used (gal)	1426.5	1467.8	1393.2	1471.1	1384.0	1428.5

Interval #0 Information Seeding

Start Time	6:57
End Time	7:12
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:12
End Time	8:12
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	37745	37311	37672	37341	38048	37622
Vehs Exited	37483	36904	37225	37041	37581	37247
Starting Vehs	1629	1596	1515	1611	1485	1551
Ending Vehs	1891	2003	1962	1911	1952	1932
Travel Distance (mi)	16693	16630	16679	16456	16965	16684
Travel Time (hr)	3558.7	3774.5	3449.2	3810.5	3387.1	3596.0
Total Delay (hr)	2904.8	3124.0	2796.4	3165.9	2722.8	2942.8
Total Stops	139227	137635	135822	138705	133039	136885
Fuel Used (gal)	1426.5	1467.8	1393.2	1471.1	1384.0	1428.5

1: Broadway & 4th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.3	0.2	0.0	0.1
Total Del/Veh (s)	10.2	20.4	1.7	2.0	7.1
Total Stops	30	342	25	62	459
Stop/Veh	1.00	0.98	0.07	0.11	0.36
Vehicles Entered	30	346	335	566	1277
Vehicles Exited	30	346	336	567	1279
Hourly Exit Rate	30	346	336	567	1279
Input Volume	33	337	340	582	1292
% of Volume	91	103	99	97	99

2: Union St & 5th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.5	0.0	0.3
Total Del/Veh (s)	13.5	17.1	8.7	13.3	11.6
Total Stops	85	245	533	244	1107
Stop/Veh	0.49	0.72	0.54	0.65	0.59
Vehicles Entered	171	336	983	373	1863
Vehicles Exited	172	338	980	374	1864
Hourly Exit Rate	172	338	980	374	1864
Input Volume	172	363	976	387	1898
% of Volume	100	93	100	97	98

3: Adeline Street & 5th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	96.4	2.3	0.0	25.2
Total Del/Veh (s)	16.0	88.7	15.6	20.0	34.4
Total Stops	518	207	206	194	1125
Stop/Veh	0.61	0.47	0.80	0.77	0.62
Vehicles Entered	843	437	258	252	1790
Vehicles Exited	845	432	257	252	1786
Hourly Exit Rate	845	432	257	252	1786
Input Volume	848	467	253	258	1826
% of Volume	100	93	102	98	98

4: Market St & 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	6.1	17.3	24.1	11.9
Total Stops	236	62	219	517
Stop/Veh	0.33	0.64	0.73	0.47
Vehicles Entered	713	97	295	1105
Vehicles Exited	712	96	296	1104
Hourly Exit Rate	712	96	296	1104
Input Volume	728	97	300	1125
% of Volume	98	99	99	98

5: Brush St & 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	12.1	3.4	14.6	13.2
Total Stops	361	8	507	876
Stop/Veh	0.43	0.50	0.66	0.54
Vehicles Entered	835	16	760	1611
Vehicles Exited	836	16	760	1612
Hourly Exit Rate	836	16	760	1612
Input Volume	858	16	764	1638
% of Volume	97	100	99	98

6: Martin Luther King & 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	2.3	13.8	21.2	3.6
Total Stops	115	36	52	203
Stop/Veh	0.08	0.62	0.67	0.13
Vehicles Entered	1436	58	78	1572
Vehicles Exited	1437	58	78	1573
Hourly Exit Rate	1437	58	78	1573
Input Volume	1449	58	91	1598
% of Volume	99	100	86	98

7: 5th St & Washington St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	2.2	0.0	0.1
Total Del/Veh (s)	2.9	13.0	25.0	5.0
Total Stops	64	47	90	201
Stop/Veh	0.05	0.82	0.77	0.13
Vehicles Entered	1366	57	118	1541
Vehicles Exited	1367	57	115	1539
Hourly Exit Rate	1367	57	115	1539
Input Volume	1382	58	121	1561
% of Volume	99	98	95	99

8: Broadway/Broadway #10 & 5th St/I-880 NB on-ramp and 5th St & SB Alameda Tunnel #10 Performanc

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	16.8	20.2	22.7	19.2
Total Stops	999	404	500	1903
Stop/Veh	0.75	0.69	0.67	0.72
Vehicles Entered	1316	578	741	2635
Vehicles Exited	1319	577	738	2634
Hourly Exit Rate	1319	577	738	2634
Input Volume	1335	572	760	2667
% of Volume	99	101	97	99

9: Jackson St & 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	457.0	0.0	92.7
Total Del/Veh (s)	39.5	126.4	21.3	52.3
Total Stops	892	122	88	1102
Stop/Veh	0.96	0.56	0.65	0.86
Vehicles Entered	917	214	136	1267
Vehicles Exited	919	210	135	1264
Hourly Exit Rate	919	210	135	1264
Input Volume	1590	278	158	2026
% of Volume	58	76	85	62

10: Madison St/#7 Madison St & 5th St/#7 5th St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	218.5	15.1	91.5
Total Stops	704	465	1169
Stop/Veh	1.47	0.58	0.91
Vehicles Entered	467	800	1267
Vehicles Exited	452	796	1248
Hourly Exit Rate	452	796	1248
Input Volume	756	834	1590
% of Volume	60	95	78

11: #6 Oak St & #7 5th St/#7 I-880 SB On-Ramp Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.2	0.0	0.1
Total Del/Veh (s)	72.2	74.8	13.8	66.9
Total Stops	1238	613	137	1988
Stop/Veh	1.22	1.40	0.83	1.23
Vehicles Entered	990	423	166	1579
Vehicles Exited	992	419	166	1577
Hourly Exit Rate	992	419	166	1577
Input Volume	1315	428	170	1913
% of Volume	75	98	98	82

12: #6 Oak St/Oak St & #6 6th St/I-880 NB Off-ramp & 6th St Performance by approach

Approach	WB	NB	SW	All
Denied Del/Veh (s)	2.8	0.0	0.1	1.7
Total Del/Veh (s)	13.7	34.2	9.4	21.1
Total Stops	748	696	42	1486
Stop/Veh	0.72	1.10	0.91	0.86
Vehicles Entered	1030	629	46	1705
Vehicles Exited	1030	628	46	1704
Hourly Exit Rate	1030	628	46	1704
Input Volume	1024	850	45	1919
% of Volume	101	74	102	89

13: #7 Madison St & #6 6th St Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	21.0	11.6	14.0
Total Stops	277	593	870
Stop/Veh	0.80	0.58	0.63
Vehicles Entered	346	1019	1365
Vehicles Exited	344	1017	1361
Hourly Exit Rate	344	1017	1361
Input Volume	440	1047	1487
% of Volume	78	97	92

14: Jackson St/Jackson St #3 & #6 I-880 NB on-Ramp & 6th St #3/#6 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	35.3	71.1	15.7	37.0
Total Stops	516	353	431	1300
Stop/Veh	0.92	0.81	0.66	0.79
Vehicles Entered	554	427	650	1631
Vehicles Exited	553	425	650	1628
Hourly Exit Rate	553	425	650	1628
Input Volume	647	663	690	2000
% of Volume	85	64	94	81

15: Broadway #10/Broadway #9 & 6th St/I-880 NB off-ramp #10 #9 Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	2.6	0.0	0.0	1.6
Total Del/Veh (s)	20.9	28.3	21.2	22.1
Total Stops	1130	251	350	1731
Stop/Veh	0.96	0.86	0.80	0.91
Vehicles Entered	1159	291	434	1884
Vehicles Exited	1160	291	435	1886
Hourly Exit Rate	1160	291	435	1886
Input Volume	1143	293	454	1890
% of Volume	101	99	96	100

16: Washington St & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.6	7.3	7.1	8.9
Total Stops	213	23	65	301
Stop/Veh	0.58	0.47	0.56	0.57
Vehicles Entered	364	49	116	529
Vehicles Exited	364	49	116	529
Hourly Exit Rate	364	49	116	529
Input Volume	363	54	118	535
% of Volume	100	91	98	99

17: Martin Luther King & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.2	8.7	2.9	6.8
Total Stops	184	30	9	223
Stop/Veh	0.56	0.52	0.16	0.51
Vehicles Entered	323	58	56	437
Vehicles Exited	324	58	56	438
Hourly Exit Rate	324	58	56	438
Input Volume	335	57	68	460
% of Volume	97	102	82	95

18: Market St & 6th St/I-880 off-ramp Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	1.8	0.0	0.2	1.2
Total Del/Veh (s)	22.6	5.6	4.6	16.2
Total Stops	530	28	94	652
Stop/Veh	0.70	0.30	0.29	0.55
Vehicles Entered	747	94	329	1170
Vehicles Exited	751	94	329	1174
Hourly Exit Rate	751	94	329	1174
Input Volume	745	96	335	1176
% of Volume	101	98	98	100

19: Union St & 7th St #1 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.3	0.0	0.1	0.3
Total Del/Veh (s)	18.9	48.9	6.8	15.0	36.8
Total Stops	311	1393	99	45	1848
Stop/Veh	0.57	0.96	0.49	0.56	0.81
Vehicles Entered	542	1421	203	79	2245
Vehicles Exited	541	1416	203	80	2240
Hourly Exit Rate	541	1416	203	80	2240
Input Volume	557	1449	201	78	2285
% of Volume	97	98	101	103	98

20: Adeline Street & 7th St #1 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	10.1	1.2
Total Del/Veh (s)	5.5	15.6	28.2	36.3	15.9
Total Stops	119	739	67	228	1153
Stop/Veh	0.17	0.50	0.67	0.72	0.45
Vehicles Entered	697	1463	97	312	2569
Vehicles Exited	697	1454	98	306	2555
Hourly Exit Rate	697	1454	98	306	2555
Input Volume	705	1478	99	312	2594
% of Volume	99	98	99	98	98

21: Market St & 7th St #1 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	1.0	1.0	0.4
Total Del/Veh (s)	13.8	10.3	22.3	13.2	13.8
Total Stops	332	454	353	449	1588
Stop/Veh	0.49	0.46	0.77	0.63	0.56
Vehicles Entered	668	973	458	708	2807
Vehicles Exited	669	976	458	708	2811
Hourly Exit Rate	669	976	458	708	2811
Input Volume	670	996	454	706	2826
% of Volume	100	98	101	100	99

22: Brush St & 7th St #1 Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.5	0.3
Total Del/Veh (s)	12.1	28.0	14.0	15.2
Total Stops	244	298	1004	1546
Stop/Veh	0.38	0.90	0.56	0.56
Vehicles Entered	639	326	1798	2763
Vehicles Exited	638	326	1798	2762
Hourly Exit Rate	638	326	1798	2762
Input Volume	635	333	1839	2807
% of Volume	100	98	98	98

23: Castro St & 7th St #1 Performance by approach

Approach	EB	NB	SW	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	10.3	17.8	12.4	11.4
Total Stops	317	81	174	572
Stop/Veh	0.31	0.69	0.54	0.39
Vehicles Entered	1031	118	320	1469
Vehicles Exited	1034	118	319	1471
Hourly Exit Rate	1034	118	319	1471
Input Volume	1053	119	324	1496
% of Volume	98	99	98	98

24: Martin Luther King & 7th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.4	8.0	5.2	7.3
Total Stops	375	39	19	433
Stop/Veh	0.44	0.62	0.26	0.44
Vehicles Entered	859	62	73	994
Vehicles Exited	858	63	73	994
Hourly Exit Rate	858	63	73	994
Input Volume	861	65	84	1010
% of Volume	100	97	87	98

25: Washington St & 7th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.5	5.7	5.5	8.9
Total Stops	562	43	16	621
Stop/Veh	0.63	0.51	0.27	0.60
Vehicles Entered	892	84	60	1036
Vehicles Exited	893	84	60	1037
Hourly Exit Rate	893	84	60	1037
Input Volume	899	78	68	1045
% of Volume	99	108	88	99

26: Broadway #9/Broadway & 7th St #1/7th St #1 #9 Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	20.9	16.5	16.2	18.2
Total Stops	556	553	318	1427
Stop/Veh	0.65	0.70	0.63	0.66
Vehicles Entered	848	786	501	2135
Vehicles Exited	849	785	501	2135
Hourly Exit Rate	849	785	501	2135
Input Volume	856	774	517	2147
% of Volume	99	101	97	99

27: #8 #13 Webster St #9/#8 #13 Webster St & 7th St #1 #9/7th St #1 Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	14.8	21.6	18.3
Total Stops	686	1034	1720
Stop/Veh	0.60	0.84	0.72
Vehicles Entered	1133	1220	2353
Vehicles Exited	1134	1223	2357
Hourly Exit Rate	1134	1223	2357
Input Volume	1129	1252	2381
% of Volume	100	98	99

28: #3/Harrison St & 7th St #1/7th St #3 Performance by approach

Approach	EB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	6.4	9.6	8.8
Total Stops	131	832	963
Stop/Veh	0.24	0.43	0.39
Vehicles Entered	549	1925	2474
Vehicles Exited	550	1923	2473
Hourly Exit Rate	550	1923	2473
Input Volume	563	2246	2809
% of Volume	98	86	88

29: Jackson St #3/Jackson St & 7th St #3/7th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.0
Total Del/Veh (s)	15.8	22.5	32.5	19.4
Total Stops	1080	348	274	1702
Stop/Veh	0.75	1.06	0.90	0.82
Vehicles Entered	1420	322	298	2040
Vehicles Exited	1422	323	301	2046
Hourly Exit Rate	1422	323	301	2046
Input Volume	1586	462	305	2353
% of Volume	90	70	99	87

30: #7 Madison St & 7th St #1 Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.1
Total Del/Veh (s)	19.8	17.8	18.7
Total Stops	693	590	1283
Stop/Veh	0.83	0.65	0.74
Vehicles Entered	821	887	1708
Vehicles Exited	820	883	1703
Hourly Exit Rate	820	883	1703
Input Volume	911	890	1801
% of Volume	90	99	95

31: Harrison St & #13 8th St Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.2	0.0	0.1
Total Del/Veh (s)	10.2	18.2	13.9
Total Stops	535	948	1483
Stop/Veh	0.48	0.96	0.71
Vehicles Entered	1104	988	2092
Vehicles Exited	1105	988	2093
Hourly Exit Rate	1105	988	2093
Input Volume	1100	1147	2247
% of Volume	100	86	93

32: #8 #13 Webster St/#8 Webster St & 8th St/#13 8th St Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	33.9	49.6	39.4
Total Stops	1208	753	1961
Stop/Veh	0.85	0.99	0.90
Vehicles Entered	1390	764	2154
Vehicles Exited	1394	764	2158
Hourly Exit Rate	1394	764	2158
Input Volume	1457	773	2230
% of Volume	96	99	97

33: Franklin St & 8th St Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	27.6	26.7	27.5
Total Stops	768	145	913
Stop/Veh	0.82	0.82	0.82
Vehicles Entered	941	175	1116
Vehicles Exited	941	175	1116
Hourly Exit Rate	941	175	1116
Input Volume	983	165	1148
% of Volume	96	106	97

34: Broadway & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Del/Veh (s)	14.7	13.5	10.4	13.3
Total Stops	517	328	232	1077
Stop/Veh	0.63	0.58	0.51	0.58
Vehicles Entered	816	569	451	1836
Vehicles Exited	817	570	451	1838
Hourly Exit Rate	817	570	451	1838
Input Volume	837	566	463	1866
% of Volume	98	101	97	98

35: Washington St & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	12.6	7.5	5.3	11.9
Total Stops	435	38	13	486
Stop/Veh	0.61	0.54	0.48	0.60
Vehicles Entered	702	71	27	800
Vehicles Exited	702	70	27	799
Hourly Exit Rate	702	70	27	799
Input Volume	718	71	29	818
% of Volume	98	99	93	98

36: Martin Luther King & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	3.8	13.4	6.6	4.9
Total Stops	97	44	64	205
Stop/Veh	0.14	0.75	0.54	0.24
Vehicles Entered	670	59	119	848
Vehicles Exited	670	59	119	848
Hourly Exit Rate	670	59	119	848
Input Volume	690	60	124	874
% of Volume	97	98	96	97

37: #8 Webster St & 9th St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.3	0.0	0.1
Total Del/Veh (s)	53.0	22.4	26.8
Total Stops	117	560	677
Stop/Veh	0.79	0.62	0.65
Vehicles Entered	146	882	1028
Vehicles Exited	146	882	1028
Hourly Exit Rate	146	882	1028
Input Volume	139	898	1037
% of Volume	105	98	99

38: Brush St & I-980 On-Ramp & 11 St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	44.2	5.6	10.5
Total Stops	266	560	826
Stop/Veh	0.88	0.27	0.35
Vehicles Entered	300	2032	2332
Vehicles Exited	298	2052	2350
Hourly Exit Rate	298	2052	2350
Input Volume	301	2652	2953
% of Volume	99	77	80

39: I-980 Off Ramp & Castro St & 11 St Performance by approach

Approach	EB	NB	NW	All
Denied Del/Veh (s)	0.0	0.3	518.1	222.6
Total Del/Veh (s)	27.2	50.2	86.3	51.4
Total Stops	540	149	250	939
Stop/Veh	0.74	0.89	0.49	0.67
Vehicles Entered	715	168	499	1382
Vehicles Exited	716	167	497	1380
Hourly Exit Rate	716	167	497	1380
Input Volume	859	163	624	1646
% of Volume	83	102	80	84

40: #8 Webster St & 11th St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	5.3	22.0	14.6
Total Stops	213	529	742
Stop/Veh	0.39	0.78	0.60
Vehicles Entered	546	670	1216
Vehicles Exited	546	672	1218
Hourly Exit Rate	546	672	1218
Input Volume	542	682	1224
% of Volume	101	99	100

41: Harrison St & 11th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	3.3	0.0	1.9
Total Del/Veh (s)	5.9	13.5	23.9	11.8
Total Stops	158	456	89	703
Stop/Veh	0.33	0.56	0.79	0.50
Vehicles Entered	478	810	112	1400
Vehicles Exited	479	811	111	1401
Hourly Exit Rate	479	811	111	1401
Input Volume	473	882	109	1464
% of Volume	101	92	102	96

42: Harrison St & 12th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.1	0.1
Total Del/Veh (s)	10.9	32.8	9.7	18.9
Total Stops	538	588	128	1254
Stop/Veh	0.52	0.81	0.68	0.64
Vehicles Entered	1032	716	186	1934
Vehicles Exited	1030	715	187	1932
Hourly Exit Rate	1030	715	187	1932
Input Volume	1029	764	183	1976
% of Volume	100	94	102	98

43: #8 Webster St & 12th St Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	5.1	13.7	7.4
Total Stops	297	318	615
Stop/Veh	0.23	0.68	0.34
Vehicles Entered	1315	462	1777
Vehicles Exited	1313	462	1775
Hourly Exit Rate	1313	462	1775
Input Volume	1332	467	1799
% of Volume	99	99	99

44: Castro St & 12th St & I-980 on-ramp Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.9	0.0	0.4
Total Del/Veh (s)	30.6	13.3	21.9
Total Stops	492	204	696
Stop/Veh	0.70	0.29	0.49
Vehicles Entered	695	705	1400
Vehicles Exited	693	704	1397
Hourly Exit Rate	693	704	1397
Input Volume	695	850	1545
% of Volume	100	83	90

45: Brush St & 12th St & I-980 off-ramp Performance by approach

Approach	EB	WB	SB	SW	All
Denied Del/Veh (s)	0.1	0.0	0.1	688.3	431.3
Total Del/Veh (s)	16.1	60.0	48.7	191.4	126.7
Total Stops	2	436	720	3925	5083
Stop/Veh	1.00	0.96	0.90	2.73	1.89
Vehicles Entered	2	443	787	1355	2587
Vehicles Exited	2	455	779	1349	2585
Hourly Exit Rate	2	455	779	1349	2585
Input Volume	2	456	782	1984	3224
% of Volume	100	100	100	68	80

46: Brush St & 17th St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	4.4	0.0	0.9
Total Del/Veh (s)	45.5	4.5	13.0
Total Stops	525	352	877
Stop/Veh	0.82	0.14	0.28
Vehicles Entered	629	2444	3073
Vehicles Exited	626	2444	3070
Hourly Exit Rate	626	2444	3070
Input Volume	649	2770	3419
% of Volume	96	88	90

47: Castro St & 17th St Performance by approach

Approach	EB	NB	NE	All
Denied Del/Veh (s)	0.0	0.2	726.0	216.4
Total Del/Veh (s)	20.1	31.2	80.3	36.0
Total Stops	760	443	442	1645
Stop/Veh	0.68	0.84	0.97	0.78
Vehicles Entered	1116	523	448	2087
Vehicles Exited	1115	523	447	2085
Hourly Exit Rate	1115	523	447	2085
Input Volume	1267	528	641	2436
% of Volume	88	99	70	86

48: Castro St & 18th St & I-980 on-ramp Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	32.2	3.9	11.2
Total Stops	322	134	456
Stop/Veh	0.83	0.12	0.30
Vehicles Entered	383	1114	1497
Vehicles Exited	383	1111	1494
Hourly Exit Rate	383	1111	1494
Input Volume	379	1328	1707
% of Volume	101	84	88

49: Brush St & 18th St Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	17.0	6.8	7.9
Total Stops	177	737	914
Stop/Veh	0.57	0.29	0.32
Vehicles Entered	308	2540	2848
Vehicles Exited	309	2539	2848
Hourly Exit Rate	309	2539	2848
Input Volume	327	2892	3219
% of Volume	94	88	88

50: Webster St. & Atlantic Ave. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	480.7	0.0	1004.3	50.3	431.2
Total Del/Veh (s)	102.3	22.7	161.9	84.8	86.0
Total Stops	884	530	581	269	2264
Stop/Veh	1.06	0.71	1.29	0.50	0.88
Vehicles Entered	814	736	427	523	2500
Vehicles Exited	813	737	425	528	2503
Hourly Exit Rate	813	737	425	528	2503
Input Volume	1086	751	748	748	3333
% of Volume	75	98	57	71	75

51: Webster St. Performance by approach

Approach	EB	NB	SE	NW	All
Denied Del/Veh (s)	63.6	0.0	109.6	0.2	79.3
Total Del/Veh (s)	148.8	15.0	57.8	3.7	78.5
Total Stops	1422	235	1275	0	2932
Stop/Veh	1.58	0.49	0.83	0.00	1.00
Vehicles Entered	870	476	1508	16	2870
Vehicles Exited	850	468	1465	16	2799
Hourly Exit Rate	850	468	1465	16	2799
Input Volume	932	701	1770	15	3418
% of Volume	91	67	83	107	82

52: Constitution Way & Marina Village Pkwy & Constitution Wy Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	37.0	0.1	0.9	8.9
Total Del/Veh (s)	115.0	19.2	12.7	38.4
Total Stops	879	681	564	2124
Stop/Veh	1.46	0.73	0.51	0.80
Vehicles Entered	592	921	1094	2607
Vehicles Exited	578	925	1093	2596
Hourly Exit Rate	578	925	1093	2596
Input Volume	592	1059	1094	2745
% of Volume	98	87	100	95

53: Constitution Wy & Mariner Sqaure Dr. Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	28.4	0.0	7.0
Total Del/Veh (s)	54.2	2.7	15.2
Total Stops	445	77	522
Stop/Veh	0.98	0.05	0.28
Vehicles Entered	448	1405	1853
Vehicles Exited	446	1402	1848
Hourly Exit Rate	446	1402	1848
Input Volume	465	1541	2006
% of Volume	96	91	92

54: Constitution Way & Atlantic Ave. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	50.1	0.2	0.7	0.1	13.3
Total Del/Veh (s)	91.5	13.3	20.9	17.5	36.5
Total Stops	677	348	386	573	1984
Stop/Veh	0.99	0.59	0.73	0.69	0.76
Vehicles Entered	664	579	520	814	2577
Vehicles Exited	663	581	518	811	2573
Hourly Exit Rate	663	581	518	811	2573
Input Volume	976	587	516	821	2900
% of Volume	68	99	100	99	89

55: Oak St & 7th St Performance by approach

Approach	EB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	17.6	8.9	12.1
Total Stops	429	570	999
Stop/Veh	0.63	0.47	0.53
Vehicles Entered	683	1195	1878
Vehicles Exited	682	1198	1880
Hourly Exit Rate	682	1198	1880
Input Volume	753	1311	2064
% of Volume	91	91	91

56: Oak St & 8th St Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.3	0.0	0.2
Total Del/Veh (s)	21.5	4.4	15.2
Total Stops	1186	191	1377
Stop/Veh	0.73	0.20	0.53
Vehicles Entered	1608	960	2568
Vehicles Exited	1623	951	2574
Hourly Exit Rate	1623	951	2574
Input Volume	1625	1067	2692
% of Volume	100	89	96

57: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	919	919
Vehicles Exited	927	927
Hourly Exit Rate	927	927
Input Volume	996	996
% of Volume	93	93

58: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.3	1.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	510	510
Vehicles Exited	512	512
Hourly Exit Rate	512	512
Input Volume	571	571
% of Volume	90	90

59: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	881	881
Vehicles Exited	882	882
Hourly Exit Rate	882	882
Input Volume	974	974
% of Volume	91	91

60: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	151	151
Vehicles Exited	151	151
Hourly Exit Rate	151	151
Input Volume	174	174
% of Volume	87	87

61: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.6	0.6
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	151	151
Vehicles Exited	151	151
Hourly Exit Rate	151	151
Input Volume	152	152
% of Volume	99	99

62: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	170	170
Vehicles Exited	170	170
Hourly Exit Rate	170	170
Input Volume	170	170
% of Volume	100	100

63: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	240	240
Vehicles Exited	239	239
Hourly Exit Rate	239	239
Input Volume	276	276
% of Volume	87	87

64: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	591	591
Vehicles Exited	590	590
Hourly Exit Rate	590	590
Input Volume	614	614
% of Volume	96	96

65: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	53	53
Vehicles Exited	53	53
Hourly Exit Rate	53	53
Input Volume	49	49
% of Volume	108	108

66: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	63	63
Vehicles Exited	63	63
Hourly Exit Rate	63	63
Input Volume	63	63
% of Volume	100	100

67: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	26	26
Vehicles Exited	26	26
Hourly Exit Rate	26	26
Input Volume	25	25
% of Volume	104	104

70: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	494	494
Vehicles Exited	495	495
Hourly Exit Rate	495	495
Input Volume	603	603
% of Volume	82	82

71: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.4	1.4
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	346	346
Vehicles Exited	346	346
Hourly Exit Rate	346	346
Input Volume	349	349
% of Volume	99	99

72: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	594	594
Vehicles Exited	592	592
Hourly Exit Rate	592	592
Input Volume	591	591
% of Volume	100	100

75: Bend Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	3.3	3.3
Total Stops	83	83
Stop/Veh	0.11	0.11
Vehicles Entered	732	732
Vehicles Exited	731	731
Hourly Exit Rate	731	731
Input Volume	886	886
% of Volume	83	83

76: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	291	291
Vehicles Exited	291	291
Hourly Exit Rate	291	291
Input Volume	305	305
% of Volume	95	95

78: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	712	712
Vehicles Exited	711	711
Hourly Exit Rate	711	711
Input Volume	812	812
% of Volume	88	88

79: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	428	428
Vehicles Exited	429	429
Hourly Exit Rate	429	429
Input Volume	438	438
% of Volume	98	98

81: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	993	993
Vehicles Exited	992	992
Hourly Exit Rate	992	992
Input Volume	1002	1002
% of Volume	99	99

83: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	172	172
Vehicles Exited	172	172
Hourly Exit Rate	172	172
Input Volume	180	180
% of Volume	96	96

84: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.4	1.4
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	174	174
Vehicles Exited	174	174
Hourly Exit Rate	174	174
Input Volume	171	171
% of Volume	102	102

86: Bend Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	4.1	4.1
Total Stops	288	288
Stop/Veh	0.21	0.21
Vehicles Entered	1349	1349
Vehicles Exited	1351	1351
Hourly Exit Rate	1351	1351
Input Volume	1354	1354
% of Volume	100	100

88: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	3.1	3.1
Total Stops	26	26
Stop/Veh	0.05	0.05
Vehicles Entered	472	472
Vehicles Exited	469	469
Hourly Exit Rate	469	469
Input Volume	481	481
% of Volume	98	98

89: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.6	0.6
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1251	1251
Vehicles Exited	1252	1252
Hourly Exit Rate	1252	1252
Input Volume	1391	1391
% of Volume	90	90

91: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	1	1
Stop/Veh	0.00	0.00
Vehicles Entered	255	255
Vehicles Exited	255	255
Hourly Exit Rate	255	255
Input Volume	271	271
% of Volume	94	94

93: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1694	1694
Vehicles Exited	1691	1691
Hourly Exit Rate	1691	1691
Input Volume	1718	1718
% of Volume	98	98

96: Bend Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	4.4	1.3	4.2
Total Stops	197	0	197
Stop/Veh	0.31	0.00	0.28
Vehicles Entered	639	53	692
Vehicles Exited	641	53	694
Hourly Exit Rate	641	53	694
Input Volume	715	49	764
% of Volume	90	108	91

97: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1097	1097
Vehicles Exited	1097	1097
Hourly Exit Rate	1097	1097
Input Volume	1113	1113
% of Volume	99	99

99: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.5	0.5
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	593	593
Vehicles Exited	592	592
Hourly Exit Rate	592	592
Input Volume	712	712
% of Volume	83	83

101: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	598	598
Vehicles Exited	599	599
Hourly Exit Rate	599	599
Input Volume	675	675
% of Volume	89	89

102: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	506	506
Vehicles Exited	506	506
Hourly Exit Rate	506	506
Input Volume	505	505
% of Volume	100	100

104: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	338	338
Vehicles Exited	337	337
Hourly Exit Rate	337	337
Input Volume	361	361
% of Volume	93	93

105: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.3	1.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	672	672
Vehicles Exited	672	672
Hourly Exit Rate	672	672
Input Volume	761	761
% of Volume	88	88

107: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	4.6	4.6
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	272	272
Vehicles Exited	271	271
Hourly Exit Rate	271	271
Input Volume	299	299
% of Volume	91	91

108: Brush St & I-980 off-ramp Performance by approach

Approach	SB	SW	All
Denied Del/Veh (s)	1830.8	117.2	309.4
Total Del/Veh (s)	563.6	6.1	18.5
Total Stops	30	821	851
Stop/Veh	0.53	0.33	0.33
Vehicles Entered	49	2493	2542
Vehicles Exited	48	2493	2541
Hourly Exit Rate	48	2493	2541
Input Volume	284	2608	2892
% of Volume	17	96	88

109: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	574	574
Vehicles Exited	574	574
Hourly Exit Rate	574	574
Input Volume	750	750
% of Volume	77	77

111: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	192	192
Vehicles Exited	192	192
Hourly Exit Rate	192	192
Input Volume	203	203
% of Volume	95	95

113: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.7	1.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	553	553
Vehicles Exited	540	540
Hourly Exit Rate	540	540
Input Volume	573	573
% of Volume	94	94

114: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	80	80
Vehicles Exited	81	81
Hourly Exit Rate	81	81
Input Volume	85	85
% of Volume	95	95

117: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.5	0.5
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	702	702
Vehicles Exited	700	700
Hourly Exit Rate	700	700
Input Volume	760	760
% of Volume	92	92

118: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1458	1458
Vehicles Exited	1462	1462
Hourly Exit Rate	1462	1462
Input Volume	1890	1890
% of Volume	77	77

119: Bend Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1419	1419
Vehicles Exited	1420	1420
Hourly Exit Rate	1420	1420
Input Volume	1435	1435
% of Volume	99	99

120: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	673	673
Vehicles Exited	670	670
Hourly Exit Rate	670	670
Input Volume	795	795
% of Volume	84	84

121: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	24	24
Vehicles Exited	24	24
Hourly Exit Rate	24	24
Input Volume	28	28
% of Volume	86	86

123: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	54	54
Vehicles Exited	54	54
Hourly Exit Rate	54	54
Input Volume	43	43
% of Volume	126	126

124: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	968	968
Vehicles Exited	964	964
Hourly Exit Rate	964	964
Input Volume	1098	1098
% of Volume	88	88

126: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	410	410
Vehicles Exited	410	410
Hourly Exit Rate	410	410
Input Volume	453	453
% of Volume	91	91

134: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	511	511
Vehicles Exited	511	511
Hourly Exit Rate	511	511
Input Volume	539	539
% of Volume	95	95

135: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.8	1.8
Total Stops	15	15
Stop/Veh	0.01	0.01
Vehicles Entered	1743	1743
Vehicles Exited	1744	1744
Hourly Exit Rate	1744	1744
Input Volume	1751	1751
% of Volume	100	100

137: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1105	1105
Vehicles Exited	1105	1105
Hourly Exit Rate	1105	1105
Input Volume	1117	1117
% of Volume	99	99

140: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	357	357
Vehicles Exited	357	357
Hourly Exit Rate	357	357
Input Volume	361	361
% of Volume	99	99

142: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	628	628
Vehicles Exited	629	629
Hourly Exit Rate	629	629
Input Volume	649	649
% of Volume	97	97

147: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.6	1.6
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	212	212
Vehicles Exited	212	212
Hourly Exit Rate	212	212
Input Volume	224	224
% of Volume	95	95

300: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.7	2.7
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	2719	2719
Vehicles Exited	2727	2727
Hourly Exit Rate	2727	2727
Input Volume	3132	3132
% of Volume	87	87

301: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	288	288
Vehicles Exited	288	288
Hourly Exit Rate	288	288
Input Volume	317	317
% of Volume	91	91

302: Constitution Wy & Posey Tube Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	7.0	0.6	4.2
Total Stops	200	2	202
Stop/Veh	0.13	0.00	0.07
Vehicles Entered	1532	1200	2732
Vehicles Exited	1532	1198	2730
Hourly Exit Rate	1532	1198	2730
Input Volume	1659	1488	3147
% of Volume	92	81	87

305: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	5.5	5.5
Total Stops	96	96
Stop/Veh	0.09	0.09
Vehicles Entered	1036	1036
Vehicles Exited	1042	1042
Hourly Exit Rate	1042	1042
Input Volume	1219	1219
% of Volume	85	85

307: Bend Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	3.4	3.4
Total Stops	132	132
Stop/Veh	0.11	0.11
Vehicles Entered	1194	1194
Vehicles Exited	1187	1187
Hourly Exit Rate	1187	1187
Input Volume	1473	1473
% of Volume	81	81

308: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.6	0.6
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	483	483
Vehicles Exited	485	485
Hourly Exit Rate	485	485
Input Volume	490	490
% of Volume	99	99

311: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.5	2.5
Total Stops	72	72
Stop/Veh	0.07	0.07
Vehicles Entered	1024	1024
Vehicles Exited	1022	1022
Hourly Exit Rate	1022	1022
Input Volume	1201	1201
% of Volume	85	85

312: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	346	346
Vehicles Exited	347	347
Hourly Exit Rate	347	347
Input Volume	460	460
% of Volume	75	75

313: Webster St. Performance by approach

Approach	SE	NW	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	218.2	0.6	118.8
Total Stops	235	0	235
Stop/Veh	0.40	0.00	0.22
Vehicles Entered	571	489	1060
Vehicles Exited	520	488	1008
Hourly Exit Rate	520	488	1008
Input Volume	727	722	1449
% of Volume	72	68	70

401: Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.1	0.1
Total Del/Veh (s)	1.0	1.0
Total Stops	20	20
Stop/Veh	0.03	0.03
Vehicles Entered	696	696
Vehicles Exited	697	697
Hourly Exit Rate	697	697
Input Volume	712	712
% of Volume	98	98

513: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	433	433
Vehicles Exited	433	433
Hourly Exit Rate	433	433
Input Volume	445	445
% of Volume	97	97

514: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	114	114
Vehicles Exited	114	114
Hourly Exit Rate	114	114
Input Volume	121	121
% of Volume	94	94

517: Harrison Tunnel #2 Performance by approach

Approach	NB	NW	All
Denied Del/Veh (s)	69.4	175.4	125.2
Total Del/Veh (s)	15.9	18.3	17.1
Total Stops	1098	1294	2392
Stop/Veh	0.79	0.92	0.85
Vehicles Entered	1389	1409	2798
Vehicles Exited	1379	1400	2779
Hourly Exit Rate	1379	1400	2779
Input Volume	1473	1659	3132
% of Volume	94	84	89

518: Bend Performance by approach

Approach	EB	All
Denied Del/Veh (s)	545.2	545.2
Total Del/Veh (s)	186.7	186.7
Total Stops	1898	1898
Stop/Veh	1.88	1.88
Vehicles Entered	981	981
Vehicles Exited	935	935
Hourly Exit Rate	935	935
Input Volume	1590	1590
% of Volume	59	59

519: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.6	0.6
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	135	135
Vehicles Exited	135	135
Hourly Exit Rate	135	135
Input Volume	142	142
% of Volume	95	95

522: Castro St Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	4.0	0.9	2.5
Total Stops	302	1	303
Stop/Veh	0.99	0.00	0.51
Vehicles Entered	303	288	591
Vehicles Exited	303	289	592
Hourly Exit Rate	303	289	592
Input Volume	313	302	615
% of Volume	97	96	96

600: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Total Stops	42	42
Stop/Veh	0.02	0.02
Vehicles Entered	1717	1717
Vehicles Exited	1716	1716
Hourly Exit Rate	1716	1716
Input Volume	2050	2050
% of Volume	84	84

601: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.6	0.6
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	370	370
Vehicles Exited	370	370
Hourly Exit Rate	370	370
Input Volume	607	607
% of Volume	61	61

602: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	162	162
Vehicles Exited	162	162
Hourly Exit Rate	162	162
Input Volume	198	198
% of Volume	82	82

604: #6 Jackson on #1/#6 I-880 NB on-Ramp & 6th St #2 #3 Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	20.6	20.6
Total Stops	1871	1871
Stop/Veh	0.99	0.99
Vehicles Entered	1881	1881
Vehicles Exited	1879	1879
Hourly Exit Rate	1879	1879
Input Volume	2248	2248
% of Volume	84	84

605: #6 I-880 NB on-Ramp & 6th St #2 #3/#6 I-880 NB on-Ramp & 6th St #3 & #2 Performance by appro

Approach	WB	SW	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	3.4	22.4	10.8
Total Stops	136	418	554
Stop/Veh	0.12	0.57	0.29
Vehicles Entered	1157	731	1888
Vehicles Exited	1156	727	1883
Hourly Exit Rate	1156	727	1883
Input Volume	1363	886	2249
% of Volume	85	82	84

607: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	274	274
Vehicles Exited	274	274
Hourly Exit Rate	274	274
Input Volume	275	275
% of Volume	100	100

609: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.5	0.5
Total Stops	3	3
Stop/Veh	0.00	0.00
Vehicles Entered	1351	1351
Vehicles Exited	1351	1351
Hourly Exit Rate	1351	1351
Input Volume	1354	1354
% of Volume	100	100

610: Harrison St Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.1	0.3	2.0
Total Stops	1	0	1
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	701	53	754
Vehicles Exited	704	53	757
Hourly Exit Rate	704	53	757
Input Volume	788	49	837
% of Volume	89	108	90

901: 5th St & SB I-880 Off-Ramp Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	112.1	112.1
Total Stops	1497	1497
Stop/Veh	1.58	1.58
Vehicles Entered	935	935
Vehicles Exited	917	917
Hourly Exit Rate	917	917
Input Volume	1590	1590
% of Volume	58	58

1401: 6th St/#2 & Harrison Tunnel #2/#3 Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	282.1	282.1
Total Stops	60283	60283
Stop/Veh	20.05	20.05
Vehicles Entered	2781	2781
Vehicles Exited	2657	2657
Hourly Exit Rate	2657	2657
Input Volume	3133	3133
% of Volume	85	85

1601: Bend Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.3	1.3
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	322	322
Vehicles Exited	323	323
Hourly Exit Rate	323	323
Input Volume	335	335
% of Volume	96	96

3501: Bend Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.0	2.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	670	670
Vehicles Exited	670	670
Hourly Exit Rate	670	670
Input Volume	690	690
% of Volume	97	97

Total Network Performance

Denied Del/Veh (s)	153.8
Total Del/Veh (s)	108.5
Total Stops	136885
Stop/Veh	3.49
Vehicles Entered	37622
Vehicles Exited	37247
Hourly Exit Rate	37247
Input Volume	180808
% of Volume	21

Arterial Level of Service: EB #10

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
I-880 NB off-ramp #1	15	27.2	33.6	0.0	5	5	26.8
Total		27.2	33.6	0.0	5	5	26.8

Arterial Level of Service: EB #10

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
I-880 NB off-ramp #1	5	27.7	5	26.9	5	27.7	5
Total	5	27.7	5	26.9	5	27.7	5

Arterial Level of Service: WB #10

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Broadway #9	15	24.1	35.4	0.1	8	9	22.6
5th St	8	1.0	10.3	0.0	16	16	1.3
Total		25.1	45.6	0.1	10	11	23.9

Arterial Level of Service: WB #10

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Broadway #9	8	26.5	8	25.3	9	21.5	8
5th St	16	1.1	16	1.0	17	0.6	16
Total	10	27.6	10	26.4	11	22.1	10

Arterial Level of Service: SB #7

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
7th St #1	30	19.9	110.9	0.8	25	26	15.8
#6 6th St	13	12.1	18.4	0.1	12	14	8.9
5th St	10	15.8	23.3	0.0	7	8	12.8
#6 Oak St	11	18.2	29.1	0.1	9	10	17.0
Total		66.0	181.6	1.0	19	20	54.5

Arterial Level of Service: SB #7

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
7th St #1	25	20.5	26	16.7	26	19.4	24
#6 6th St	11	13.6	14	8.9	12	12.3	10
5th St	6	18.4	8	13.1	6	17.7	6
#6 Oak St	10	16.8	9	19.7	9	18.5	9
Total	19	69.3	20	58.5	19	67.9	18

Arterial Level of Service: NB #6

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
#7 I-880 SB On-Ramp	11	78.0	163.0	0.7	16	13	115.8
I-880 NB Off-ramp	12	31.6	38.9	0.0	4	4	33.0
#7 Madison St	13	23.6	34.8	0.1	8	9	18.6
Jackson St #3	14	43.5	51.9	0.1	5	8	25.8
#2	605	4.2	8.5	0.0	15	21	1.9
	604	22.3	30.6	0.1	8	13	10.1
Total		203.2	327.6	1.0	11	11	205.3

Arterial Level of Service: NB #6

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
#7 I-880 SB On-Ramp	18	65.4	17	73.9	20	49.9	15
I-880 NB Off-ramp	4	31.7	4	31.5	4	30.2	4
#7 Madison St	9	18.2	9	18.4	7	29.3	6
Jackson St #3	7	32.6	6	40.4	5	43.8	3
#2	16	3.9	15	4.7	15	4.4	13
	8	22.3	7	25.7	7	25.0	6
Total	13	174.1	12	194.5	12	182.5	10

Arterial Level of Service: SB #6

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
#7 5th St	11	13.7	21.7	0.0	7	8	12.5
Total		13.7	21.7	0.0	7	8	12.5

Arterial Level of Service: SB #6

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
#7 5th St	7	13.7	7	15.5	7	13.5	7
Total	7	13.7	7	15.5	7	13.5	7

Arterial Level of Service: EB #3

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
7th St #3	28	4.9	11.3	0.1	21	21	4.8
Jackson St #3	29	21.6	43.5	0.1	11	12	17.1
#6 I-880 NB on-Ramp	14	11.5	22.9	0.1	9	10	9.1
#2	605	3.0	9.8	0.0	13	17	0.8
	604	22.3	30.6	0.1	8	13	10.1
Total		63.4	118.0	0.4	11	13	41.8

Arterial Level of Service: EB #3

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
7th St #3	21	4.8	21	4.9	20	5.0	21
Jackson St #3	12	19.0	10	24.0	11	23.4	11
#6 I-880 NB on-Ramp	10	10.2	9	12.9	9	11.5	8
#2	15	2.2	13	3.3	13	3.5	11
	8	22.3	7	25.7	7	25.0	6
Total	11	58.5	10	70.9	10	68.3	10

Arterial Level of Service: WB #3

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
7th St #1	29	-	-	0.1	-	-	-
Total		-	-	0.1	-	-	-

Arterial Level of Service: WB #3

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
7th St #1	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-

Arterial Level of Service: EB #9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Broadway #9	15	15.0	27.6	0.1	12	12	14.0
7th St #1 #9	26	10.3	23.0	0.1	10	10	9.5
#8 #13 Webster St #9	27	11.5	30.3	0.1	17	17	12.2
Total		36.8	80.9	0.3	13	14	35.7

Arterial Level of Service: EB #9

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Broadway #9	11	17.1	12	15.1	11	16.0	13
7th St #1 #9	10	9.9	10	10.0	9	12.5	10
#8 #13 Webster St #9	17	12.0	18	10.1	18	10.7	17
Total	13	39.1	14	35.2	13	39.3	14

Arterial Level of Service: WB #9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
6th St	15	-	-	0.1	-	8	22.6
Total		-	-	0.1	-	8	22.6

Arterial Level of Service: WB #9

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
6th St	-	-	8	22.1	8	21.6	-
Total	-	-	8	22.1	8	21.6	-

Arterial Level of Service: SB #8

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
12th St	43	16.8	22.5	0.1	9	9	16.8
11th St	40	34.7	41.5	0.0	4	4	34.5
9th St	37	23.4	34.1	0.1	11	11	22.8
8th St	32	52.0	57.2	0.1	3	3	51.4
7th St #1 #9	27	20.9	27.6	0.0	6	6	20.9
Total		147.8	183.0	0.3	6	6	146.4

Arterial Level of Service: SB #8

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
12th St	9	17.6	10	15.6	9	17.5	9
11th St	4	33.5	4	35.3	4	34.5	4
9th St	11	21.3	11	22.1	10	26.4	11
8th St	3	52.0	3	51.6	3	52.7	3
7th St #1 #9	7	19.8	6	22.1	6	20.6	6
Total	6	144.3	6	146.7	6	151.7	6

Arterial Level of Service: WB #13

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Harrison St	31	10.0	17.6	0.1	15	17	8.3
#8 Webster St	32	32.7	42.9	0.1	6	6	33.0
7th St #1 #9	27	24.1	31.7	0.0	5	5	24.1
Total		66.8	92.2	0.2	7	7	65.4

Arterial Level of Service: WB #13

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Harrison St	13	13.1	14	10.6	15	9.5	16
#8 Webster St	6	32.3	6	33.1	6	31.0	5
7th St #1 #9	6	23.4	5	24.3	6	22.8	5
Total	7	68.8	7	68.1	8	63.3	7

Arterial Level of Service: NB #2

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
#2	1401	199.9	276.3	0.8	11	10	209.0
	75	3.3	18.7	0.1	21	23	1.6
#6 I-880 NB on-Ramp	605	22.5	38.4	0.1	9	17	5.8
	604	18.2	29.9	0.1	8	12	7.3
Total		243.9	363.3	1.1	11	12	223.8

Arterial Level of Service: NB #2

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
#2	11	204.0	12	184.0	10	229.7	12
	22	1.8	16	8.2	23	1.6	20
#6 I-880 NB on-Ramp	11	15.6	6	41.4	11	15.7	7
	8	17.9	7	20.0	7	20.9	7
Total	11	239.3	11	253.6	10	267.9	11

Intersection: 1: Broadway & 4th St

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	48	308	36	103	83	64
Average Queue (ft)	20	117	4	16	30	9
95th Queue (ft)	46	244	22	63	67	39
Link Distance (ft)	278	328	232	232	170	170
Upstream Blk Time (%)		1				
Queuing Penalty (veh)		0				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Union St & 5th St

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T>	L	L	TR	L	T	R	R	R>
Maximum Queue (ft)	26	120	97	136	141	92	163	279	145	180
Average Queue (ft)	3	37	24	57	44	34	47	133	65	91
95th Queue (ft)	14	84	69	103	102	71	110	222	121	163
Link Distance (ft)	416	416		560	560		410	410	159	159
Upstream Blk Time (%)							0		0	1
Queuing Penalty (veh)							0		1	2
Storage Bay Dist (ft)			290			220				
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 3: Adeline Street & 5th St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	LT	TR
Maximum Queue (ft)	32	197	245	332	311	269	90	62	112	74	108	85
Average Queue (ft)	5	97	130	270	127	64	40	21	54	22	52	42
95th Queue (ft)	19	164	205	390	347	226	79	54	92	56	88	76
Link Distance (ft)	560	560	560	296	296	296	543	543			324	324
Upstream Blk Time (%)				57	13	0						
Queuing Penalty (veh)				0	0	0						
Storage Bay Dist (ft)									150	150		
Storage Blk Time (%)									0		0	
Queuing Penalty (veh)									0		0	

Intersection: 4: Market St & 5th St

Movement	EB	EB	EB	NB	NB	SB	SB	SB
Directions Served	LT	T	TR	T	TR	L	T	T
Maximum Queue (ft)	116	84	104	52	104	159	75	82
Average Queue (ft)	82	34	48	14	37	77	41	33
95th Queue (ft)	124	75	89	43	79	133	69	72
Link Distance (ft)	99	99	99	255	255	208	208	208
Upstream Blk Time (%)	4	0	0					
Queuing Penalty (veh)	9	0	1					
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: Brush St & 5th St

Movement	EB	EB	EB	NB	SB	SB	SB
Directions Served	T	T	TR	R	L	L	T
Maximum Queue (ft)	131	132	127	38	157	173	163
Average Queue (ft)	84	79	63	8	88	103	71
95th Queue (ft)	123	123	109	30	137	162	130
Link Distance (ft)	234	234	234	164	528	528	528
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 6: Martin Luther King & 5th St

Movement	EB	EB	EB	NB	NB	SB	SB
Directions Served	LT	T	TR	T	TR	LT	T
Maximum Queue (ft)	84	78	101	58	71	85	50
Average Queue (ft)	29	29	33	17	16	34	8
95th Queue (ft)	65	63	79	47	49	69	32
Link Distance (ft)	536	536	536	188	188	241	241
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 7: 5th St & Washington St

Movement	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	TR	T	R	LT
Maximum Queue (ft)	74	106	58	79	55	141
Average Queue (ft)	18	21	11	21	24	63
95th Queue (ft)	56	68	38	59	56	115
Link Distance (ft)	1002	1002	1002	175		222
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					25	
Storage Blk Time (%)				12	4	
Queuing Penalty (veh)				3	1	

Intersection: 8: Broadway/Broadway #10 & 5th St/I-880 NB on-ramp and 5th St & SB Alameda Tunnel #1

Movement	EB	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	<L	LT	T	R	T	T	R>	<	L	T
Maximum Queue (ft)	304	311	275	95	79	183	201	191	178	195
Average Queue (ft)	195	196	81	57	29	91	133	114	83	117
95th Queue (ft)	284	298	188	100	64	161	202	182	142	188
Link Distance (ft)	292	292	292		170	170	170	186	186	186
Upstream Blk Time (%)	1	1	0			0	4	0	0	1
Queuing Penalty (veh)	3	5	0			1	7	1	0	2
Storage Bay Dist (ft)				70						
Storage Blk Time (%)			3	1						
Queuing Penalty (veh)			6	1						

Intersection: 9: Jackson St & 5th St

Movement	EB	EB	EB	NB	SB
Directions Served	LT	T	TR	TR	LT
Maximum Queue (ft)	184	160	175	247	156
Average Queue (ft)	145	120	130	202	58
95th Queue (ft)	163	167	177	290	121
Link Distance (ft)	92	92	92	207	200
Upstream Blk Time (%)	82	41	40	77	1
Queuing Penalty (veh)	433	218	212	0	1
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 10: Madison St/#7 Madison St & 5th St/#7 5th St

Movement	EB	EB	EB	SB	SB
Directions Served	T	T	TR	L	LT
Maximum Queue (ft)	337	345	347	216	226
Average Queue (ft)	300	308	292	112	126
95th Queue (ft)	354	371	375	207	233
Link Distance (ft)	302	302	302	199	199
Upstream Blk Time (%)	49	42	24	3	4
Queuing Penalty (veh)	124	105	61	11	15
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 11: #6 Oak St & #7 5th St/#7 I-880 SB On-Ramp

Movement	EB	EB	EB	NB	NB	SB
Directions Served	L	T	TR	T	R	LT
Maximum Queue (ft)	384	406	398	608	75	149
Average Queue (ft)	361	371	327	310	65	74
95th Queue (ft)	376	397	429	583	100	129
Link Distance (ft)	342	342	342	3841		193
Upstream Blk Time (%)	59	47	8			0
Queuing Penalty (veh)	259	208	37			0
Storage Bay Dist (ft)					50	
Storage Blk Time (%)				71	5	
Queuing Penalty (veh)				71	15	

Intersection: 12: #6 Oak St/Oak St & #6 6th St/I-880 NB Off-ramp & 6th St

Movement	WB	WB	WB	NB	SW
Directions Served	LT	TR	R	LT	>
Maximum Queue (ft)	449	125	112	215	58
Average Queue (ft)	141	107	94	211	24
95th Queue (ft)	369	146	131	215	48
Link Distance (ft)	867			193	149
Upstream Blk Time (%)				49	
Queuing Penalty (veh)				413	
Storage Bay Dist (ft)		100	100		
Storage Blk Time (%)	0	10	3		
Queuing Penalty (veh)	1	21	6		

Intersection: 13: #7 Madison St & #6 6th St

Movement	WB	WB	WB	SB	SB	SB
Directions Served	LT	T	T	T	T	R
Maximum Queue (ft)	119	157	106	208	218	76
Average Queue (ft)	50	85	26	116	144	69
95th Queue (ft)	103	141	69	199	222	92
Link Distance (ft)	346	346	346	197	197	
Upstream Blk Time (%)				1	4	
Queuing Penalty (veh)				7	22	
Storage Bay Dist (ft)						50
Storage Blk Time (%)					22	13
Queuing Penalty (veh)					60	50

Intersection: 14: Jackson St/Jackson St #3 & #6 I-880 NB on-Ramp & 6th St #3/#6 6th St

Movement	WB	WB	WB	NB	NB	SB
Directions Served	L	T	R	L	T	TR
Maximum Queue (ft)	207	340	282	221	216	251
Average Queue (ft)	39	221	53	195	110	191
95th Queue (ft)	144	357	246	249	228	275
Link Distance (ft)	309	309	309	200	200	206
Upstream Blk Time (%)	0	8	4	58	6	10
Queuing Penalty (veh)	0	18	9	191	19	72
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 15: Broadway #10/Broadway #9 & 6th St/I-880 NB off-ramp #10 #9

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	T	T	T	TR
Maximum Queue (ft)	370	390	76	104	124	136	123	118	220
Average Queue (ft)	166	229	72	39	65	70	57	47	126
95th Queue (ft)	305	411	81	77	110	116	108	91	203
Link Distance (ft)	362	362		186	186	186	218	218	218
Upstream Blk Time (%)	1	6							1
Queuing Penalty (veh)	0	0							1
Storage Bay Dist (ft)			50						
Storage Blk Time (%)		30	6						
Queuing Penalty (veh)		201	7						

Intersection: 16: Washington St & 6th St

Movement	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR
Maximum Queue (ft)	142	119	69	94
Average Queue (ft)	70	55	19	40
95th Queue (ft)	120	101	52	78
Link Distance (ft)	270	270	222	183
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: Martin Luther King & 6th St

Movement	WB	WB	WB	NB	NB	SB	SB
Directions Served	LT	T	TR	LT	T	T	TR
Maximum Queue (ft)	93	88	77	66	48	24	31
Average Queue (ft)	43	40	28	19	6	3	6
95th Queue (ft)	76	72	61	50	29	19	25
Link Distance (ft)	317	317	317	241	241	165	165
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 18: Market St & 6th St/I-880 off-ramp

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	T	R	L	T	T	T	T	R
Maximum Queue (ft)	233	246	189	60	37	35	57	71	72
Average Queue (ft)	138	77	130	14	6	4	19	20	29
95th Queue (ft)	213	215	200	42	25	21	49	54	63
Link Distance (ft)	231	231		208	208	208	132	132	
Upstream Blk Time (%)	0	3						0	
Queuing Penalty (veh)	0	0						0	
Storage Bay Dist (ft)			165						60
Storage Blk Time (%)		0	7					0	0
Queuing Penalty (veh)		0	11					1	0

Intersection: 19: Union St & 7th St #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	96	241	185	125	532	554	63	108	100
Average Queue (ft)	15	133	84	123	357	342	18	40	38
95th Queue (ft)	53	210	159	134	576	569	49	84	83
Link Distance (ft)		535	535		527	527	159	159	327
Upstream Blk Time (%)					6	2			
Queuing Penalty (veh)					41	16			
Storage Bay Dist (ft)	100			100					
Storage Blk Time (%)		15		70	16				
Queuing Penalty (veh)		3		374	55				

Intersection: 20: Adeline Street & 7th St #1

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	TR	LT	TR
Maximum Queue (ft)	95	89	99	172	352	328	57	46	57	81	195	217
Average Queue (ft)	33	25	41	76	184	183	15	14	16	27	83	88
95th Queue (ft)	74	67	86	168	322	313	41	44	45	63	203	224
Link Distance (ft)		527	527		1438	1438	1438		324	324	316	316
Upstream Blk Time (%)											3	6
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	160			150				70				
Storage Blk Time (%)				0	14			3	0			
Queuing Penalty (veh)				2	14			1	0			

Intersection: 21: Market St & 7th St #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	T
Maximum Queue (ft)	122	112	122	132	68	160	174	120	158	159	104	118
Average Queue (ft)	50	36	51	54	34	76	96	68	99	112	58	33
95th Queue (ft)	105	80	100	109	64	126	144	109	153	164	98	87
Link Distance (ft)		1438	1438	1438		363	363	363	132	132		
Upstream Blk Time (%)									6	6		
Queuing Penalty (veh)									10	12		
Storage Bay Dist (ft)	185				170						100	100
Storage Blk Time (%)						0					1	0
Queuing Penalty (veh)						0					1	0

Intersection: 21: Market St & 7th St #1

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	125	207
Average Queue (ft)	56	93
95th Queue (ft)	104	160
Link Distance (ft)	315	315
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	1	
Queuing Penalty (veh)	3	

Intersection: 22: Brush St & 7th St #1

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	TR	L	T	T	T	LT	T	TR
Maximum Queue (ft)	94	125	139	69	127	123	99	379	377	389
Average Queue (ft)	35	59	64	27	69	67	42	198	140	231
95th Queue (ft)	78	106	115	62	107	107	82	311	304	377
Link Distance (ft)	363	363	363		420	420	420	365	365	365
Upstream Blk Time (%)								0	1	3
Queuing Penalty (veh)								0	0	0
Storage Bay Dist (ft)				160						
Storage Blk Time (%)					0					
Queuing Penalty (veh)					0					

Intersection: 23: Castro St & 7th St #1

Movement	EB	EB	EB	EB	NB	NB	NB	SW	SW	SW
Directions Served	<	<	T	T	LT	T	T>	R	R	R>
Maximum Queue (ft)	85	112	136	147	110	25	46	84	88	69
Average Queue (ft)	28	67	64	59	38	2	12	27	29	29
95th Queue (ft)	66	99	113	118	80	14	38	66	68	62
Link Distance (ft)		420	420	420	165	165	165	188	188	188
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	215									
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 24: Martin Luther King & 7th St #1

Movement	EB	EB	EB	EB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	T	TR	LT	T
Maximum Queue (ft)	83	130	151	168	46	72	68	34
Average Queue (ft)	28	39	80	97	10	20	14	3
95th Queue (ft)	63	96	148	171	35	53	45	18
Link Distance (ft)			142	142	165	165	201	201
Upstream Blk Time (%)		0	0	1				
Queuing Penalty (veh)		0	1	6				
Storage Bay Dist (ft)	250	250						
Storage Blk Time (%)		0	0					
Queuing Penalty (veh)		0	1					

Intersection: 25: Washington St & 7th St #1

Movement	EB	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	T	TR	T	R	LT
Maximum Queue (ft)	122	110	166	171	59	63	49
Average Queue (ft)	52	47	87	108	18	17	13
95th Queue (ft)	97	94	135	161	47	49	40
Link Distance (ft)	1029	1029	1029	1029	183		207
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)						70	
Storage Blk Time (%)					0	0	
Queuing Penalty (veh)					0	0	

Intersection: 26: Broadway #9/Broadway & 7th St #1/7th St #1 #9

Movement	EB	EB	EB	EB	NB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	T	TR	R	LT	T
Maximum Queue (ft)	112	149	181	201	178	189	251	195	182
Average Queue (ft)	43	72	101	117	108	125	84	100	82
95th Queue (ft)	92	129	155	174	173	183	178	175	162
Link Distance (ft)	278	278	278	278	218	218	218	191	191
Upstream Blk Time (%)						0	0	1	0
Queuing Penalty (veh)						0	1	2	1
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 27: #8 #13 Webster St #9/#8 #13 Webster St & 7th St #1 #9/7th St #1

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	TR>	>	<LT	T	T
Maximum Queue (ft)	106	161	240	255	231	226	223
Average Queue (ft)	35	65	130	127	173	163	148
95th Queue (ft)	75	122	203	208	240	223	209
Link Distance (ft)	653	653	653	653	213	213	213
Upstream Blk Time (%)					1	0	0
Queuing Penalty (veh)					5	2	2
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 28: #3/Harrison St & 7th St #1/7th St #3

Movement	EB	EB	EB	NB	NB	NB	NB
Directions Served	LT	T	T	T	T	T	R
Maximum Queue (ft)	76	71	61	121	193	219	210
Average Queue (ft)	38	33	14	58	122	154	22
95th Queue (ft)	66	62	45	102	191	218	121
Link Distance (ft)	309	309	309	184	184	184	184
Upstream Blk Time (%)				0	0	2	0
Queuing Penalty (veh)				0	2	12	2
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 29: Jackson St #3/Jackson St & 7th St #3/7th St #1

Movement	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	TR	T	R	LT
Maximum Queue (ft)	216	254	277	255	74	328
Average Queue (ft)	119	131	168	165	16	151
95th Queue (ft)	183	212	241	270	57	256
Link Distance (ft)	611	611	611	206		554
Upstream Blk Time (%)				4		
Queuing Penalty (veh)				20		
Storage Bay Dist (ft)					50	
Storage Blk Time (%)				26	0	
Queuing Penalty (veh)				10	2	

Intersection: 30: #7 Madison St & 7th St #1

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	T	TR	L	T	T
Maximum Queue (ft)	133	182	229	231	109	237	281
Average Queue (ft)	52	79	136	143	49	101	141
95th Queue (ft)	103	157	201	202	83	188	233
Link Distance (ft)	300	300	300	300	4075	4075	4075
Upstream Blk Time (%)				0			
Queuing Penalty (veh)				0			
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 31: Harrison St & #13 8th St

Movement	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	TR	L	LT	T	T
Maximum Queue (ft)	154	240	292	132	204	182	179
Average Queue (ft)	92	60	145	61	130	129	121
95th Queue (ft)	145	149	255	103	184	181	172
Link Distance (ft)	322	322	322	220	220	220	220
Upstream Blk Time (%)		0	0		0	0	0
Queuing Penalty (veh)		0	0		0	0	0
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 32: #8 #13 Webster St/#8 Webster St & 8th St/#13 8th St

Movement	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	L	LT	T	T	T	T	TR	R
Maximum Queue (ft)	310	305	310	333	164	179	182	160
Average Queue (ft)	197	177	173	252	127	135	148	101
95th Queue (ft)	282	266	296	350	165	172	179	155
Link Distance (ft)	310	310	310	310	151	151	151	151
Upstream Blk Time (%)	0	0	0	5	7	7	17	2
Queuing Penalty (veh)	1	0	0	18	13	14	33	3
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 33: Franklin St & 8th St

Movement	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	T	TR	LT	T	T
Maximum Queue (ft)	119	172	250	265	176	81	6
Average Queue (ft)	66	95	142	219	84	10	0
95th Queue (ft)	108	154	221	274	146	47	5
Link Distance (ft)	251	251	251	251	183	183	183
Upstream Blk Time (%)			0	4	0	0	
Queuing Penalty (veh)			0	9	0	0	
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 34: Broadway & 8th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	LT	T	T	TR
Maximum Queue (ft)	115	148	225	273	178	178	133	175
Average Queue (ft)	49	50	98	153	94	90	58	77
95th Queue (ft)	104	125	192	246	155	160	107	140
Link Distance (ft)	314	314	314	314	191	191	251	251
Upstream Blk Time (%)			0	0	0	0		
Queuing Penalty (veh)			0	0	0	1		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 35: Washington St & 8th St

Movement	WB	WB	WB	NB	SB
Directions Served	L	T	TR	LT	TR
Maximum Queue (ft)	86	179	218	61	44
Average Queue (ft)	28	83	120	27	11
95th Queue (ft)	67	136	178	58	36
Link Distance (ft)	316	316	316	207	255
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 36: Martin Luther King & 8th St

Movement	WB	WB	WB	WB	B3501	NB	NB	SB	SB
Directions Served	<L	L	LT	TR	T	<LT	T	T	TR>
Maximum Queue (ft)	66	50	65	78	10	51	34	65	68
Average Queue (ft)	20	12	22	21	0	18	5	19	25
95th Queue (ft)	48	38	51	57	7	43	20	49	58
Link Distance (ft)	293	293	293	293	660	201	201	216	216
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 37: #8 Webster St & 9th St

Movement	EB	EB	EB	SB	SB	SB	SB
Directions Served	T	T	R	LT	T	T	T
Maximum Queue (ft)	137	75	138	248	174	177	126
Average Queue (ft)	60	7	56	142	97	96	59
95th Queue (ft)	113	44	138	214	150	151	110
Link Distance (ft)	198	198	198	456	456	456	456
Upstream Blk Time (%)			2				
Queuing Penalty (veh)			0				
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 38: Brush St & I-980 On-Ramp & 11 St

Movement	EB	EB	SB	SB	SB	SB
Directions Served	T	TR>	<L	LT	T	TR
Maximum Queue (ft)	235	202	207	220	210	189
Average Queue (ft)	137	88	84	92	103	108
95th Queue (ft)	207	168	169	164	172	168
Link Distance (ft)	268	268	197	197	197	197
Upstream Blk Time (%)	0	0	0	0	0	0
Queuing Penalty (veh)	0	0	2	1	0	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 39: I-980 Off Ramp & Castro St & 11 St

Movement	EB	EB	EB	EB	EB	NB	NB	NW	NW	NW
Directions Served	L	LT	T	T	T	T	TR	R	R	R>
Maximum Queue (ft)	30	222	221	175	129	14	222	279	272	208
Average Queue (ft)	2	131	133	87	68	2	113	250	231	53
95th Queue (ft)	17	201	200	144	117	11	195	262	305	142
Link Distance (ft)	391	391	391	391	391	246	246	232	232	232
Upstream Blk Time (%)							0	96	46	0
Queuing Penalty (veh)							0	0	0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 40: #8 Webster St & 11th St

Movement	EB	EB	EB	EB	SB	SB	SB	SB
Directions Served	T	T	T	TR	LT	T	T	T
Maximum Queue (ft)	124	62	24	97	221	205	95	83
Average Queue (ft)	62	11	1	43	145	92	45	30
95th Queue (ft)	106	41	9	84	198	158	77	66
Link Distance (ft)	316	316	316	316	229	229	229	229
Upstream Blk Time (%)					0	0		
Queuing Penalty (veh)					0	0		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 41: Harrison St & 11th St

Movement	EB	EB	EB	EB	NB	NB	B96	B96	SB
Directions Served	LT	T	T	TR	T	TR	T	T	LT
Maximum Queue (ft)	126	101	48	31	138	134	123	122	137
Average Queue (ft)	55	30	10	3	111	111	52	58	58
95th Queue (ft)	100	67	36	19	126	127	111	117	113
Link Distance (ft)	286	286	286	286	41	41	95	95	231
Upstream Blk Time (%)					33	39	1	2	
Queuing Penalty (veh)					118	138	4	6	
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 42: Harrison St & 12th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	LT	T	T	TR
Maximum Queue (ft)	310	239	48	69	239	229	86	90
Average Queue (ft)	185	89	15	23	164	140	42	39
95th Queue (ft)	275	192	45	55	231	199	76	69
Link Distance (ft)	334	334	334	334	231	231	233	233
Upstream Blk Time (%)	0				1	0		
Queuing Penalty (veh)	0				4	0		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 43: #8 Webster St & 12th St

Movement	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	LT	T	T	T	T	T	T	TR
Maximum Queue (ft)	225	204	55	91	190	111	52	112
Average Queue (ft)	80	51	23	28	97	14	19	45
95th Queue (ft)	160	126	57	66	158	58	47	83
Link Distance (ft)	292	292	292	292	239	239	239	239
Upstream Blk Time (%)	0	0						
Queuing Penalty (veh)	0	0						
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 44: Castro St & 12th St & I-980 on-ramp

Movement	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	TR	R>	<	<L	LT	T	T
Maximum Queue (ft)	294	304	267	40	118	111	70	70
Average Queue (ft)	117	261	134	5	61	67	28	21
95th Queue (ft)	280	326	256	25	97	98	61	55
Link Distance (ft)	274	274	274	235	235	235	235	235
Upstream Blk Time (%)	2	10	0					
Queuing Penalty (veh)	0	0	0					
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 45: Brush St & 12th St & I-980 off-ramp

Movement	EB	WB	WB	WB	WB	SB	SB	SB	SW	SW
Directions Served	R	L	T	T	T	T	T	TR	L	LR
Maximum Queue (ft)	29	113	154	169	175	251	382	309	1462	1464
Average Queue (ft)	2	39	100	106	107	117	215	180	1430	1431
95th Queue (ft)	14	87	143	148	157	213	312	269	1447	1450
Link Distance (ft)	596	379	379	379	379	464	464	464	1409	1409
Upstream Blk Time (%)									71	80
Queuing Penalty (veh)									0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 46: Brush St & 17th St

Movement	EB	EB	SB	SB	SB	SB
Directions Served	T	TR>	<	<L	LT	T
Maximum Queue (ft)	288	296	153	185	190	178
Average Queue (ft)	161	227	62	71	68	56
95th Queue (ft)	278	324	118	145	142	126
Link Distance (ft)	272	272	235	235	235	235
Upstream Blk Time (%)	3	15		0	0	
Queuing Penalty (veh)	0	0		0	0	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 47: Castro St & 17th St

Movement	EB	EB	EB	EB	NB	NB	NB	NE	NE
Directions Served	L	T	T	T	T	T	TR	L	LR
Maximum Queue (ft)	205	257	228	188	349	256	70	248	280
Average Queue (ft)	79	145	141	108	207	115	19	138	251
95th Queue (ft)	163	218	198	174	301	253	51	310	267
Link Distance (ft)		329	329	329	432	432	432	232	232
Upstream Blk Time (%)		0						18	88
Queuing Penalty (veh)		0						0	0
Storage Bay Dist (ft)	190								
Storage Blk Time (%)	0	1							
Queuing Penalty (veh)	1	3							

Intersection: 48: Castro St & 18th St & I-980 on-ramp

Movement	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	TR	R>	<	<L	LT	T	T
Maximum Queue (ft)	156	245	206	33	81	93	77	66
Average Queue (ft)	48	150	56	8	27	37	24	20
95th Queue (ft)	104	223	154	30	63	76	57	55
Link Distance (ft)	256	256	256	234	234	234	234	234
Upstream Blk Time (%)		0	0					
Queuing Penalty (veh)		0	0					
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 49: Brush St & 18th St

Movement	WB	WB	WB	SB	SB	SB	SB
Directions Served	L	T	T	T	T	T	TR
Maximum Queue (ft)	137	93	92	144	140	159	170
Average Queue (ft)	53	42	30	109	108	124	119
95th Queue (ft)	104	73	66	147	150	151	148
Link Distance (ft)	348	348	348	105	105	105	105
Upstream Blk Time (%)				15	11	20	18
Queuing Penalty (veh)				106	82	148	132
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 50: Webster St. & Atlantic Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	TR	L	T	TR	L
Maximum Queue (ft)	167	436	449	439	105	154	270	268	172	185	485	195
Average Queue (ft)	59	396	413	376	57	39	146	152	170	182	449	188
95th Queue (ft)	131	504	433	514	129	105	229	228	176	187	471	200
Link Distance (ft)		393	393	393			401	401			426	
Upstream Blk Time (%)		63	88	20							85	51
Queuing Penalty (veh)		0	0	0							0	0
Storage Bay Dist (ft)	230				80	130			160	160		170
Storage Blk Time (%)				29	1	0	11		79	72	6	100
Queuing Penalty (veh)				41	5	0	4		245	222	26	141

Intersection: 50: Webster St. & Atlantic Ave.

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	261	201	204
Average Queue (ft)	229	74	60
95th Queue (ft)	275	165	168
Link Distance (ft)	205	205	205
Upstream Blk Time (%)	93	0	0
Queuing Penalty (veh)	226	1	1
Storage Bay Dist (ft)			
Storage Blk Time (%)	22		
Queuing Penalty (veh)	26		

Intersection: 51: Webster St.

Movement	EB	EB	EB	NB	NB	NB	SE	SE	SE	SE	NW
Directions Served	L	L	>	<	T	T	R	R	R	>	R
Maximum Queue (ft)	724	702	185	149	221	168	745	780	325	216	70
Average Queue (ft)	608	575	110	35	88	43	380	578	248	31	20
95th Queue (ft)	832	837	231	94	175	114	813	1065	440	181	61
Link Distance (ft)	686	686			881	881	730	730			
Upstream Blk Time (%)	43	39					1	53			2
Queuing Penalty (veh)	0	0					0	0			0
Storage Bay Dist (ft)			160	150					300	300	
Storage Blk Time (%)		49	9	0	2			14	14	0	
Queuing Penalty (veh)		48	38	0	1			191	29	0	

Intersection: 52: Constitution Way & Marina Village Pkwy & Constitution Wy

Movement	WB	WB	WB	NB	NB	SB	SB	SB	SB
Directions Served	L	>	>	R	R>	L	L	T	T
Maximum Queue (ft)	155	477	463	390	289	174	199	158	202
Average Queue (ft)	117	381	352	214	164	84	127	58	87
95th Queue (ft)	213	558	563	326	266	154	176	118	164
Link Distance (ft)		441	441	898	898			1204	1204
Upstream Blk Time (%)		46	32						
Queuing Penalty (veh)		0	0						
Storage Bay Dist (ft)	130					450	450		
Storage Blk Time (%)	0	78							
Queuing Penalty (veh)	1	63							

Intersection: 53: Constitution Wy & Mariner Sqaure Dr.

Movement	WB	NB	NB
Directions Served	R	T	R
Maximum Queue (ft)	445	270	46
Average Queue (ft)	328	55	2
95th Queue (ft)	507	191	23
Link Distance (ft)	406	452	452
Upstream Blk Time (%)	29		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 54: Constitution Way & Atlantic Ave.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	L	L	T	T	R	L
Maximum Queue (ft)	215	422	319	47	188	165	40	116	192	149	44	113
Average Queue (ft)	214	415	100	9	102	69	6	47	113	75	6	47
95th Queue (ft)	215	421	213	31	163	136	26	93	173	137	29	92
Link Distance (ft)		401	401		506	506			640	640		
Upstream Blk Time (%)		52	0									
Queuing Penalty (veh)		249	0									
Storage Bay Dist (ft)	190			190			190	190			80	200
Storage Blk Time (%)	95	1			0				0	3	0	
Queuing Penalty (veh)	180	2			0				0	0	0	

Intersection: 54: Constitution Way & Atlantic Ave.

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	140	142	173	85
Average Queue (ft)	71	68	87	66
95th Queue (ft)	113	117	154	101
Link Distance (ft)	898	898	898	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				60
Storage Blk Time (%)			11	4
Queuing Penalty (veh)			22	7

Intersection: 55: Oak St & 7th St

Movement	EB	EB	EB	EB	NB	NB	NB
Directions Served	LT	T	T	T	T	T	TR
Maximum Queue (ft)	132	118	118	122	142	152	188
Average Queue (ft)	67	59	63	66	86	96	110
95th Queue (ft)	113	101	110	113	130	141	172
Link Distance (ft)	357	357	357	357	197	197	197
Upstream Blk Time (%)							0
Queuing Penalty (veh)							1
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 56: Oak St & 8th St

Movement	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	T	R	LT	T	T
Maximum Queue (ft)	343	319	220	76	140	63	53
Average Queue (ft)	313	239	114	52	69	24	9
95th Queue (ft)	360	318	209	85	121	53	35
Link Distance (ft)	312	312	312		250	250	250
Upstream Blk Time (%)	11	0					
Queuing Penalty (veh)	0	0					
Storage Bay Dist (ft)				50			
Storage Blk Time (%)			10	6			
Queuing Penalty (veh)			14	27			

Intersection: 86: Bend

Movement	EB	EB
Directions Served	T	
Maximum Queue (ft)	330	321
Average Queue (ft)	85	55
95th Queue (ft)	283	227
Link Distance (ft)	280	280
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	3	2
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 108: Brush St & I-980 off-ramp

Movement	SB	SB	SW	SW	SW
Directions Served	T	T	L	L	L
Maximum Queue (ft)	183	183	149	150	167
Average Queue (ft)	170	75	66	119	143
95th Queue (ft)	186	208	149	191	155
Link Distance (ft)	164	164	126	126	126
Upstream Blk Time (%)	98	27	3	16	35
Queuing Penalty (veh)	0	0	0	0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 302: Constitution Wy & Posey Tube

Movement	NB	B307	B307
Directions Served	T	T	
Maximum Queue (ft)	24	454	185
Average Queue (ft)	1	61	12
95th Queue (ft)	10	307	131
Link Distance (ft)	106	419	419
Upstream Blk Time (%)		1	0
Queuing Penalty (veh)		4	1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 313: Webster St.

Movement	SE	SE	SE
Directions Served	T	T	T
Maximum Queue (ft)	926	932	930
Average Queue (ft)	707	627	379
95th Queue (ft)	1123	1178	1079
Link Distance (ft)	881	881	881
Upstream Blk Time (%)	40	26	18
Queuing Penalty (veh)	97	62	43
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 401:

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	89	39
Average Queue (ft)	17	2
95th Queue (ft)	61	18
Link Distance (ft)	94	94
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 517: Harrison Tunnel #2

Movement	NB	NW
Directions Served	T	R
Maximum Queue (ft)	344	348
Average Queue (ft)	212	232
95th Queue (ft)	449	471
Link Distance (ft)	302	304
Upstream Blk Time (%)	34	43
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 522: Castro St

Movement	WB	WB	NB
Directions Served	R	R	T
Maximum Queue (ft)	78	81	15
Average Queue (ft)	40	48	1
95th Queue (ft)	62	73	6
Link Distance (ft)	153	153	102
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 604: #6 Jackson on #1/#6 I-880 NB on-Ramp & 6th St #2 #3

Movement	WB	WB
Directions Served	T	R
Maximum Queue (ft)	389	379
Average Queue (ft)	288	265
95th Queue (ft)	469	474
Link Distance (ft)	314	314
Upstream Blk Time (%)	23	19
Queuing Penalty (veh)	261	210
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 605: #6 I-880 NB on-Ramp & 6th St #2 #3/#6 I-880 NB on-Ramp & 6th St #3 & #2

Movement	WB	SW	B75
Directions Served	T	R	T
Maximum Queue (ft)	180	496	117
Average Queue (ft)	59	227	17
95th Queue (ft)	175	501	113
Link Distance (ft)	122	459	421
Upstream Blk Time (%)	5	9	
Queuing Penalty (veh)	66	80	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 610: Harrison St

Movement	NB
Directions Served	T
Maximum Queue (ft)	15
Average Queue (ft)	0
95th Queue (ft)	8
Link Distance (ft)	438
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 901: 5th St & SB I-880 Off-Ramp

Movement	EB	EB	B518
Directions Served	T	T	T
Maximum Queue (ft)	514	521	1870
Average Queue (ft)	451	478	1558
95th Queue (ft)	584	607	2585
Link Distance (ft)	431	431	1820
Upstream Blk Time (%)	28	60	59
Queuing Penalty (veh)	0	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1401: 6th St/#2 & Harrison Tunnel #2/#3

Movement	NB	NB
Directions Served	T	TR
Maximum Queue (ft)	4464	4471
Average Queue (ft)	4120	4127
95th Queue (ft)	5212	5195
Link Distance (ft)	4375	4375
Upstream Blk Time (%)	38	40
Queuing Penalty (veh)	594	631
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 8228

No Build 2045 Conditions PM Peak Hour

Summary of All Intervals

Run Number	1	2	3	4	Avg
Start Time	6:57	6:57	6:57	6:57	6:57
End Time	8:12	8:12	8:12	8:12	8:12
Total Time (min)	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60
# of Intervals	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1
Vehs Entered	40537	40454	41448	40794	40796
Vehs Exited	39442	39280	40315	39848	39722
Starting Vehs	2013	1936	2017	1973	1961
Ending Vehs	3108	3110	3150	2919	3048
Travel Distance (mi)	20826	20478	21065	20980	20837
Travel Time (hr)	5486.0	5488.5	4963.2	5533.2	5367.7
Total Delay (hr)	4687.8	4703.3	4155.1	4728.7	4568.7
Total Stops	124293	127378	128644	126211	126624
Fuel Used (gal)	1927.2	1920.1	1823.3	1938.7	1902.3

Interval #0 Information Seeding

Start Time	6:57
End Time	7:12
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:12
End Time	8:12
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	Avg
Vehs Entered	40537	40454	41448	40794	40796
Vehs Exited	39442	39280	40315	39848	39722
Starting Vehs	2013	1936	2017	1973	1961
Ending Vehs	3108	3110	3150	2919	3048
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1: Broadway & 4th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	2.0	53.8	0.0	55.7
Denied Del/Veh (s)	0.2	46.8	279.4	0.0	148.6
Total Delay (hr)	1.2	8.0	10.4	0.8	20.5
Total Del/Veh (s)	51.0	194.4	61.1	7.1	58.2
Travel Dist (mi)	4.6	8.9	26.6	20.2	60.4
Travel Time (hr)	1.4	10.4	65.0	1.6	78.5
Vehicles Entered	88	146	604	419	1257
Vehicles Exited	86	138	600	420	1244
Hourly Exit Rate	86	138	600	420	1244
Input Volume	89	154	673	608	1524
% of Volume	97	90	89	69	82

2: 880 On Ramp & 880 SB Off Ramp #1 #3/Union St #3 & 5th St/5th St #1 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.6	0.0	2.8	0.0	3.4
Denied Del/Veh (s)	5.8	0.0	5.9	0.0	5.0
Total Delay (hr)	6.7	2.3	36.2	0.4	45.6
Total Del/Veh (s)	71.2	31.9	75.5	12.7	67.4
Travel Dist (mi)	23.8	31.9	519.8	4.9	580.4
Travel Time (hr)	8.1	3.5	57.3	0.7	69.7
Vehicles Entered	339	253	1692	113	2397
Vehicles Exited	332	253	1644	114	2343
Hourly Exit Rate	332	253	1644	114	2343
Input Volume	362	270	1689	183	2504
% of Volume	92	94	97	62	94

3: Adeline Street & 5th St #1 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.3	0.0	0.3
Denied Del/Veh (s)	0.0	0.0	2.0	0.0	0.4
Total Delay (hr)	10.5	3.3	3.8	2.0	19.6
Total Del/Veh (s)	30.3	37.7	30.6	32.7	31.7
Travel Dist (mi)	148.0	21.6	45.7	17.0	232.4
Travel Time (hr)	16.5	4.1	5.8	2.7	29.2
Vehicles Entered	1224	316	442	217	2199
Vehicles Exited	1225	316	444	217	2202
Hourly Exit Rate	1225	316	444	217	2202
Input Volume	1252	344	450	242	2288
% of Volume	98	92	99	90	96

4: Market St & 5th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	1.2	1.3	4.3	6.8
Total Del/Veh (s)	4.7	25.5	57.1	18.1
Travel Dist (mi)	28.4	5.3	14.1	47.9
Travel Time (hr)	2.2	1.5	4.9	8.6
Vehicles Entered	897	183	270	1350
Vehicles Exited	897	180	267	1344
Hourly Exit Rate	897	180	267	1344
Input Volume	944	196	290	1430
% of Volume	95	92	92	94

5: Brush St & 5th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Delay (hr)	2.5	0.1	1.8	4.4
Total Del/Veh (s)	8.8	5.2	12.1	9.7
Travel Dist (mi)	65.3	1.8	64.2	131.4
Travel Time (hr)	4.9	0.2	4.1	9.2
Vehicles Entered	1033	59	523	1615
Vehicles Exited	1031	59	520	1610
Hourly Exit Rate	1031	59	520	1610
Input Volume	1096	55	536	1687
% of Volume	94	107	97	95

6: Martin Luther King & 5th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0
Total Delay (hr)	3.9	1.4	0.4	5.6
Total Del/Veh (s)	9.5	23.4	19.7	11.6
Travel Dist (mi)	183.6	7.9	3.9	195.4
Travel Time (hr)	10.3	1.7	0.5	12.6
Vehicles Entered	1438	216	67	1721
Vehicles Exited	1444	215	66	1725
Hourly Exit Rate	1444	215	66	1725
Input Volume	1508	209	77	1794
% of Volume	96	103	86	96

7: 5th St #1 & Washington St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	7.2	61.4	0.3	68.8
Denied Del/Veh (s)	19.7	847.1	7.4	145.9
Total Delay (hr)	37.0	7.6	8.4	53.0
Total Del/Veh (s)	100.8	182.6	232.4	119.1
Travel Dist (mi)	169.6	4.7	6.4	180.7
Travel Time (hr)	50.0	69.2	8.9	128.1
Vehicles Entered	1303	142	124	1569
Vehicles Exited	1282	142	124	1548
Hourly Exit Rate	1282	142	124	1548
Input Volume	1376	274	176	1826
% of Volume	93	52	70	85

8: Broadway/#5 Broadway #3 & 5th St #1/I-880 NB on-ramp and 5th St & #10 #1 Almeda Tun Performanc

Approach	EB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	0.0	0.2	0.2
Total Delay (hr)	28.0	12.6	8.4	49.0
Total Del/Veh (s)	74.8	60.2	39.0	61.3
Travel Dist (mi)	91.0	33.3	38.0	162.3
Travel Time (hr)	31.5	14.1	10.4	55.9
Vehicles Entered	1311	740	771	2822
Vehicles Exited	1312	742	774	2828
Hourly Exit Rate	1312	742	774	2828
Input Volume	1497	828	1239	3564
% of Volume	88	90	62	79

9: Jackson St & 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	17.8	0.0	17.8
Denied Del/Veh (s)	0.0	162.2	0.1	32.1
Total Delay (hr)	10.1	6.0	1.3	17.5
Total Del/Veh (s)	25.1	58.5	29.5	31.7
Travel Dist (mi)	38.8	14.3	7.9	60.9
Travel Time (hr)	11.8	24.4	1.7	37.8
Vehicles Entered	1439	363	161	1963
Vehicles Exited	1432	366	163	1961
Hourly Exit Rate	1432	366	163	1961
Input Volume	1701	397	182	2280
% of Volume	84	92	90	86

10: Madison St/#7 Madison St & 5th St/#7 5th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	2.7	1.1	3.8
Total Del/Veh (s)	11.6	4.6	8.1
Travel Dist (mi)	59.1	41.9	100.9
Travel Time (hr)	4.9	2.7	7.6
Vehicles Entered	831	829	1660
Vehicles Exited	836	829	1665
Hourly Exit Rate	836	829	1665
Input Volume	966	896	1862
% of Volume	87	93	89

11: #6 Oak St & #7 5th St/#7 I-880 SB On-Ramp Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	34.3	0.0	34.3
Denied Del/Veh (s)	0.0	168.9	0.0	58.1
Total Delay (hr)	2.9	203.3	0.4	206.5
Total Del/Veh (s)	8.6	1113.8	6.5	360.0
Travel Dist (mi)	90.7	552.9	9.6	653.2
Travel Time (hr)	6.5	256.3	0.8	263.6
Vehicles Entered	1196	569	199	1964
Vehicles Exited	1199	377	199	1775
Hourly Exit Rate	1199	377	199	1775
Input Volume	1352	714	195	2261
% of Volume	89	53	102	79

12: #6 Oak St/Oak St & #6 6th St #11/I-880 NB Off-ramp #11 & 6th St Performance by approach

Approach	WB	NB	SW	All
Denied Delay (hr)	0.5	0.0	0.0	0.5
Denied Del/Veh (s)	2.5	0.0	0.1	1.2
Total Delay (hr)	1.5	4.5	0.2	6.2
Total Del/Veh (s)	8.4	25.2	9.7	16.3
Travel Dist (mi)	110.5	29.8	1.8	142.2
Travel Time (hr)	6.2	5.7	0.3	12.2
Vehicles Entered	656	632	64	1352
Vehicles Exited	653	634	64	1351
Hourly Exit Rate	653	634	64	1351
Input Volume	636	941	68	1645
% of Volume	103	67	94	82

13: #7 Madison St & #6 6th St /#6 6th St #11 Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.9	3.4	4.3
Total Del/Veh (s)	14.9	10.6	11.3
Travel Dist (mi)	17.3	59.1	76.5
Travel Time (hr)	1.6	5.8	7.4
Vehicles Entered	226	1145	1371
Vehicles Exited	226	1144	1370
Hourly Exit Rate	226	1144	1370
Input Volume	332	1209	1541
% of Volume	68	95	89

14: Jackson St & #6 I-880 NB on-Ramp & 6th S/#6 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	4.1	9.2	2.2	15.6
Total Del/Veh (s)	26.7	46.7	15.2	31.3
Travel Dist (mi)	36.7	35.4	27.2	99.3
Travel Time (hr)	5.7	10.7	3.6	20.1
Vehicles Entered	545	699	523	1767
Vehicles Exited	547	703	526	1776
Hourly Exit Rate	547	703	526	1776
Input Volume	647	808	585	2040
% of Volume	85	87	90	87

15: #5 Broadway #3/Broadway #9 #3 & 6th St/#5 #9 I880 SB off-ramp Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	46.7	2.9	4.0	53.6
Total Del/Veh (s)	151.7	18.3	44.1	96.5
Travel Dist (mi)	159.5	29.4	17.1	206.0
Travel Time (hr)	53.5	3.9	4.7	62.1
Vehicles Entered	1063	559	312	1934
Vehicles Exited	1045	556	322	1923
Hourly Exit Rate	1045	556	322	1923
Input Volume	1261	628	727	2616
% of Volume	83	89	44	74

16: Washington St & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	7.2	0.2	4.4	11.9
Total Del/Veh (s)	95.9	10.4	150.3	92.9
Travel Dist (mi)	18.2	4.5	4.5	27.2
Travel Time (hr)	8.0	0.4	4.6	13.0
Vehicles Entered	269	83	103	455
Vehicles Exited	260	83	100	443
Hourly Exit Rate	260	83	100	443
Input Volume	327	149	144	620
% of Volume	80	56	69	71

17: Martin Luther King & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.7	0.4	0.1	1.2
Total Del/Veh (s)	10.7	6.9	6.0	8.5
Travel Dist (mi)	16.0	11.4	3.3	30.6
Travel Time (hr)	1.3	0.8	0.2	2.3
Vehicles Entered	230	193	70	493
Vehicles Exited	229	191	69	489
Hourly Exit Rate	229	191	69	489
Input Volume	311	189	76	576
% of Volume	74	101	91	85

18: Market St & 6th St/I-880 off-ramp Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	8.6	0.0	0.0	8.6
Denied Del/Veh (s)	51.3	0.0	0.0	29.7
Total Delay (hr)	6.2	0.8	0.7	7.8
Total Del/Veh (s)	39.6	17.9	9.7	27.9
Travel Dist (mi)	25.0	9.4	11.1	45.6
Travel Time (hr)	15.9	1.2	1.3	18.4
Vehicles Entered	550	172	267	989
Vehicles Exited	548	167	267	982
Hourly Exit Rate	548	167	267	982
Input Volume	607	188	286	1081
% of Volume	90	89	93	91

19: Union St #3/Union St & 7th St #3 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.8	1.0	0.0	0.0	1.8
Denied Del/Veh (s)	1.9	5.5	0.1	0.1	2.3
Total Delay (hr)	12.9	23.0	3.9	0.3	40.2
Total Del/Veh (s)	30.0	124.5	20.7	13.1	48.6
Travel Dist (mi)	156.0	75.7	34.0	4.4	270.0
Travel Time (hr)	19.0	26.7	5.7	0.4	51.8
Vehicles Entered	1528	652	680	70	2930
Vehicles Exited	1524	635	680	70	2909
Hourly Exit Rate	1524	635	680	70	2909
Input Volume	1563	825	720	72	3180
% of Volume	98	77	94	97	91

20: Adeline Street & 7th St #3 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	7.5	0.0	0.0	7.5
Denied Del/Veh (s)	0.0	32.3	0.0	0.2	7.9
Total Delay (hr)	10.9	56.3	1.5	1.4	70.1
Total Del/Veh (s)	18.7	241.5	20.2	21.7	73.3
Travel Dist (mi)	234.5	217.9	22.1	13.9	488.5
Travel Time (hr)	19.5	71.6	2.4	1.9	95.4
Vehicles Entered	2088	817	270	226	3401
Vehicles Exited	2085	743	269	224	3321
Hourly Exit Rate	2085	743	269	224	3321
Input Volume	2162	948	284	217	3611
% of Volume	96	78	95	103	92

21: Market St & 7th St #3 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	2.2	6.4	8.6
Denied Del/Veh (s)	0.2	0.0	15.4	43.4	8.6
Total Delay (hr)	29.2	4.6	3.7	4.5	42.0
Total Del/Veh (s)	48.9	34.2	26.8	32.9	41.7
Travel Dist (mi)	608.8	40.1	17.2	29.0	695.2
Travel Time (hr)	50.2	6.3	6.9	12.1	75.4
Vehicles Entered	2115	487	491	490	3583
Vehicles Exited	2059	473	487	481	3500
Hourly Exit Rate	2059	473	487	481	3500
Input Volume	2193	565	546	520	3824
% of Volume	94	84	89	92	92

22: Brush St & 7th St #3 Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	1.2	1.2
Denied Del/Veh (s)	0.0	0.0	3.6	1.4
Total Delay (hr)	12.1	0.8	7.4	20.3
Total Del/Veh (s)	25.3	11.5	22.2	23.0
Travel Dist (mi)	146.7	24.3	82.2	253.2
Travel Time (hr)	17.3	1.7	11.7	30.6
Vehicles Entered	1715	255	1181	3151
Vehicles Exited	1693	250	1176	3119
Hourly Exit Rate	1693	250	1176	3119
Input Volume	1835	326	1175	3336
% of Volume	92	77	100	93

23: Castro St & 7th St #3 Performance by approach

Approach	EB	NB	SW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Delay (hr)	19.0	3.0	1.5	23.5
Total Del/Veh (s)	31.9	21.4	21.9	29.2
Travel Dist (mi)	197.8	16.7	13.8	228.3
Travel Time (hr)	26.2	3.6	2.2	32.1
Vehicles Entered	2109	506	247	2862
Vehicles Exited	2113	503	250	2866
Hourly Exit Rate	2113	503	250	2866
Input Volume	2234	508	324	3066
% of Volume	95	99	77	93

24: Martin Luther King & 7th St #3 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	4.9	0.7	0.4	6.0
Total Del/Veh (s)	11.3	19.0	10.9	11.8
Travel Dist (mi)	65.9	5.7	6.7	78.4
Travel Time (hr)	7.2	1.0	0.6	8.8
Vehicles Entered	1561	133	122	1816
Vehicles Exited	1557	133	122	1812
Hourly Exit Rate	1557	133	122	1812
Input Volume	1651	140	131	1922
% of Volume	94	95	93	94

25: Washington St & 7th St #3 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.0	0.0	0.1
Total Delay (hr)	68.1	0.4	1.3	69.8
Total Del/Veh (s)	149.6	14.4	86.3	140.4
Travel Dist (mi)	335.9	4.1	2.7	342.6
Travel Time (hr)	79.6	0.6	1.5	81.6
Vehicles Entered	1623	94	56	1773
Vehicles Exited	1554	93	52	1699
Hourly Exit Rate	1554	93	52	1699
Input Volume	1719	141	77	1937
% of Volume	90	66	68	88

26: Broadway #9 #3/Broadway & 7th St #3/7th St #9 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.3	0.3
Denied Del/Veh (s)	0.0	0.0	3.1	0.4
Total Delay (hr)	30.0	6.9	9.4	46.3
Total Del/Veh (s)	71.2	27.6	93.8	60.1
Travel Dist (mi)	98.3	47.7	17.3	163.3
Travel Time (hr)	33.4	9.3	10.4	53.1
Vehicles Entered	1495	892	352	2739
Vehicles Exited	1475	890	354	2719
Hourly Exit Rate	1475	890	354	2719
Input Volume	1669	1055	944	3668
% of Volume	88	84	38	74

27: #13 Webster St #8 #9/#13 Webster St #8 & 7th St #9/7th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	61.5	11.8	73.3
Total Del/Veh (s)	119.3	29.4	79.9
Travel Dist (mi)	250.2	74.6	324.8
Travel Time (hr)	71.1	14.7	85.8
Vehicles Entered	1801	1432	3233
Vehicles Exited	1791	1436	3227
Hourly Exit Rate	1791	1436	3227
Input Volume	2246	1619	3865
% of Volume	80	89	83

28: NB Tunnel #2/NB Tunnel & 7th St Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	4.8	11.9	16.7
Total Del/Veh (s)	15.1	33.4	24.7
Travel Dist (mi)	81.9	63.2	145.1
Travel Time (hr)	7.7	14.3	22.1
Vehicles Entered	1142	1262	2404
Vehicles Exited	1143	1264	2407
Hourly Exit Rate	1143	1264	2407
Input Volume	1384	1901	3285
% of Volume	83	66	73

29: Jackson St & 7th St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.4	0.4
Denied Del/Veh (s)	0.0	0.0	3.5	0.6
Total Delay (hr)	5.4	2.2	5.1	12.7
Total Del/Veh (s)	12.8	18.2	44.1	19.4
Travel Dist (mi)	194.1	21.5	43.0	258.7
Travel Time (hr)	12.4	3.2	7.0	22.6
Vehicles Entered	1492	429	411	2332
Vehicles Exited	1498	433	407	2338
Hourly Exit Rate	1498	433	407	2338
Input Volume	1950	499	408	2857
% of Volume	77	87	100	82

30: #7 Madison St & 7th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.1
Total Delay (hr)	3.5	14.3	17.8
Total Del/Veh (s)	8.3	31.1	20.3
Travel Dist (mi)	103.4	1627.7	1731.1
Travel Time (hr)	7.3	69.4	76.7
Vehicles Entered	1493	1587	3080
Vehicles Exited	1494	1583	3077
Hourly Exit Rate	1494	1583	3077
Input Volume	1890	1613	3503
% of Volume	79	98	88

31: NB Tunnel & #13 8th St Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	31.1	0.5	31.6
Denied Del/Veh (s)	93.8	2.0	54.0
Total Delay (hr)	26.1	15.0	41.1
Total Del/Veh (s)	86.3	58.5	73.5
Travel Dist (mi)	101.2	49.0	150.2
Travel Time (hr)	60.7	17.5	78.1
Vehicles Entered	1080	916	1996
Vehicles Exited	1037	906	1943
Hourly Exit Rate	1037	906	1943
Input Volume	1202	1329	2531
% of Volume	86	68	77

32: #13 Webster St #8/Webster St #8 & 8th St/#13 8th St Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.2	0.1
Total Delay (hr)	31.3	14.5	45.8
Total Del/Veh (s)	71.8	53.9	65.0
Travel Dist (mi)	111.2	40.3	151.5
Travel Time (hr)	35.6	16.2	51.8
Vehicles Entered	1530	968	2498
Vehicles Exited	1522	966	2488
Hourly Exit Rate	1522	966	2488
Input Volume	1943	1000	2943
% of Volume	78	97	85

33: Franklin St & 8th St Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	1.4	0.2
Total Delay (hr)	13.4	2.7	16.1
Total Del/Veh (s)	45.8	41.5	45.0
Travel Dist (mi)	64.0	8.0	72.0
Travel Time (hr)	15.9	3.1	19.0
Vehicles Entered	1054	230	1284
Vehicles Exited	1045	227	1272
Hourly Exit Rate	1045	227	1272
Input Volume	1320	236	1556
% of Volume	79	96	82

34: Broadway & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	367.6	367.6
Denied Del/Veh (s)	0.0	0.0	1410.7	547.3
Total Delay (hr)	14.2	2.1	15.2	31.6
Total Del/Veh (s)	53.1	14.3	213.5	64.7
Travel Dist (mi)	70.6	27.1	11.5	109.2
Travel Time (hr)	16.8	3.1	383.2	403.1
Vehicles Entered	951	529	244	1724
Vehicles Exited	947	533	239	1719
Hourly Exit Rate	947	533	239	1719
Input Volume	1185	607	906	2698
% of Volume	80	88	26	64

35: Washington St & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	3.9	0.3	0.2	4.3
Total Del/Veh (s)	16.8	10.1	8.4	15.6
Travel Dist (mi)	60.7	4.7	3.3	68.7
Travel Time (hr)	6.1	0.5	0.3	6.8
Vehicles Entered	816	92	68	976
Vehicles Exited	815	92	68	975
Hourly Exit Rate	815	92	68	975
Input Volume	1114	117	61	1292
% of Volume	73	79	111	75

36: Martin Luther King & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	2.5	0.4	0.3	3.2
Total Del/Veh (s)	11.2	12.2	7.1	10.7
Travel Dist (mi)	54.0	5.8	6.6	66.4
Travel Time (hr)	4.5	0.6	0.6	5.6
Vehicles Entered	812	106	158	1076
Vehicles Exited	816	106	158	1080
Hourly Exit Rate	816	106	158	1080
Input Volume	1082	113	159	1354
% of Volume	75	94	99	80

37: Webster St #8 & 9th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	2.9	6.7	9.5
Denied Del/Veh (s)	30.0	22.0	23.9
Total Delay (hr)	4.5	14.1	18.6
Total Del/Veh (s)	48.7	46.8	47.2
Travel Dist (mi)	12.3	87.9	100.2
Travel Time (hr)	7.8	24.0	31.9
Vehicles Entered	328	1072	1400
Vehicles Exited	323	1064	1387
Hourly Exit Rate	323	1064	1387
Input Volume	345	1106	1451
% of Volume	94	96	96

38: Brush St & I-980 On-Ramp & 11 St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	3.2	3.4	6.6
Total Del/Veh (s)	28.5	8.3	12.6
Travel Dist (mi)	20.3	92.0	112.4
Travel Time (hr)	4.0	7.8	11.8
Vehicles Entered	399	1468	1867
Vehicles Exited	404	1459	1863
Hourly Exit Rate	404	1459	1863
Input Volume	383	1758	2141
% of Volume	105	83	87

39: I-980 Off Ramp & Castro St & 11 St Performance by approach

Approach	EB	NB	NW	All
Denied Delay (hr)	0.0	0.0	682.4	682.4
Denied Del/Veh (s)	0.0	0.1	1157.7	843.3
Total Delay (hr)	6.7	1.2	11.7	19.6
Total Del/Veh (s)	34.8	38.9	41.1	38.6
Travel Dist (mi)	61.5	5.3	45.7	112.5
Travel Time (hr)	9.0	1.4	696.4	706.9
Vehicles Entered	681	110	1009	1800
Vehicles Exited	686	110	1006	1802
Hourly Exit Rate	686	110	1006	1802
Input Volume	751	111	1891	2753
% of Volume	91	99	53	65

40: Webster St #8 & 11th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1
Total Delay (hr)	2.7	5.6	8.3
Total Del/Veh (s)	8.3	25.0	15.1
Travel Dist (mi)	70.5	44.3	114.9
Travel Time (hr)	5.2	7.3	12.5
Vehicles Entered	1168	796	1964
Vehicles Exited	1169	791	1960
Hourly Exit Rate	1169	791	1960
Input Volume	1163	815	1978
% of Volume	101	97	99

41: NB Tunnel & 11th St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	1.6	3.0	1.3	5.9
Total Del/Veh (s)	4.8	21.5	25.1	11.1
Travel Dist (mi)	82.9	8.9	10.4	102.3
Travel Time (hr)	4.6	3.3	1.7	9.6
Vehicles Entered	1217	489	182	1888
Vehicles Exited	1216	490	184	1890
Hourly Exit Rate	1216	490	184	1890
Input Volume	1207	657	182	2046
% of Volume	101	75	101	92

42: NB Tunnel & 12th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.0	0.1	0.1
Total Delay (hr)	3.3	4.7	0.6	8.6
Total Del/Veh (s)	11.2	32.2	11.7	17.6
Travel Dist (mi)	67.0	29.9	7.7	104.6
Travel Time (hr)	5.7	5.9	0.9	12.4
Vehicles Entered	1054	519	173	1746
Vehicles Exited	1053	521	172	1746
Hourly Exit Rate	1053	521	172	1746
Input Volume	1079	627	177	1883
% of Volume	98	83	97	93

43: Webster St #8 & 12th St Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.4	0.1
Total Delay (hr)	1.9	3.5	5.4
Total Del/Veh (s)	5.9	17.1	10.2
Travel Dist (mi)	80.1	33.2	113.3
Travel Time (hr)	4.9	4.8	9.7
Vehicles Entered	1157	725	1882
Vehicles Exited	1155	726	1881
Hourly Exit Rate	1155	726	1881
Input Volume	1218	739	1957
% of Volume	95	98	96

44: Castro St & 12th St & I-980 on-ramp Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.1
Denied Del/Veh (s)	0.5	0.0	0.2
Total Delay (hr)	8.2	3.3	11.5
Total Del/Veh (s)	28.7	9.9	18.6
Travel Dist (mi)	53.2	77.6	130.8
Travel Time (hr)	10.6	8.2	18.9
Vehicles Entered	1013	1193	2206
Vehicles Exited	1022	1193	2215
Hourly Exit Rate	1022	1193	2215
Input Volume	996	2060	3056
% of Volume	103	58	72

45: Brush St & 12th St & I-980 off-ramp Performance by approach

Approach	EB	WB	SB	SW	All
Denied Delay (hr)	0.0	0.0	0.0	128.6	128.6
Denied Del/Veh (s)	0.1	0.0	0.1	322.6	204.5
Total Delay (hr)	0.0	1.6	3.6	78.2	83.4
Total Del/Veh (s)	3.8	14.7	29.3	229.7	146.0
Travel Dist (mi)	0.1	35.0	40.1	295.4	370.5
Travel Time (hr)	0.0	2.8	5.1	217.3	225.2
Vehicles Entered	1	388	440	1159	1988
Vehicles Exited	1	383	435	1135	1954
Hourly Exit Rate	1	383	435	1135	1954
Input Volume	1	410	452	1431	2294
% of Volume	100	93	96	79	85

46: Brush St & 17th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	131.8	0.0	131.8
Denied Del/Veh (s)	518.1	0.0	210.3
Total Delay (hr)	15.1	1.9	16.9
Total Del/Veh (s)	75.8	5.0	29.6
Travel Dist (mi)	36.7	76.9	113.6
Travel Time (hr)	148.4	4.9	153.3
Vehicles Entered	697	1341	2038
Vehicles Exited	703	1341	2044
Hourly Exit Rate	703	1341	2044
Input Volume	877	1371	2248
% of Volume	80	98	91

47: Castro St & 17th St Performance by approach

Approach	EB	NB	NE	All
Denied Delay (hr)	0.0	519.2	151.4	670.6
Denied Del/Veh (s)	0.0	994.2	739.6	756.3
Total Delay (hr)	4.4	24.3	10.2	38.8
Total Del/Veh (s)	27.4	85.1	75.4	66.9
Travel Dist (mi)	43.5	82.7	21.2	147.4
Travel Time (hr)	6.1	546.3	162.5	714.9
Vehicles Entered	575	1002	475	2052
Vehicles Exited	570	994	477	2041
Hourly Exit Rate	570	994	477	2041
Input Volume	662	1682	687	3031
% of Volume	86	59	69	67

48: Castro St & 18th St & I-980 on-ramp Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	4.3	3.1	7.4
Total Del/Veh (s)	32.2	6.9	12.8
Travel Dist (mi)	23.4	100.1	123.5
Travel Time (hr)	5.4	7.4	12.7
Vehicles Entered	480	1607	2087
Vehicles Exited	482	1610	2092
Hourly Exit Rate	482	1610	2092
Input Volume	465	2491	2956
% of Volume	104	65	71

49: Brush St & 18th St Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.3	2.3	3.6
Total Del/Veh (s)	16.4	5.8	7.6
Travel Dist (mi)	22.8	55.0	77.8
Travel Time (hr)	2.2	5.3	7.5
Vehicles Entered	286	1426	1712
Vehicles Exited	287	1420	1707
Hourly Exit Rate	287	1420	1707
Input Volume	354	1424	1778
% of Volume	81	100	96

50: Webster St. & Atlantic Ave. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	37.9	1.5	0.7	0.4	40.5
Denied Del/Veh (s)	130.7	5.0	3.9	1.0	35.3
Total Delay (hr)	24.5	22.2	8.0	8.8	63.4
Total Del/Veh (s)	91.1	72.5	42.0	23.4	55.7
Travel Dist (mi)	70.5	95.7	56.2	57.1	279.4
Travel Time (hr)	65.4	28.2	11.1	11.6	116.3
Vehicles Entered	945	1075	673	1339	4032
Vehicles Exited	938	1074	673	1336	4021
Hourly Exit Rate	938	1074	673	1336	4021
Input Volume	1026	1075	685	1355	4141
% of Volume	91	100	98	99	97

51: Webster St. Performance by approach

Approach	EB	NB	SE	NW	All
Denied Delay (hr)	0.3	0.0	12.0	0.0	12.2
Denied Del/Veh (s)	1.1	0.0	19.6	0.1	10.7
Total Delay (hr)	13.1	5.3	24.7	0.0	43.1
Total Del/Veh (s)	46.3	21.8	40.3	2.0	37.6
Travel Dist (mi)	130.9	158.3	388.5	0.2	678.0
Travel Time (hr)	18.3	11.8	52.4	0.0	82.5
Vehicles Entered	1004	865	2163	34	4066
Vehicles Exited	1005	862	2148	34	4049
Hourly Exit Rate	1005	862	2148	34	4049
Input Volume	1008	911	2199	32	4150
% of Volume	100	95	98	106	98

52: Constitution Way & Marina Village Pkwy & Constitution Wy Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.3	0.4
Denied Del/Veh (s)	0.9	0.0	0.6	0.5
Total Delay (hr)	4.8	2.7	6.9	14.4
Total Del/Veh (s)	29.8	15.7	14.0	17.5
Travel Dist (mi)	48.7	113.1	398.3	560.1
Travel Time (hr)	7.2	7.5	23.3	38.0
Vehicles Entered	570	610	1744	2924
Vehicles Exited	570	612	1742	2924
Hourly Exit Rate	570	612	1742	2924
Input Volume	572	651	1720	2943
% of Volume	100	94	101	99

53: Constitution Wy & Mariner Sqaure Dr. Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	10.9	0.0	10.9
Denied Del/Veh (s)	63.4	0.0	23.9
Total Delay (hr)	9.5	0.5	10.0
Total Del/Veh (s)	56.4	1.9	22.1
Travel Dist (mi)	37.3	104.4	141.6
Travel Time (hr)	21.9	5.5	27.4
Vehicles Entered	597	1021	1618
Vehicles Exited	592	1017	1609
Hourly Exit Rate	592	1017	1609
Input Volume	606	1060	1666
% of Volume	98	96	97

54: Constitution Way & Atlantic Ave. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	12.1	0.0	0.3	6.4	18.8
Denied Del/Veh (s)	47.9	0.2	1.7	15.1	19.6
Total Delay (hr)	16.9	3.3	10.1	22.8	53.1
Total Del/Veh (s)	68.1	25.3	65.1	53.3	55.2
Travel Dist (mi)	80.2	45.7	66.7	276.6	469.2
Travel Time (hr)	32.7	5.2	13.1	40.8	91.7
Vehicles Entered	885	467	548	1519	3419
Vehicles Exited	871	463	548	1519	3401
Hourly Exit Rate	871	463	548	1519	3401
Input Volume	944	473	542	1497	3456
% of Volume	92	98	101	101	98

55: Oak St & 7th St Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	8.0	3.7	11.7
Total Del/Veh (s)	14.9	14.2	14.7
Travel Dist (mi)	152.7	47.4	200.1
Travel Time (hr)	13.5	6.2	19.7
Vehicles Entered	1930	927	2857
Vehicles Exited	1920	930	2850
Hourly Exit Rate	1920	930	2850
Input Volume	2295	1120	3415
% of Volume	84	83	83

56: Oak St & 8th St Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.1
Denied Del/Veh (s)	0.6	0.0	0.3
Total Delay (hr)	3.5	1.2	4.8
Total Del/Veh (s)	16.4	6.5	11.8
Travel Dist (mi)	45.8	39.0	84.8
Travel Time (hr)	5.3	2.7	8.0
Vehicles Entered	772	666	1438
Vehicles Exited	774	667	1441
Hourly Exit Rate	774	667	1441
Input Volume	784	786	1570
% of Volume	99	85	92

57: 5th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.1	0.0
Total Delay (hr)	3.7	0.0	0.1	3.8
Total Del/Veh (s)	10.8	15.7	20.5	10.9
Travel Dist (mi)	83.0	0.2	0.3	83.5
Travel Time (hr)	6.5	0.1	0.1	6.6
Vehicles Entered	1223	10	9	1242
Vehicles Exited	1223	10	9	1242
Hourly Exit Rate	1223	10	9	1242
Input Volume	1290	10	10	1310
% of Volume	95	100	90	95

58: Webster Tube #10 #9/#13 Tube #9 #8 & Almda Tunn #10 #1 Performance by approach

Approach	SB	SE	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.9	1.0	1.9
Total Del/Veh (s)	1.6	2.5	2.0
Travel Dist (mi)	110.1	175.1	285.2
Travel Time (hr)	4.6	6.9	11.5
Vehicles Entered	1970	1382	3352
Vehicles Exited	1969	1384	3353
Hourly Exit Rate	1969	1384	3353
Input Volume	2354	1713	4067
% of Volume	84	81	82

59: NB Tunnel /NB Tunnel Performance by approach

Approach	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.3
Total Del/Veh (s)	1.8	0.3	1.5
Travel Dist (mi)	43.7	3.1	46.8
Travel Time (hr)	1.8	0.2	2.0
Vehicles Entered	486	111	597
Vehicles Exited	486	111	597
Hourly Exit Rate	486	111	597
Input Volume	657	105	762
% of Volume	74	106	78

60: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	9.5	9.5
Travel Time (hr)	0.5	0.5
Vehicles Entered	152	152
Vehicles Exited	150	150
Hourly Exit Rate	150	150
Input Volume	157	157
% of Volume	96	96

61: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.4	1.4
Travel Dist (mi)	8.2	8.2
Travel Time (hr)	0.4	0.4
Vehicles Entered	105	105
Vehicles Exited	105	105
Hourly Exit Rate	105	105
Input Volume	135	135
% of Volume	78	78

62: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	3.1	3.1
Travel Dist (mi)	6.6	6.6
Travel Time (hr)	0.4	0.4
Vehicles Entered	154	154
Vehicles Exited	154	154
Hourly Exit Rate	154	154
Input Volume	180	180
% of Volume	86	86

63: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.8	0.8
Travel Dist (mi)	74.9	74.9
Travel Time (hr)	2.8	2.8
Vehicles Entered	693	693
Vehicles Exited	695	695
Hourly Exit Rate	695	695
Input Volume	1036	1036
% of Volume	67	67

64: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.3	0.3
Travel Dist (mi)	47.2	47.2
Travel Time (hr)	2.3	2.3
Vehicles Entered	1650	1650
Vehicles Exited	1651	1651
Hourly Exit Rate	1651	1651
Input Volume	1877	1877
% of Volume	88	88

65: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Travel Dist (mi)	1.8	1.8
Travel Time (hr)	0.2	0.2
Vehicles Entered	107	107
Vehicles Exited	107	107
Hourly Exit Rate	107	107
Input Volume	103	103
% of Volume	104	104

66: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Travel Dist (mi)	5.2	5.2
Travel Time (hr)	0.2	0.2
Vehicles Entered	96	96
Vehicles Exited	96	96
Hourly Exit Rate	96	96
Input Volume	106	106
% of Volume	91	91

67: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.0	0.0
Travel Dist (mi)	0.3	0.3
Travel Time (hr)	0.0	0.0
Vehicles Entered	20	20
Vehicles Exited	20	20
Hourly Exit Rate	20	20
Input Volume	20	20
% of Volume	100	100

68: Bend Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Travel Dist (mi)	1.2	1.2
Travel Time (hr)	0.1	0.1
Vehicles Entered	20	20
Vehicles Exited	20	20
Hourly Exit Rate	20	20
Input Volume	20	20
% of Volume	100	100

70: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.0	0.0
Travel Dist (mi)	5.3	5.3
Travel Time (hr)	0.2	0.2
Vehicles Entered	138	138
Vehicles Exited	138	138
Hourly Exit Rate	138	138
Input Volume	145	145
% of Volume	95	95

71: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.1	1.1
Travel Dist (mi)	58.2	58.2
Travel Time (hr)	2.5	2.5
Vehicles Entered	740	740
Vehicles Exited	741	741
Hourly Exit Rate	741	741
Input Volume	810	810
% of Volume	91	91

72: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	33.4	33.4
Travel Time (hr)	1.4	1.4
Vehicles Entered	550	550
Vehicles Exited	550	550
Hourly Exit Rate	550	550
Input Volume	638	638
% of Volume	86	86

76: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	17.7	17.7
Travel Time (hr)	0.8	0.8
Vehicles Entered	316	316
Vehicles Exited	316	316
Hourly Exit Rate	316	316
Input Volume	365	365
% of Volume	87	87

78: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	61.1	61.1
Travel Time (hr)	3.5	3.5
Vehicles Entered	1133	1133
Vehicles Exited	1130	1130
Hourly Exit Rate	1130	1130
Input Volume	1610	1610
% of Volume	70	70

79: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.8	0.8
Travel Dist (mi)	36.6	36.6
Travel Time (hr)	1.5	1.5
Vehicles Entered	470	470
Vehicles Exited	471	471
Hourly Exit Rate	471	471
Input Volume	617	617
% of Volume	76	76

80: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.7	0.7
Total Del/Veh (s)	1.1	1.1
Travel Dist (mi)	158.2	158.2
Travel Time (hr)	6.4	6.4
Vehicles Entered	2220	2220
Vehicles Exited	2228	2228
Hourly Exit Rate	2228	2228
Input Volume	2668	2668
% of Volume	84	84

81: 5th St #1 Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.4	0.2	1.5
Total Del/Veh (s)	3.6	1.8	3.2
Travel Dist (mi)	113.4	70.1	183.6
Travel Time (hr)	5.6	2.6	8.2
Vehicles Entered	1370	313	1683
Vehicles Exited	1375	313	1688
Hourly Exit Rate	1375	313	1688
Input Volume	1416	340	1756
% of Volume	97	92	96

82: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.4	0.4
Total Del/Veh (s)	1.3	1.3
Travel Dist (mi)	142.2	142.2
Travel Time (hr)	6.4	6.4
Vehicles Entered	1040	1040
Vehicles Exited	1033	1033
Hourly Exit Rate	1033	1033
Input Volume	1039	1039
% of Volume	99	99

83: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	25.9	25.9
Travel Time (hr)	1.1	1.1
Vehicles Entered	345	345
Vehicles Exited	345	345
Hourly Exit Rate	345	345
Input Volume	366	366
% of Volume	94	94

86: #10 #1 Almeda Tun/Almda Tunn #10 #1 Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.2	1.2
Total Del/Veh (s)	3.1	3.1
Travel Dist (mi)	35.6	35.6
Travel Time (hr)	3.2	3.2
Vehicles Entered	1390	1390
Vehicles Exited	1390	1390
Hourly Exit Rate	1390	1390
Input Volume	1723	1723
% of Volume	81	81

88: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	3.9	3.9
Travel Dist (mi)	27.5	27.5
Travel Time (hr)	1.6	1.6
Vehicles Entered	295	295
Vehicles Exited	296	296
Hourly Exit Rate	296	296
Input Volume	370	370
% of Volume	80	80

89: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.6	0.6
Travel Dist (mi)	51.3	51.3
Travel Time (hr)	1.9	1.9
Vehicles Entered	522	522
Vehicles Exited	523	523
Hourly Exit Rate	523	523
Input Volume	547	547
% of Volume	96	96

91: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.7	0.7
Travel Dist (mi)	24.0	24.0
Travel Time (hr)	1.1	1.1
Vehicles Entered	468	468
Vehicles Exited	467	467
Hourly Exit Rate	467	467
Input Volume	509	509
% of Volume	92	92

92: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.6	0.6
Travel Dist (mi)	34.7	34.7
Travel Time (hr)	1.4	1.4
Vehicles Entered	663	663
Vehicles Exited	658	658
Hourly Exit Rate	658	658
Input Volume	751	751
% of Volume	88	88

93: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.2	1.2
Travel Dist (mi)	56.7	56.7
Travel Time (hr)	2.2	2.2
Vehicles Entered	777	777
Vehicles Exited	783	783
Hourly Exit Rate	783	783
Input Volume	819	819
% of Volume	96	96

96: Bend Performance by approach

Approach	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.5	0.0	0.5
Total Del/Veh (s)	3.5	1.4	3.1
Travel Dist (mi)	12.6	2.4	15.0
Travel Time (hr)	0.9	0.1	1.0
Vehicles Entered	486	111	597
Vehicles Exited	489	111	600
Hourly Exit Rate	489	111	600
Input Volume	657	105	762
% of Volume	74	106	79

97: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.2	1.2
Travel Dist (mi)	66.5	66.5
Travel Time (hr)	2.5	2.5
Vehicles Entered	575	575
Vehicles Exited	576	576
Hourly Exit Rate	576	576
Input Volume	694	694
% of Volume	83	83

99: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.5	0.5
Travel Dist (mi)	43.2	43.2
Travel Time (hr)	1.5	1.5
Vehicles Entered	634	634
Vehicles Exited	633	633
Hourly Exit Rate	633	633
Input Volume	979	979
% of Volume	65	65

101: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	75.0	75.0
Travel Time (hr)	3.8	3.8
Vehicles Entered	1168	1168
Vehicles Exited	1166	1166
Hourly Exit Rate	1166	1166
Input Volume	1620	1620
% of Volume	72	72

104: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.5	1.5
Travel Dist (mi)	16.6	16.6
Travel Time (hr)	0.7	0.7
Vehicles Entered	152	152
Vehicles Exited	152	152
Hourly Exit Rate	152	152
Input Volume	170	170
% of Volume	89	89

105: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	66.4	66.4
Travel Time (hr)	2.6	2.6
Vehicles Entered	841	841
Vehicles Exited	840	840
Hourly Exit Rate	840	840
Input Volume	1011	1011
% of Volume	83	83

107: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.7	0.7
Total Del/Veh (s)	7.6	7.6
Travel Dist (mi)	368.5	368.5
Travel Time (hr)	13.2	13.2
Vehicles Entered	298	298
Vehicles Exited	299	299
Hourly Exit Rate	299	299
Input Volume	305	305
% of Volume	98	98

108: Brush St & I-980 off-ramp Performance by approach

Approach	SB	SW	All
Denied Delay (hr)	0.0	0.1	0.1
Denied Del/Veh (s)	0.4	0.2	0.2
Total Delay (hr)	1.6	0.3	1.9
Total Del/Veh (s)	27.0	0.8	4.7
Travel Dist (mi)	6.6	29.3	35.8
Travel Time (hr)	1.8	1.8	3.6
Vehicles Entered	210	1213	1423
Vehicles Exited	211	1214	1425
Hourly Exit Rate	211	1214	1425
Input Volume	214	1210	1424
% of Volume	99	100	100

109: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.3	1.3
Travel Dist (mi)	37.1	37.1
Travel Time (hr)	1.4	1.4
Vehicles Entered	314	314
Vehicles Exited	315	315
Hourly Exit Rate	315	315
Input Volume	376	376
% of Volume	84	84

111: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	7.9	7.9
Travel Time (hr)	0.3	0.3
Vehicles Entered	182	182
Vehicles Exited	182	182
Hourly Exit Rate	182	182
Input Volume	186	186
% of Volume	98	98

113: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	63.4	63.4
Travel Time (hr)	2.5	2.5
Vehicles Entered	486	486
Vehicles Exited	486	486
Hourly Exit Rate	486	486
Input Volume	536	536
% of Volume	91	91

114: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Travel Dist (mi)	10.3	10.3
Travel Time (hr)	0.4	0.4
Vehicles Entered	136	136
Vehicles Exited	136	136
Hourly Exit Rate	136	136
Input Volume	143	143
% of Volume	95	95

117: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.5	0.5
Travel Dist (mi)	75.2	75.2
Travel Time (hr)	3.6	3.6
Vehicles Entered	948	948
Vehicles Exited	946	946
Hourly Exit Rate	946	946
Input Volume	1039	1039
% of Volume	91	91

118: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	67.2	67.2
Travel Time (hr)	2.5	2.5
Vehicles Entered	986	986
Vehicles Exited	988	988
Hourly Exit Rate	988	988
Input Volume	1190	1190
% of Volume	83	83

120: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.5	1.5
Travel Dist (mi)	41.5	41.5
Travel Time (hr)	1.8	1.8
Vehicles Entered	612	612
Vehicles Exited	612	612
Hourly Exit Rate	612	612
Input Volume	696	696
% of Volume	88	88

121: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Travel Dist (mi)	2.3	2.3
Travel Time (hr)	0.1	0.1
Vehicles Entered	40	40
Vehicles Exited	40	40
Hourly Exit Rate	40	40
Input Volume	41	41
% of Volume	98	98

122: Bend Performance by approach

Approach	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1
Total Delay (hr)	0.0	0.0	0.1
Total Del/Veh (s)	0.7	1.3	1.0
Travel Dist (mi)	5.2	4.3	9.5
Travel Time (hr)	0.2	0.2	0.5
Vehicles Entered	184	139	323
Vehicles Exited	183	138	321
Hourly Exit Rate	183	138	321
Input Volume	196	145	341
% of Volume	93	95	94

123: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.6	0.6
Travel Dist (mi)	6.1	6.1
Travel Time (hr)	0.3	0.3
Vehicles Entered	106	106
Vehicles Exited	106	106
Hourly Exit Rate	106	106
Input Volume	133	133
% of Volume	80	80

124: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.4	1.4
Travel Dist (mi)	28.5	28.5
Travel Time (hr)	1.2	1.2
Vehicles Entered	434	434
Vehicles Exited	440	440
Hourly Exit Rate	440	440
Input Volume	540	540
% of Volume	81	81

126: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.8	0.8
Travel Dist (mi)	26.4	26.4
Travel Time (hr)	1.2	1.2
Vehicles Entered	371	371
Vehicles Exited	370	370
Hourly Exit Rate	370	370
Input Volume	411	411
% of Volume	90	90

134: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.4	1.4
Travel Dist (mi)	23.5	23.5
Travel Time (hr)	1.0	1.0
Vehicles Entered	406	406
Vehicles Exited	405	405
Hourly Exit Rate	405	405
Input Volume	483	483
% of Volume	84	84

135: Bend Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	7.4	7.4
Total Del/Veh (s)	13.4	13.4
Travel Dist (mi)	111.1	111.1
Travel Time (hr)	12.0	12.0
Vehicles Entered	1970	1970
Vehicles Exited	1970	1970
Hourly Exit Rate	1970	1970
Input Volume	2354	2354
% of Volume	84	84

137: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	0.7	0.7
Travel Dist (mi)	81.7	81.7
Travel Time (hr)	3.2	3.2
Vehicles Entered	1079	1079
Vehicles Exited	1077	1077
Hourly Exit Rate	1077	1077
Input Volume	1136	1136
% of Volume	95	95

139: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.6	1.6
Total Del/Veh (s)	1.7	1.7
Travel Dist (mi)	357.2	357.2
Travel Time (hr)	10.5	10.5
Vehicles Entered	3353	3353
Vehicles Exited	3354	3354
Hourly Exit Rate	3354	3354
Input Volume	4067	4067
% of Volume	82	82

140: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	37.2	37.2
Travel Time (hr)	1.5	1.5
Vehicles Entered	314	314
Vehicles Exited	313	313
Hourly Exit Rate	313	313
Input Volume	327	327
% of Volume	96	96

142: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	93.7	93.7
Travel Time (hr)	3.6	3.6
Vehicles Entered	1238	1238
Vehicles Exited	1237	1237
Hourly Exit Rate	1237	1237
Input Volume	1286	1286
% of Volume	96	96

147: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.5	1.5
Travel Dist (mi)	33.1	33.1
Travel Time (hr)	1.3	1.3
Vehicles Entered	288	288
Vehicles Exited	289	289
Hourly Exit Rate	289	289
Input Volume	359	359
% of Volume	81	81

151: Bend Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.9	1.9
Travel Dist (mi)	46.7	46.7
Travel Time (hr)	3.4	3.4
Vehicles Entered	479	479
Vehicles Exited	481	481
Hourly Exit Rate	481	481
Input Volume	703	703
% of Volume	68	68

153: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Travel Dist (mi)	5.9	5.9
Travel Time (hr)	0.2	0.2
Vehicles Entered	332	332
Vehicles Exited	332	332
Hourly Exit Rate	332	332
Input Volume	415	415
% of Volume	80	80

154: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	0.6	0.6
Travel Dist (mi)	28.0	28.0
Travel Time (hr)	1.3	1.3
Vehicles Entered	1337	1337
Vehicles Exited	1337	1337
Hourly Exit Rate	1337	1337
Input Volume	1647	1647
% of Volume	81	81

155: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	0.3	0.3
Travel Time (hr)	0.0	0.0
Vehicles Entered	10	10
Vehicles Exited	10	10
Hourly Exit Rate	10	10
Input Volume	10	10
% of Volume	100	100

202: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	0.4	0.4
Travel Time (hr)	0.0	0.0
Vehicles Entered	8	8
Vehicles Exited	8	8
Hourly Exit Rate	8	8
Input Volume	10	10
% of Volume	80	80

203: Bend Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.1	1.1
Travel Dist (mi)	71.3	71.3
Travel Time (hr)	2.7	2.7
Vehicles Entered	896	896
Vehicles Exited	897	897
Hourly Exit Rate	897	897
Input Volume	941	941
% of Volume	95	95

204: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Travel Dist (mi)	28.6	28.6
Travel Time (hr)	1.3	1.3
Vehicles Entered	464	464
Vehicles Exited	464	464
Hourly Exit Rate	464	464
Input Volume	461	461
% of Volume	101	101

205: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	27.9	27.9
Travel Time (hr)	1.1	1.1
Vehicles Entered	430	430
Vehicles Exited	430	430
Hourly Exit Rate	430	430
Input Volume	462	462
% of Volume	93	93

222: Bend Performance by approach

Approach	WB	All
Denied Delay (hr)	76.8	76.8
Denied Del/Veh (s)	223.4	223.4
Total Delay (hr)	18.5	18.5
Total Del/Veh (s)	60.6	60.6
Travel Dist (mi)	182.0	182.0
Travel Time (hr)	102.7	102.7
Vehicles Entered	1091	1091
Vehicles Exited	1062	1062
Hourly Exit Rate	1062	1062
Input Volume	1261	1261
% of Volume	84	84

300: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.7	1.7
Total Del/Veh (s)	2.3	2.3
Travel Dist (mi)	493.0	493.0
Travel Time (hr)	23.0	23.0
Vehicles Entered	2601	2601
Vehicles Exited	2602	2602
Hourly Exit Rate	2602	2602
Input Volume	2704	2704
% of Volume	96	96

301: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	33.9	33.9
Travel Time (hr)	1.9	1.9
Vehicles Entered	378	378
Vehicles Exited	380	380
Hourly Exit Rate	380	380
Input Volume	380	380
% of Volume	100	100

302: Constitution Wy & Posey Tube Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	3.9	0.2	4.1
Total Del/Veh (s)	11.2	0.5	5.6
Travel Dist (mi)	98.9	42.3	141.2
Travel Time (hr)	8.6	1.9	10.5
Vehicles Entered	1246	1392	2638
Vehicles Exited	1247	1392	2639
Hourly Exit Rate	1247	1392	2639
Input Volume	1303	1437	2740
% of Volume	96	97	96

305: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	2.2	2.2
Total Del/Veh (s)	5.8	5.8
Travel Dist (mi)	189.7	189.7
Travel Time (hr)	9.7	9.7
Vehicles Entered	1361	1361
Vehicles Exited	1364	1364
Hourly Exit Rate	1364	1364
Input Volume	1398	1398
% of Volume	98	98

306: Bend Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Travel Dist (mi)	2.9	2.9
Travel Time (hr)	0.1	0.1
Vehicles Entered	18	18
Vehicles Exited	18	18
Hourly Exit Rate	18	18
Input Volume	16	16
% of Volume	112	112

307: Bend Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.2	1.2
Total Del/Veh (s)	3.1	3.1
Travel Dist (mi)	138.8	138.8
Travel Time (hr)	7.3	7.3
Vehicles Entered	1379	1379
Vehicles Exited	1376	1376
Hourly Exit Rate	1376	1376
Input Volume	1421	1421
% of Volume	97	97

308: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.6	0.6
Travel Dist (mi)	47.4	47.4
Travel Time (hr)	2.3	2.3
Vehicles Entered	452	452
Vehicles Exited	458	458
Hourly Exit Rate	458	458
Input Volume	466	466
% of Volume	98	98

310: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.2	1.2
Travel Dist (mi)	79.3	79.3
Travel Time (hr)	3.6	3.6
Vehicles Entered	667	667
Vehicles Exited	672	672
Hourly Exit Rate	672	672
Input Volume	675	675
% of Volume	100	100

311: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.1	1.1
Total Del/Veh (s)	3.2	3.2
Travel Dist (mi)	114.7	114.7
Travel Time (hr)	6.3	6.3
Vehicles Entered	1284	1284
Vehicles Exited	1281	1281
Hourly Exit Rate	1281	1281
Input Volume	1279	1279
% of Volume	100	100

312: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	91.2	91.2
Travel Time (hr)	4.1	4.1
Vehicles Entered	912	912
Vehicles Exited	916	916
Hourly Exit Rate	916	916
Input Volume	950	950
% of Volume	96	96

313: Webster St. Performance by approach

Approach	SE	NW	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.8	0.2	2.0
Total Del/Veh (s)	4.9	0.9	3.2
Travel Dist (mi)	252.8	47.5	300.2
Travel Time (hr)	12.3	2.5	14.8
Vehicles Entered	1291	906	2197
Vehicles Exited	1292	910	2202
Hourly Exit Rate	1292	910	2202
Input Volume	1315	955	2270
% of Volume	98	95	97

401: 5th St #1 Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	88.3	88.3
Travel Time (hr)	3.2	3.2
Vehicles Entered	897	897
Vehicles Exited	896	896
Hourly Exit Rate	896	896
Input Volume	941	941
% of Volume	95	95

500: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.6	0.6
Travel Dist (mi)	20.4	20.4
Travel Time (hr)	1.1	1.1
Vehicles Entered	432	432
Vehicles Exited	433	433
Hourly Exit Rate	433	433
Input Volume	506	506
% of Volume	86	86

513: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	19.5	19.5
Travel Time (hr)	0.7	0.7
Vehicles Entered	358	358
Vehicles Exited	357	357
Hourly Exit Rate	357	357
Input Volume	512	512
% of Volume	70	70

514: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	2.4	2.4
Travel Dist (mi)	2.6	2.6
Travel Time (hr)	0.1	0.1
Vehicles Entered	42	42
Vehicles Exited	42	42
Hourly Exit Rate	42	42
Input Volume	48	48
% of Volume	88	88

517: NB Tunnel #2 Performance by approach

Approach	NB	NW	All
Denied Delay (hr)	83.0	87.7	170.8
Denied Del/Veh (s)	232.7	239.7	236.3
Total Delay (hr)	3.4	3.4	6.8
Total Del/Veh (s)	12.3	12.3	12.3
Travel Dist (mi)	24.9	26.3	51.1
Travel Time (hr)	87.2	92.1	179.3
Vehicles Entered	992	1002	1994
Vehicles Exited	988	997	1985
Hourly Exit Rate	988	997	1985
Input Volume	1271	1333	2604
% of Volume	78	75	76

518: Bend Performance by approach

Approach	EB	All
Denied Delay (hr)	104.7	104.7
Denied Del/Veh (s)	222.3	222.3
Total Delay (hr)	41.9	41.9
Total Del/Veh (s)	99.6	99.6
Travel Dist (mi)	505.0	505.0
Travel Time (hr)	163.6	163.6
Vehicles Entered	1490	1490
Vehicles Exited	1451	1451
Hourly Exit Rate	1451	1451
Input Volume	1701	1701
% of Volume	85	85

519: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Travel Dist (mi)	5.2	5.2
Travel Time (hr)	0.3	0.3
Vehicles Entered	115	115
Vehicles Exited	115	115
Hourly Exit Rate	115	115
Input Volume	124	124
% of Volume	93	93

522: Castro St Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.2	0.3	1.5
Total Del/Veh (s)	7.3	0.9	3.3
Travel Dist (mi)	29.5	46.8	76.3
Travel Time (hr)	2.7	2.4	5.1
Vehicles Entered	609	1046	1655
Vehicles Exited	607	1044	1651
Hourly Exit Rate	607	1044	1651
Input Volume	790	1088	1878
% of Volume	77	96	88

604: #6 Jackson on /#6 I-880 NB on-Ramp & 6th St #2 Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.3	1.3
Total Del/Veh (s)	2.8	2.8
Travel Dist (mi)	117.5	117.5
Travel Time (hr)	6.4	6.4
Vehicles Entered	1668	1668
Vehicles Exited	1669	1669
Hourly Exit Rate	1669	1669
Input Volume	2062	2062
% of Volume	81	81

605: #6 I-880 NB on-Ramp & 6th St #2/#6 I-880 NB on-Ramp & 6th S & #2 Performance by approach

Approach	WB	SW	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.3	0.4	0.8
Total Del/Veh (s)	1.0	3.3	1.6
Travel Dist (mi)	35.3	44.2	79.5
Travel Time (hr)	2.0	3.5	5.5
Vehicles Entered	1184	481	1665
Vehicles Exited	1185	484	1669
Hourly Exit Rate	1185	484	1669
Input Volume	1360	703	2063
% of Volume	87	69	81

901: 5th St & SB I-880 Off-Ramp Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	24.1	24.1
Total Del/Veh (s)	59.1	59.1
Travel Dist (mi)	138.1	138.1
Travel Time (hr)	28.8	28.8
Vehicles Entered	1451	1451
Vehicles Exited	1439	1439
Hourly Exit Rate	1439	1439
Input Volume	1701	1701
% of Volume	85	85

1401: NB Tunnel #2 & #2 Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	216.0	216.0
Total Del/Veh (s)	374.1	374.1
Travel Dist (mi)	1480.6	1480.6
Travel Time (hr)	275.8	275.8
Vehicles Entered	1984	1984
Vehicles Exited	1741	1741
Hourly Exit Rate	1741	1741
Input Volume	2604	2604
% of Volume	67	67

1601: Bend Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.9	1.9
Travel Dist (mi)	30.2	30.2
Travel Time (hr)	1.2	1.2
Vehicles Entered	222	222
Vehicles Exited	222	222
Hourly Exit Rate	222	222
Input Volume	300	300
% of Volume	74	74

3501: Bend Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.5	0.5
Total Del/Veh (s)	2.0	2.0
Travel Dist (mi)	110.0	110.0
Travel Time (hr)	4.2	4.2
Vehicles Entered	812	812
Vehicles Exited	811	811
Hourly Exit Rate	811	811
Input Volume	1081	1081
% of Volume	75	75

Total Network Performance

Denied Delay (hr)	2667.8
Denied Del/Veh (s)	208.1
Total Delay (hr)	1900.9
Total Del/Veh (s)	160.0
Travel Dist (mi)	20837.2
Travel Time (hr)	5367.7
Vehicles Entered	40796
Vehicles Exited	39722
Hourly Exit Rate	39722
Input Volume	219929
% of Volume	18

Arterial Level of Service: EB #1

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
5th St #1	2	47.5	92.7	0.3	13	14	43.0
Adeline Street	3	29.8	47.0	0.1	10	8	37.9
	81	4.3	14.4	0.1	20	20	4.4
	203	1.1	10.7	0.1	27	28	1.1
	401	0.9	12.8	0.1	29	29	0.9
Market St	4	4.8	8.6	0.0	13	12	5.3
Brush St	5	8.6	16.4	0.1	14	14	8.6
Martin Luther King	6	12.0	27.1	0.1	19	19	11.9
	57	11.1	19.4	0.1	12	12	11.3
	7	102.2	137.8	0.1	4	5	87.2
Broadway	8	90.8	100.0	0.1	3	3	85.5
	86	4.9	9.8	0.0	9	9	4.8
Webster Tube #10 #9	58	2.5	17.9	0.1	27	27	2.5
Total		320.4	514.5	1.4	10	11	304.3

Arterial Level of Service: EB #1

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay
5th St #1	11	70.3	15	38.5	15	38.9
Adeline Street	10	27.5	11	27.0	11	26.7
	20	4.2	20	4.3	20	4.5
	27	1.1	27	1.1	27	1.2
	29	0.8	29	1.1	29	0.7
Market St	13	4.6	11	6.0	16	3.1
Brush St	14	8.9	14	8.8	15	8.0
Martin Luther King	18	11.9	18	12.6	19	11.4
	13	10.5	12	11.1	12	11.5
	5	79.4	4	102.2	3	137.9
Broadway	3	93.8	3	91.6	3	92.3
	9	5.1	9	4.7	8	5.1
Webster Tube #10 #9	26	2.5	27	2.4	27	2.4
Total	10	320.6	10	311.5	10	343.6

Arterial Level of Service: WB #1

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Adeline Street	3	11.8	20.0	0.1	14	14	12.1
Union St #3	2	25.2	39.8	0.1	12	12	23.5
Total		37.0	59.8	0.2	13	13	35.7

Arterial Level of Service: WB #1

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay
Adeline Street	14	12.7	15	11.2	15	11.1
Union St #3	12	24.9	11	28.4	12	24.7
Total	13	37.6	12	39.5	13	35.7

Arterial Level of Service: EB #3

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
5th St #1	2	118.5	160.7	0.3	8	9	92.6
7th St #3	19	21.7	31.1	0.0	5	5	21.9
Adeline Street	20	15.3	29.0	0.1	14	13	18.1
Market St	21	33.2	67.8	0.3	16	15	36.4
Brush St	22	26.4	36.7	0.1	9	9	24.8
Castro St	23	33.3	44.4	0.1	7	8	27.1
Martin Luther King	24	11.2	16.3	0.0	11	11	10.2
Washington St	25	140.1	165.1	0.2	5	4	153.4
Broadway #9 #3	26	120.7	131.2	0.1	2	2	116.0
6th St	15	35.9	44.4	0.1	5	4	48.1
5th St #1	8	24.4	30.8	0.0	6	6	24.4
Total		580.7	757.6	1.4	7	7	573.1

Arterial Level of Service: EB #3

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay
5th St #1	5	179.8	7	129.6	11	65.9
7th St #3	5	21.8	5	22.0	5	21.0
Adeline Street	18	9.5	14	15.6	13	18.1
Market St	16	30.6	14	39.8	17	25.8
Brush St	9	24.9	8	31.4	9	25.0
Castro St	7	35.1	6	39.0	7	32.2
Martin Luther King	10	11.7	10	12.9	11	10.3
Washington St	4	176.5	5	137.9	6	94.3
Broadway #9 #3	2	140.0	2	123.0	2	108.1
6th St	7	25.9	6	25.7	4	43.5
5th St #1	5	25.8	5	24.7	6	22.6
Total	6	681.6	7	601.6	8	466.7

Arterial Level of Service: WB #3

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
#5 #9 I880 SB off-ra	15	16.1	22.4	0.0	7	8	14.3
7th St #9	26	15.2	21.7	0.1	10	11	13.9
Brush St	22	-	-	0.1	-	-	-
Market St	21	29.0	38.9	0.1	8	3	103.3
Adeline Street	20	197.3	285.3	0.3	5	3	375.4
Union St	19	25.9	43.3	0.1	10	11	24.1
5th St	2	14.4	24.4	0.0	7	6	16.0
Total		297.9	435.9	0.7	7	4	547.0

Arterial Level of Service: WB #3

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay
#5 #9 I880 SB off-ra	7	16.3	7	17.1	7	16.7
7th St #9	11	13.8	10	17.1	10	15.8
Brush St	21	3.0	19	4.3	19	4.0
Market St	24	3.2	26	2.3	25	2.6
Adeline Street	6	162.6	7	130.2	6	153.5
Union St	10	28.4	11	24.4	10	26.6
5th St	7	13.9	6	16.8	8	12.0
Total	8	241.2	9	212.1	8	231.2

Arterial Level of Service: EB #5

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
#5 #9 I880 SB off-ra	15	16.1	22.4	0.0	7	8	14.3
Total		16.1	22.4	0.0	7	8	14.3

Arterial Level of Service: EB #5

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay
#5 #9 I880 SB off-ra	7	16.3	7	17.1	7	16.7
Total	7	16.3	7	17.1	7	16.7

Arterial Level of Service: WB #5

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
	222	60.6	336.1	0.2	7	14	19.8
Broadway #9 #3	15	161.8	184.8	0.2	3	4	132.6
5th St #1	8	29.4	39.3	0.0	4	4	30.1
Total		251.7	560.2	0.4	4	6	182.5

Arterial Level of Service: WB #5

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay
	4	118.2	8	52.4	7	66.9
Broadway #9 #3	2	216.8	3	142.8	3	163.1
5th St #1	4	29.4	4	29.1	4	28.9
Total	3	364.4	5	224.3	4	258.9

Arterial Level of Service: SE #10

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
	86	0.6	8.2	0.0	10	10	0.7
Webster Tube #10 #9	58	2.5	17.9	0.1	27	27	2.5
Total		3.1	26.1	0.2	21	21	3.2

Arterial Level of Service: SE #10

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay
	10	0.6	10	0.6	10	0.6
Webster Tube #10 #9	26	2.5	27	2.4	27	2.4
Total	21	3.1	22	3.0	22	3.1

Arterial Level of Service: SB #7

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
7th St	30	33.7	153.3	1.0	24	25	30.7
#6 6th St	13	11.7	18.1	0.1	12	12	11.2
5th St	10	4.3	11.8	0.0	13	14	4.2
#6 Oak St	11	11.5	22.5	0.1	12	12	11.7
Total		61.2	205.7	1.2	21	21	57.7

Arterial Level of Service: SB #7

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay
7th St	24	35.1	25	29.9	23	39.0
#6 6th St	12	12.2	12	11.1	12	12.2
5th St	14	4.1	14	4.1	13	4.7
#6 Oak St	12	11.0	12	11.4	12	12.0
Total	21	62.4	22	56.6	20	67.8

Arterial Level of Service: NB #6

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
#7 I-880 SB On-Ramp	11	1109.8	1402.3	1.2	4	4	948.8
I-880 NB Off-ramp #1	12	16.6	23.8	0.0	7	7	14.8
#7 Madison St	13	16.5	27.8	0.1	10	10	14.8
Jackson St	14	36.4	44.8	0.1	6	6	36.1
#2	605	1.6	5.6	0.0	19	19	1.7
	604	2.8	12.9	0.1	19	20	2.6
Total		1183.7	1517.2	1.5	4	5	1018.9

Arterial Level of Service: NB #6

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay
#7 I-880 SB On-Ramp	3	1267.4	3	1215.2	4	1059.4
I-880 NB Off-ramp #1	7	15.9	6	17.7	6	18.6
#7 Madison St	10	14.7	11	13.8	8	22.8
Jackson St	6	35.1	8	25.7	5	47.4
#2	20	1.6	19	1.7	19	1.6
	20	2.4	19	2.8	19	3.2
Total	4	1337.0	4	1277.0	4	1153.0

Arterial Level of Service: SB #6

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
#7 5th St	11	6.1	14.2	0.0	11	11	5.6
Total		6.1	14.2	0.0	11	11	5.6

Arterial Level of Service: SB #6

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay
#7 5th St	10	6.9	12	5.6	-	-
Total	10	6.9	12	5.6	-	-

Arterial Level of Service: EB #9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
6th St	15	-	-	0.1	-	-	-
Total		-	-	0.1	-	-	-

Arterial Level of Service: EB #9

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay
6th St	-	-	-	-	-	-
Total	-	-	-	-	-	-

Arterial Level of Service: WB #9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
	222	60.6	336.1	0.2	7	14	19.8
Broadway #9 #3	15	139.9	161.4	0.2	4	5	96.7
7th St #9	26	40.6	53.7	0.1	4	5	30.9
#13 Webster St #8 #9	27	56.7	75.3	0.1	7	7	58.9
	135	10.7	20.5	0.1	11	11	10.9
Almda Tunn #10 #1	58	1.6	8.4	0.1	26	26	1.7
Total		310.0	655.3	0.7	6	8	218.8

Arterial Level of Service: WB #9

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay
	4	118.2	8	52.4	7	66.9
Broadway #9 #3	2	211.6	4	141.2	4	135.3
7th St #9	5	32.2	4	50.6	4	46.2
#13 Webster St #8 #9	6	67.2	7	50.5	7	53.1
	11	11.0	10	11.6	11	9.5
Almda Tunn #10 #1	26	1.6	26	1.7	26	1.6
Total	4	441.7	6	308.0	6	312.5

Arterial Level of Service: WB #13

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
NB Tunnel	31	87.3	201.5	0.1	4	4	84.5
Webster St #8	32	71.9	82.0	0.1	3	3	76.7
7th St #9	27	32.3	39.7	0.0	4	4	31.2
	135	15.3	22.4	0.1	10	10	15.0
Almda Tunn #10 #1	58	1.6	8.4	0.1	26	26	1.7
Total		208.4	354.0	0.3	5	5	209.0

Arterial Level of Service: WB #13

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay
NB Tunnel	5	68.8	9	32.3	2	179.8
Webster St #8	3	73.4	3	60.4	3	79.0
7th St #9	4	33.7	4	35.2	5	28.3
	10	15.1	10	15.9	10	15.0
Almda Tunn #10 #1	26	1.6	26	1.7	26	1.6
Total	5	192.7	7	145.5	4	303.7

Arterial Level of Service: NB #2

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
	517	12.3	316.0	0.0	8	8	11.8
#2	1401	215.7	285.0	0.8	10	11	197.8
7th St	28	55.2	62.5	0.1	4	4	55.9
Total		283.2	663.5	0.9	9	9	265.5

Arterial Level of Service: NB #2

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay
	7	14.4	9	10.7	7	12.8
#2	9	243.3	10	215.5	10	209.1
7th St	4	57.3	4	51.3	4	56.9
Total	8	314.9	9	277.5	9	278.8

Arterial Level of Service: SB #8

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
12th St	43	21.1	27.0	0.1	8	8	20.0
11th St	40	27.4	34.3	0.0	5	6	25.3
9th St	37	46.2	81.5	0.1	7	10	26.8
8th St	32	56.2	61.6	0.1	3	3	53.4
7th St #9	27	29.7	36.4	0.0	5	5	29.4
	135	15.3	22.4	0.1	10	10	15.0
Almda Tunn #10 #1	58	1.6	8.4	0.1	26	26	1.7
Total		197.5	271.6	0.4	6	7	171.5

Arterial Level of Service: SB #8

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay
12th St	9	17.7	8	20.1	7	26.2
11th St	5	26.4	6	25.4	5	31.9
9th St	8	34.9	11	25.5	3	97.6
8th St	3	54.4	3	52.8	3	64.6
7th St #9	5	30.5	4	31.9	5	26.7
	10	15.1	10	15.9	10	15.0
Almda Tunn #10 #1	26	1.6	26	1.7	26	1.6
Total	7	180.8	7	173.4	5	263.5

Intersection: 1: Broadway & 4th St

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	234	336	264	278	150	70
Average Queue (ft)	65	226	224	249	49	6
95th Queue (ft)	148	412	316	264	108	37
Link Distance (ft)	276	329	232	232	182	182
Upstream Blk Time (%)	0	28	38	83	1	
Queuing Penalty (veh)	0	0	0	0	3	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: 880 On Ramp & 880 SB Off Ramp #1 #3/Union St #3 & 5th St/5th St #1

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T>	L	L	TR	L	T	R	R	R>
Maximum Queue (ft)	362	358	88	114	140	245	1410	1458	79	89
Average Queue (ft)	120	106	26	55	54	70	720	700	28	27
95th Queue (ft)	337	216	65	94	113	207	1508	1451	62	64
Link Distance (ft)	416	416		565	565		1647	1647	159	159
Upstream Blk Time (%)	3	0					5	5		
Queuing Penalty (veh)	0	0					0	0		
Storage Bay Dist (ft)			290			220				
Storage Blk Time (%)						0	50			
Queuing Penalty (veh)						0	26			

Intersection: 3: Adeline Street & 5th St #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	LT	TR
Maximum Queue (ft)	81	434	477	253	100	113	109	255	174	98	139	126
Average Queue (ft)	21	253	312	115	32	40	56	90	113	21	67	46
95th Queue (ft)	55	442	468	220	80	93	102	188	179	64	113	91
Link Distance (ft)	565	565	565		352	352	543	543			324	324
Upstream Blk Time (%)		0	0									
Queuing Penalty (veh)		1	1									
Storage Bay Dist (ft)				275					150	150		
Storage Blk Time (%)				1				1	4	0	0	
Queuing Penalty (veh)				1				1	4	0	0	

Intersection: 4: Market St & 5th St #1

Movement	EB	EB	EB	NB	NB	B122	SB	SB	SB
Directions Served	LT	T	TR	T	TR	T	L	T	T
Maximum Queue (ft)	111	125	113	64	159	15	230	76	74
Average Queue (ft)	58	59	50	20	82	0	132	38	26
95th Queue (ft)	113	122	113	51	146	7	226	63	61
Link Distance (ft)	99	99	99	100	100	148	210	210	210
Upstream Blk Time (%)	1	2	1		7		5		
Queuing Penalty (veh)	4	6	5		0		5		
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 5: Brush St & 5th St #1

Movement	EB	EB	EB	NB	SB	SB	SB
Directions Served	T	T	TR	R	L	L	T
Maximum Queue (ft)	143	140	155	63	122	161	185
Average Queue (ft)	69	71	76	25	52	62	58
95th Queue (ft)	120	120	135	56	103	119	133
Link Distance (ft)	234	234	234	165	528	528	528
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 6: Martin Luther King & 5th St #1

Movement	EB	EB	EB	NB	NB	SB	SB
Directions Served	LT	T	TR	T	TR	LT	T
Maximum Queue (ft)	200	224	237	142	128	72	59
Average Queue (ft)	129	150	162	70	42	29	10
95th Queue (ft)	187	209	233	119	89	64	38
Link Distance (ft)	654	654	654	189	189	240	240
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 7: 5th St #1 & Washington St

Movement	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	TR	T	R	LT
Maximum Queue (ft)	611	632	626	215	54	250
Average Queue (ft)	415	429	416	185	43	212
95th Queue (ft)	672	699	698	221	53	286
Link Distance (ft)	662	662	662	175		222
Upstream Blk Time (%)	0	1	1	91		65
Queuing Penalty (veh)	1	4	4	0		113
Storage Bay Dist (ft)					20	
Storage Blk Time (%)				38	78	
Queuing Penalty (veh)				52	108	

Intersection: 8: Broadway/#5 Broadway #3 & 5th St #1/I-880 NB on-ramp and 5th St & #10 #1 Almeda Tu

Movement	EB	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	<L	LT	T	R	T	T	R>	<	L	T
Maximum Queue (ft)	363	359	367	95	213	238	225	236	221	251
Average Queue (ft)	332	333	333	50	121	197	183	189	102	168
95th Queue (ft)	352	354	359	113	235	238	236	272	202	256
Link Distance (ft)	300	300	300		182	182	182	186	186	186
Upstream Blk Time (%)	63	71	50		9	45	45	30	1	8
Queuing Penalty (veh)	313	353	251		24	124	125	121	5	35
Storage Bay Dist (ft)				70						
Storage Blk Time (%)			32	1						
Queuing Penalty (veh)			38	2						

Intersection: 9: Jackson St & 5th St

Movement	EB	EB	EB	NB	SB
Directions Served	LT	T	TR	TR	LT
Maximum Queue (ft)	195	164	176	248	191
Average Queue (ft)	160	116	143	195	86
95th Queue (ft)	176	174	192	282	164
Link Distance (ft)	92	92	92	207	200
Upstream Blk Time (%)	82	20	36	55	2
Queuing Penalty (veh)	467	114	202	0	3
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 10: Madison St/#7 Madison St & 5th St/#7 5th St

Movement	EB	EB	EB	SB	SB
Directions Served	T	T	TR	L	LT
Maximum Queue (ft)	144	151	182	149	165
Average Queue (ft)	67	75	103	32	41
95th Queue (ft)	127	132	161	99	116
Link Distance (ft)	302	302	302	199	199
Upstream Blk Time (%)				0	0
Queuing Penalty (veh)				0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 11: #6 Oak St & #7 5th St/#7 I-880 SB On-Ramp

Movement	EB	EB	EB	NB	NB	SB
Directions Served	L	T	TR	T	R	LT
Maximum Queue (ft)	226	153	142	6515	75	162
Average Queue (ft)	92	66	82	5059	62	61
95th Queue (ft)	165	113	125	7701	105	111
Link Distance (ft)	342	342	342	6472		193
Upstream Blk Time (%)				40		0
Queuing Penalty (veh)				0		0
Storage Bay Dist (ft)					50	
Storage Blk Time (%)				83	2	
Queuing Penalty (veh)				154	13	

Intersection: 12: #6 Oak St/Oak St & #6 6th St #11/I-880 NB Off-ramp #11 & 6th St

Movement	WB	WB	WB	NB	SW
Directions Served	LT	TR	R	LT	>
Maximum Queue (ft)	188	120	104	214	72
Average Queue (ft)	28	50	57	206	29
95th Queue (ft)	105	101	100	219	58
Link Distance (ft)	867			193	149
Upstream Blk Time (%)				21	
Queuing Penalty (veh)				198	
Storage Bay Dist (ft)		100	100		
Storage Blk Time (%)	0	1	0		
Queuing Penalty (veh)	0	2	1		

Intersection: 13: #7 Madison St & #6 6th St /#6 6th St #11

Movement	WB	WB	WB	SB	SB	SB
Directions Served	LT	T	T	T	T	R
Maximum Queue (ft)	88	140	70	218	224	75
Average Queue (ft)	17	72	27	128	154	70
95th Queue (ft)	59	119	60	226	236	88
Link Distance (ft)	346	346	346	197	197	
Upstream Blk Time (%)				1	2	
Queuing Penalty (veh)				5	12	
Storage Bay Dist (ft)						50
Storage Blk Time (%)					17	11
Queuing Penalty (veh)					57	47

Intersection: 14: Jackson St & #6 I-880 NB on-Ramp & 6th S/#6 6th St

Movement	WB	WB	WB	NB	NB	SB
Directions Served	L	T	R	L	T	TR
Maximum Queue (ft)	52	312	188	224	264	248
Average Queue (ft)	8	211	31	196	219	188
95th Queue (ft)	33	321	168	237	287	264
Link Distance (ft)	309	309	309	200	200	206
Upstream Blk Time (%)		4	1	34	32	8
Queuing Penalty (veh)		9	2	138	131	45
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 15: #5 Broadway #3/Broadway #9 #3 & 6th St/#5 #9 I880 SB off-ramp

Movement	WB	WB	WB	B222	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	T	L	T	T	T	T	TR
Maximum Queue (ft)	838	853	76	932	147	137	145	218	194	216
Average Queue (ft)	758	776	69	667	41	48	63	84	46	86
95th Queue (ft)	938	957	96	1248	133	100	119	196	122	196
Link Distance (ft)	753	753		891	186	186	186	218	218	218
Upstream Blk Time (%)	25	42		35	4	0	0	4	0	3
Queuing Penalty (veh)	0	0		0	8	0	0	9	1	8
Storage Bay Dist (ft)			50							
Storage Blk Time (%)		27	15							
Queuing Penalty (veh)		170	13							

Intersection: 16: Washington St & 6th St

Movement	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR
Maximum Queue (ft)	292	295	125	198
Average Queue (ft)	133	129	23	134
95th Queue (ft)	286	279	84	234
Link Distance (ft)	270	270	222	183
Upstream Blk Time (%)	12	10	0	33
Queuing Penalty (veh)	19	17	0	48
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: Martin Luther King & 6th St

Movement	WB	WB	WB	B1601	NB	NB	SB	SB
Directions Served	LT	T	TR	T	LT	T	T	TR
Maximum Queue (ft)	94	86	112	182	99	47	33	41
Average Queue (ft)	29	36	39	12	22	5	2	6
95th Queue (ft)	66	71	94	166	65	32	16	27
Link Distance (ft)	317	317	317	662	240	240	165	165
Upstream Blk Time (%)				0				
Queuing Penalty (veh)				0				
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 18: Market St & 6th St/I-880 off-ramp

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	T	R	L	T	T	T	T	R
Maximum Queue (ft)	231	257	190	61	60	134	123	115	82
Average Queue (ft)	99	126	160	19	12	38	50	31	17
95th Queue (ft)	199	297	220	50	51	104	106	79	56
Link Distance (ft)	232	232		210	210	210	143	143	
Upstream Blk Time (%)	1	20					0	0	
Queuing Penalty (veh)	0	0					0	0	
Storage Bay Dist (ft)			165						60
Storage Blk Time (%)		0	28					2	0
Queuing Penalty (veh)		0	36					1	0

Intersection: 19: Union St #3/Union St & 7th St #3

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	124	552	522	125	546	561	93	179	96
Average Queue (ft)	35	385	329	122	478	283	36	164	32
95th Queue (ft)	106	550	499	136	674	607	78	179	71
Link Distance (ft)		535	535		527	527	159	159	327
Upstream Blk Time (%)		5	3		31	1		27	
Queuing Penalty (veh)		0	0		127	3		96	
Storage Bay Dist (ft)	100			100					
Storage Blk Time (%)	0	45		92	4				
Queuing Penalty (veh)	0	18		296	6				

Intersection: 20: Adeline Street & 7th St #3

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	TR	LT	TR
Maximum Queue (ft)	172	421	432	175	1459	1452	1250	76	155	161	165	129
Average Queue (ft)	63	225	231	156	910	877	342	19	46	61	73	24
95th Queue (ft)	150	377	387	222	1610	1627	1196	61	124	124	131	78
Link Distance (ft)		527	527		1438	1438	1438		324	324	316	316
Upstream Blk Time (%)		0	0		12	10	7					
Queuing Penalty (veh)		0	1		36	30	20					
Storage Bay Dist (ft)	160			150				70				
Storage Blk Time (%)		19		72	31			5	4			
Queuing Penalty (veh)		18		269	21			4	1			

Intersection: 21: Market St & 7th St #3

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	T
Maximum Queue (ft)	210	1195	1198	1126	44	172	177	192	156	166	112	124
Average Queue (ft)	197	522	463	336	13	57	77	74	78	124	75	56
95th Queue (ft)	246	1089	1032	770	38	196	213	213	148	190	122	126
Link Distance (ft)		1438	1438	1438		363	363	363	143	143		
Upstream Blk Time (%)		0	0	0		3	3	4	10	16		
Queuing Penalty (veh)		1	0	0		6	5	7	22	35		
Storage Bay Dist (ft)	185				170						100	100
Storage Blk Time (%)	53	6				7					9	7
Queuing Penalty (veh)	291	22				1					5	4

Intersection: 21: Market St & 7th St #3

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	283	224
Average Queue (ft)	70	90
95th Queue (ft)	232	230
Link Distance (ft)	315	315
Upstream Blk Time (%)	6	9
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)	0	
Queuing Penalty (veh)	1	

Intersection: 22: Brush St & 7th St #3

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	TR	L	T	T	T	LT	T	TR
Maximum Queue (ft)	380	375	362	7	98	100	99	385	377	340
Average Queue (ft)	190	208	209	0	17	10	10	264	155	123
95th Queue (ft)	319	320	318	5	74	68	74	395	323	261
Link Distance (ft)	363	363	363		420	420	420	365	365	365
Upstream Blk Time (%)	2	2	2					5	1	3
Queuing Penalty (veh)	13	13	14					0	0	0
Storage Bay Dist (ft)				160						
Storage Blk Time (%)					1					
Queuing Penalty (veh)					0					

Intersection: 23: Castro St & 7th St #3

Movement	EB	EB	EB	EB	NB	NB	NB	SW	SW	SW
Directions Served	<	<	T	T	LT	T	T>	R	R	R>
Maximum Queue (ft)	239	380	435	441	186	146	88	68	68	107
Average Queue (ft)	159	197	314	316	143	60	27	19	28	38
95th Queue (ft)	241	310	446	446	204	138	67	51	59	80
Link Distance (ft)		420	420	420	165	165	165	188	188	188
Upstream Blk Time (%)		1	4	5	6	0				
Queuing Penalty (veh)		5	29	36	0	0				
Storage Bay Dist (ft)	215									
Storage Blk Time (%)	0	3								
Queuing Penalty (veh)	1	9								

Intersection: 24: Martin Luther King & 7th St #3

Movement	EB	EB	EB	EB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	T	TR	LT	T
Maximum Queue (ft)	107	142	193	171	105	114	90	52
Average Queue (ft)	48	113	139	144	26	46	49	7
95th Queue (ft)	99	175	188	177	73	109	85	31
Link Distance (ft)			142	142	165	165	201	201
Upstream Blk Time (%)	0	1	3	11		4		
Queuing Penalty (veh)	0	0	26	89		3		
Storage Bay Dist (ft)	250	250						
Storage Blk Time (%)	0	1	3					
Queuing Penalty (veh)	0	2	26					

Intersection: 25: Washington St & 7th St #3

Movement	EB	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	T	TR	T	R	LT
Maximum Queue (ft)	928	1023	1035	1020	118	84	154
Average Queue (ft)	462	565	618	624	32	25	48
95th Queue (ft)	966	1101	1156	1151	80	68	142
Link Distance (ft)	1029	1029	1029	1029	183		207
Upstream Blk Time (%)	0	1	3	6			6
Queuing Penalty (veh)	2	2	11	25			5
Storage Bay Dist (ft)						70	
Storage Blk Time (%)					1	2	
Queuing Penalty (veh)					1	2	

Intersection: 26: Broadway #9 #3/Broadway & 7th St #3/7th St #9

Movement	EB	EB	EB	EB	NB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	T	TR	R	LT	T
Maximum Queue (ft)	323	334	325	322	206	274	304	214	218
Average Queue (ft)	259	284	286	279	130	162	152	204	123
95th Queue (ft)	368	359	344	328	218	258	318	213	241
Link Distance (ft)	278	278	278	278	218	218	218	191	191
Upstream Blk Time (%)	12	25	29	30	0	6	8	78	11
Queuing Penalty (veh)	51	102	121	125	1	20	27	364	50
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 27: #13 Webster St #8 #9/#13 Webster St #8 & 7th St #9/7th St

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	TR>	>	<LT	T	T
Maximum Queue (ft)	675	706	707	699	251	261	259
Average Queue (ft)	553	666	674	670	202	196	182
95th Queue (ft)	786	725	700	691	277	267	273
Link Distance (ft)	653	653	653	653	213	213	213
Upstream Blk Time (%)	1	20	35	35	7	4	6
Queuing Penalty (veh)	6	110	195	199	38	24	31
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 28: NB Tunnel #2/NB Tunnel & 7th St

Movement	EB	EB	EB	NB	NB	NB	NB
Directions Served	LT	T	T	T	T	T	R
Maximum Queue (ft)	335	328	224	228	227	238	187
Average Queue (ft)	160	119	45	143	181	151	32
95th Queue (ft)	326	284	136	209	215	231	141
Link Distance (ft)	313	313	313	138	138	138	138
Upstream Blk Time (%)	6	0	0	16	69	18	2
Queuing Penalty (veh)	27	1	0	77	328	83	10
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 29: Jackson St & 7th St

Movement	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	TR	T	R	LT
Maximum Queue (ft)	311	211	252	257	76	439
Average Queue (ft)	92	121	140	160	67	232
95th Queue (ft)	208	198	218	278	92	416
Link Distance (ft)	611	611	611	206		554
Upstream Blk Time (%)				4		3
Queuing Penalty (veh)				21		0
Storage Bay Dist (ft)					50	
Storage Blk Time (%)				23	10	
Queuing Penalty (veh)				52	26	

Intersection: 30: #7 Madison St & 7th St

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	T	TR	L	T	T
Maximum Queue (ft)	119	209	247	244	376	352	376
Average Queue (ft)	58	81	126	131	202	193	226
95th Queue (ft)	103	152	205	200	331	308	347
Link Distance (ft)	300	300	300	300	5416	5416	5416
Upstream Blk Time (%)				0			
Queuing Penalty (veh)				0			
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 31: NB Tunnel & #13 8th St

Movement	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	TR	L	LT	T	T
Maximum Queue (ft)	529	510	488	264	267	178	150
Average Queue (ft)	340	308	315	202	229	90	89
95th Queue (ft)	603	599	582	274	254	152	150
Link Distance (ft)	503	503	503	221	221	221	221
Upstream Blk Time (%)	27	27	23	17	56	0	
Queuing Penalty (veh)	0	0	0	56	184	0	
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 32: #13 Webster St #8/Webster St #8 & 8th St/#13 8th St

Movement	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	L	LT	T	T	T	T	TR	R
Maximum Queue (ft)	345	339	324	342	177	190	179	211
Average Queue (ft)	305	302	266	322	149	153	156	172
95th Queue (ft)	371	356	365	336	174	178	169	224
Link Distance (ft)	310	310	310	310	151	151	151	151
Upstream Blk Time (%)	30	30	4	41	29	31	38	23
Queuing Penalty (veh)	144	144	18	198	73	76	94	57
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 33: Franklin St & 8th St

Movement	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	T	TR	LT	T	T
Maximum Queue (ft)	285	248	255	279	200	164	8
Average Queue (ft)	164	162	169	245	126	33	0
95th Queue (ft)	310	290	269	281	206	120	5
Link Distance (ft)	251	251	251	251	185	185	185
Upstream Blk Time (%)	25	15	1	14	6	0	
Queuing Penalty (veh)	84	49	5	45	0	0	
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 34: Broadway & 8th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	LT	T	T	TR
Maximum Queue (ft)	342	315	323	330	191	189	279	278
Average Queue (ft)	268	71	120	220	106	84	262	260
95th Queue (ft)	404	223	267	334	184	159	278	289
Link Distance (ft)	314	314	314	314	191	191	251	251
Upstream Blk Time (%)	39	0	0	1	1	0	92	82
Queuing Penalty (veh)	116	1	0	3	2	0	0	0
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 35: Washington St & 8th St

Movement	WB	WB	WB	NB	SB
Directions Served	L	T	TR	LT	TR
Maximum Queue (ft)	102	262	317	108	64
Average Queue (ft)	28	92	177	43	26
95th Queue (ft)	72	194	270	90	57
Link Distance (ft)	316	316	316	207	255
Upstream Blk Time (%)		0	0		
Queuing Penalty (veh)		0	1		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 36: Martin Luther King & 8th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	<L	L	LT	TR	<LT	T	T	TR>
Maximum Queue (ft)	80	79	134	134	64	60	66	78
Average Queue (ft)	35	32	74	86	28	14	32	23
95th Queue (ft)	67	64	117	128	61	40	60	57
Link Distance (ft)	293	293	293	293	201	201	216	216
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 37: Webster St #8 & 9th St

Movement	EB	EB	EB	SB	SB	SB	SB
Directions Served	T	T	R	LT	T	T	T
Maximum Queue (ft)	198	149	175	357	308	295	250
Average Queue (ft)	113	34	84	225	178	166	116
95th Queue (ft)	192	106	180	369	340	332	285
Link Distance (ft)	198	198	198	456	456	456	456
Upstream Blk Time (%)	1	0	9	1	1	0	1
Queuing Penalty (veh)	0	0	0	3	2	1	1
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 38: Brush St & I-980 On-Ramp & 11 St

Movement	EB	EB	SB	SB	SB	SB
Directions Served	T	TR>	<L	LT	T	TR
Maximum Queue (ft)	249	198	150	152	142	165
Average Queue (ft)	150	80	64	86	94	103
95th Queue (ft)	230	162	126	132	132	148
Link Distance (ft)	268	268	197	197	197	197
Upstream Blk Time (%)	0		0	0		0
Queuing Penalty (veh)	0		0	0		0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 39: I-980 Off Ramp & Castro St & 11 St

Movement	EB	EB	EB	EB	EB	NB	NB	NW	NW	NW
Directions Served	L	LT	T	T	T	T	TR	R	R	R>
Maximum Queue (ft)	52	182	175	167	138	19	150	280	276	226
Average Queue (ft)	3	102	98	96	79	2	67	252	248	96
95th Queue (ft)	24	160	147	140	124	11	121	268	262	202
Link Distance (ft)	391	391	391	391	391	246	246	232	232	232
Upstream Blk Time (%)								95	56	0
Queuing Penalty (veh)								0	0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 40: Webster St #8 & 11th St

Movement	EB	EB	EB	EB	SB	SB	SB	SB
Directions Served	T	T	T	TR	LT	T	T	T
Maximum Queue (ft)	255	183	47	114	242	227	123	69
Average Queue (ft)	154	71	12	47	176	110	44	23
95th Queue (ft)	233	153	38	89	243	198	89	55
Link Distance (ft)	316	316	316	316	229	229	229	229
Upstream Blk Time (%)					3	0		
Queuing Penalty (veh)					7	0		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 41: NB Tunnel & 11th St

Movement	EB	EB	EB	EB	NB	NB	B96	B96	SB
Directions Served	LT	T	T	TR	T	TR	T	T	LT
Maximum Queue (ft)	151	122	73	67	136	126	96	102	184
Average Queue (ft)	65	47	24	21	96	96	24	25	95
95th Queue (ft)	127	90	60	55	134	134	73	74	160
Link Distance (ft)	286	286	286	286	41	41	95	95	231
Upstream Blk Time (%)					41	37	0	1	0
Queuing Penalty (veh)					136	122	1	2	0
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 42: NB Tunnel & 12th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	LT	T	T	TR
Maximum Queue (ft)	324	235	85	70	209	185	122	63
Average Queue (ft)	185	100	14	25	138	116	50	26
95th Queue (ft)	287	213	49	58	202	177	98	54
Link Distance (ft)	334	334	334	334	231	231	233	233
Upstream Blk Time (%)	1				0	0		
Queuing Penalty (veh)	0				1	0		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 43: Webster St #8 & 12th St

Movement	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	LT	T	T	T	T	T	T	TR
Maximum Queue (ft)	220	190	49	64	246	202	103	141
Average Queue (ft)	89	55	19	17	151	52	27	65
95th Queue (ft)	187	149	49	50	234	156	73	115
Link Distance (ft)	292	292	292	292	239	239	239	239
Upstream Blk Time (%)	1	0			2	1	0	
Queuing Penalty (veh)	2	0			0	0	0	
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 44: Castro St & 12th St & I-980 on-ramp

Movement	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	TR	R>	<	<L	LT	T	T
Maximum Queue (ft)	278	303	290	37	122	125	108	95
Average Queue (ft)	132	266	199	9	64	78	52	45
95th Queue (ft)	289	324	297	32	102	112	89	82
Link Distance (ft)	274	274	274	235	235	235	235	235
Upstream Blk Time (%)	1	13	1					
Queuing Penalty (veh)	0	0	0					
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 45: Brush St & 12th St & I-980 off-ramp

Movement	EB	WB	WB	WB	WB	SB	SB	SB	SW	SW
Directions Served	R	L	T	T	T	T	T	TR	L	LR
Maximum Queue (ft)	15	82	80	106	96	142	194	189	1419	1419
Average Queue (ft)	1	35	33	35	34	56	92	50	1331	1341
95th Queue (ft)	8	72	64	78	77	108	164	126	1634	1598
Link Distance (ft)	596	379	379	379	379	462	462	462	1362	1362
Upstream Blk Time (%)									77	81
Queuing Penalty (veh)									0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 46: Brush St & 17th St

Movement	EB	EB	SB	SB	SB	SB
Directions Served	T	TR>	<	<L	LT	T
Maximum Queue (ft)	298	311	101	184	138	124
Average Queue (ft)	263	289	34	70	60	32
95th Queue (ft)	343	298	78	140	115	84
Link Distance (ft)	272	272	235	235	235	235
Upstream Blk Time (%)	29	85				
Queuing Penalty (veh)	0	0				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 47: Castro St & 17th St

Movement	EB	EB	EB	EB	NB	NB	NB	NE	NE
Directions Served	L	T	T	T	T	T	TR	L	LR
Maximum Queue (ft)	185	164	161	113	481	472	440	249	281
Average Queue (ft)	88	95	87	41	450	448	276	190	251
95th Queue (ft)	150	144	138	98	464	459	450	338	265
Link Distance (ft)		329	329	329	432	432	432	232	232
Upstream Blk Time (%)					89	67	1	30	88
Queuing Penalty (veh)					0	0	0	0	0
Storage Bay Dist (ft)	190								
Storage Blk Time (%)	0	0							
Queuing Penalty (veh)	0	0							

Intersection: 48: Castro St & 18th St & I-980 on-ramp

Movement	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	TR	R>	<	<L	LT	T	T
Maximum Queue (ft)	171	273	228	45	124	139	63	66
Average Queue (ft)	47	184	104	10	76	84	34	31
95th Queue (ft)	110	267	216	35	108	120	57	65
Link Distance (ft)	256	256	256	234	234	234	234	234
Upstream Blk Time (%)		2	0					
Queuing Penalty (veh)		0	0					
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 49: Brush St & 18th St

Movement	WB	WB	WB	SB	SB	SB	SB
Directions Served	L	T	T	T	T	T	TR
Maximum Queue (ft)	91	95	86	107	125	128	127
Average Queue (ft)	42	41	37	50	91	91	76
95th Queue (ft)	76	74	76	101	144	140	133
Link Distance (ft)	348	348	348	105	105	105	105
Upstream Blk Time (%)				0	6	4	2
Queuing Penalty (veh)				1	20	14	7
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 50: Webster St. & Atlantic Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	TR	L	T	TR	L
Maximum Queue (ft)	248	417	434	423	105	155	433	454	172	185	446	195
Average Queue (ft)	146	295	336	294	75	148	364	369	120	132	210	150
95th Queue (ft)	259	494	500	502	134	180	487	489	181	232	406	224
Link Distance (ft)		393	393	393			401	401			426	
Upstream Blk Time (%)		25	39	12			11	13			3	4
Queuing Penalty (veh)		0	0	0			58	66			0	0
Storage Bay Dist (ft)	230				80	130			160	160		170
Storage Blk Time (%)	1	10		37	2	63	25		6	9	11	18
Queuing Penalty (veh)	2	15		59	7	193	43		21	28	39	57

Intersection: 50: Webster St. & Atlantic Ave.

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	247	253	257
Average Queue (ft)	159	158	136
95th Queue (ft)	275	261	282
Link Distance (ft)	202	202	202
Upstream Blk Time (%)	12	7	6
Queuing Penalty (veh)	52	29	25
Storage Bay Dist (ft)			
Storage Blk Time (%)	6		
Queuing Penalty (veh)	11		

Intersection: 51: Webster St.

Movement	EB	EB	EB	NB	NB	NB	SE	SE	SE	SE	SE	NW
Directions Served	L	L	>	<	T	T	R	R	R	>	>	R
Maximum Queue (ft)	597	591	185	174	370	316	1009	1035	325	193	62	62
Average Queue (ft)	346	299	125	123	160	103	598	677	229	13	2	12
95th Queue (ft)	513	486	229	200	307	243	1182	1319	408	91	39	48
Link Distance (ft)	686	686			914	914	994	994				18
Upstream Blk Time (%)	0	0					1	23				2
Queuing Penalty (veh)	0	0					0	0				0
Storage Bay Dist (ft)			160	150					300	300	300	
Storage Blk Time (%)		20	1	10	4			0	5			
Queuing Penalty (veh)		60	4	35	9			2	16			

Intersection: 52: Constitution Way & Marina Village Pkwy & Constitution Wy

Movement	WB	WB	WB	NB	NB	SB	SB	SB	SB
Directions Served	L	>	>	R	R>	L	L	T	T
Maximum Queue (ft)	155	274	234	220	217	170	256	470	490
Average Queue (ft)	67	131	97	124	106	79	126	146	196
95th Queue (ft)	140	231	192	198	186	148	231	369	410
Link Distance (ft)		441	441	898	898			1204	1204
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	130					450	450		
Storage Blk Time (%)	1	13						0	
Queuing Penalty (veh)	1	15						1	

Intersection: 53: Constitution Wy & Mariner Sqaure Dr.

Movement	WB	NB	NB
Directions Served	R	T	R
Maximum Queue (ft)	447	121	37
Average Queue (ft)	387	19	1
95th Queue (ft)	518	84	16
Link Distance (ft)	406	452	452
Upstream Blk Time (%)	56		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 54: Constitution Way & Atlantic Ave.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	L	L	T	T	R	L
Maximum Queue (ft)	215	423	431	25	240	226	202	214	566	522	31	166
Average Queue (ft)	207	368	223	5	108	87	116	152	179	126	5	77
95th Queue (ft)	248	535	424	21	206	182	235	241	479	389	22	143
Link Distance (ft)		401	401		506	506			640	640		
Upstream Blk Time (%)		31	0						0	0		
Queuing Penalty (veh)		138	2						0	0		
Storage Bay Dist (ft)	190			190			190	190			80	200
Storage Blk Time (%)	84	2			3		2	22	0	2		
Queuing Penalty (veh)	164	4			0		3	31	0	0		

Intersection: 54: Constitution Way & Atlantic Ave.

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	263	605	750	85
Average Queue (ft)	116	303	458	85
95th Queue (ft)	265	566	893	90
Link Distance (ft)	898	898	898	
Upstream Blk Time (%)			4	
Queuing Penalty (veh)			21	
Storage Bay Dist (ft)				60
Storage Blk Time (%)	0		26	54
Queuing Penalty (veh)	0		109	209

Intersection: 55: Oak St & 7th St

Movement	EB	EB	EB	EB	NB	NB	NB
Directions Served	LT	T	T	T	T	T	TR
Maximum Queue (ft)	221	242	244	249	140	160	222
Average Queue (ft)	131	141	147	149	70	79	149
95th Queue (ft)	200	212	226	238	112	130	222
Link Distance (ft)	357	357	357	357	197	197	197
Upstream Blk Time (%)							3
Queuing Penalty (veh)							10
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 56: Oak St & 8th St

Movement	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	T	R	LT	T	T
Maximum Queue (ft)	270	214	95	74	120	91	78
Average Queue (ft)	177	105	17	42	62	31	20
95th Queue (ft)	249	201	62	69	100	68	58
Link Distance (ft)	312	312	312		250	250	250
Upstream Blk Time (%)	0						
Queuing Penalty (veh)	0						
Storage Bay Dist (ft)				50			
Storage Blk Time (%)			0	4			
Queuing Penalty (veh)			1	8			

Intersection: 57: 5th St #1

Movement	EB	EB	EB	NB	SB
Directions Served	LT	T	TR	TR	LT
Maximum Queue (ft)	224	243	242	31	46
Average Queue (ft)	154	175	177	9	7
95th Queue (ft)	212	233	238	31	29
Link Distance (ft)	282	282	282	112	178
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 58: Webster Tube #10 #9/#13 Tube #9 #8 & Almda Tunn #10 #1

Movement	SB	B135	B135
Directions Served	T	T	
Maximum Queue (ft)	78	309	327
Average Queue (ft)	3	250	243
95th Queue (ft)	49	320	342
Link Distance (ft)	238	229	229
Upstream Blk Time (%)		12	7
Queuing Penalty (veh)		138	86
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 59: NB Tunnel /NB Tunnel

Movement	
Directions Served	
Maximum Queue (ft)	
Average Queue (ft)	
95th Queue (ft)	
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 81: 5th St #1

Movement	EB
Directions Served	LT
Maximum Queue (ft)	55
Average Queue (ft)	3
95th Queue (ft)	25
Link Distance (ft)	352
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 86: #10 #1 Almeda Tun/Almda Tunn #10 #1

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	129	116
Average Queue (ft)	80	80
95th Queue (ft)	109	107
Link Distance (ft)	41	41
Upstream Blk Time (%)	20	19
Queuing Penalty (veh)	175	163
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 108: Brush St & I-980 off-ramp

Movement	SB	SB	SW	SW	SW
Directions Served	T	T	L	L	L
Maximum Queue (ft)	169	120	15	111	127
Average Queue (ft)	81	29	1	25	20
95th Queue (ft)	145	78	10	82	80
Link Distance (ft)	164	164	126	126	126
Upstream Blk Time (%)	3	1		0	0
Queuing Penalty (veh)	0	0		0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 302: Constitution Wy & Posey Tube

Movement	WB	NB	B307	B307
Directions Served	R	T	T	
Maximum Queue (ft)	140	32	434	108
Average Queue (ft)	65	1	47	4
95th Queue (ft)	119	12	265	69
Link Distance (ft)	390	106	419	419
Upstream Blk Time (%)			0	0
Queuing Penalty (veh)			2	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 313: Webster St.

Movement	SE	SE	SE
Directions Served	T	T	T
Maximum Queue (ft)	177	189	150
Average Queue (ft)	34	35	23
95th Queue (ft)	131	131	91
Link Distance (ft)	914	914	914
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 401: 5th St #1

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	41	77
Average Queue (ft)	3	6
95th Queue (ft)	22	37
Link Distance (ft)	463	463
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 517: NB Tunnel #2

Movement	NB	NW
Directions Served	T	R
Maximum Queue (ft)	166	169
Average Queue (ft)	92	95
95th Queue (ft)	212	218
Link Distance (ft)	131	137
Upstream Blk Time (%)	43	43
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 522: Castro St

Movement	WB	WB	NB	NB
Directions Served	R	R	T	T
Maximum Queue (ft)	143	149	17	26
Average Queue (ft)	73	75	1	2
95th Queue (ft)	113	118	11	12
Link Distance (ft)	153	153	102	102
Upstream Blk Time (%)	0	0		
Queuing Penalty (veh)	0	0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 604: #6 Jackson on /#6 I-880 NB on-Ramp & 6th St #2

Movement	WB	WB
Directions Served	T	R
Maximum Queue (ft)	202	169
Average Queue (ft)	90	58
95th Queue (ft)	175	136
Link Distance (ft)	337	337
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 605: #6 I-880 NB on-Ramp & 6th St #2/#6 I-880 NB on-Ramp & 6th S & #2

Movement	WB	SW
Directions Served	T	R
Maximum Queue (ft)	14	180
Average Queue (ft)	0	60
95th Queue (ft)	5	147
Link Distance (ft)	103	445
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 901: 5th St & SB I-880 Off-Ramp

Movement	EB	EB	B518
Directions Served	T	T	T
Maximum Queue (ft)	539	539	1863
Average Queue (ft)	490	466	1503
95th Queue (ft)	555	654	2485
Link Distance (ft)	449	449	1816
Upstream Blk Time (%)	34	23	32
Queuing Penalty (veh)	0	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1401: NB Tunnel #2 & #2

Movement	NB	NB
Directions Served	T	TR
Maximum Queue (ft)	4158	4180
Average Queue (ft)	3191	3199
95th Queue (ft)	5568	5550
Link Distance (ft)	4137	4137
Upstream Blk Time (%)	36	35
Queuing Penalty (veh)	464	453
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 12110

Build 2045
Conditions
AM Peak Hour

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:12	8:12	8:12	8:12	8:12	8:12
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	36779	36946	37024	37015	36905	36927
Vehs Exited	36718	36712	36973	36964	36804	36832
Starting Vehs	1687	1599	1634	1602	1570	1606
Ending Vehs	1748	1833	1685	1653	1671	1706
Travel Distance (mi)	17286	17471	17488	17360	17407	17402
Travel Time (hr)	3737.4	3334.0	3305.9	3377.7	3325.5	3416.1
Total Delay (hr)	3059.4	2649.2	2620.5	2697.9	2642.9	2734.0
Total Stops	115208	110471	115039	109827	112191	112541
Fuel Used (gal)	1454.7	1365.6	1363.5	1371.2	1361.6	1383.3

Interval #0 Information Seeding

Start Time	6:57
End Time	7:12
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:12
End Time	8:12
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	36779	36946	37024	37015	36905	36927
Vehs Exited	36718	36712	36973	36964	36804	36832
Starting Vehs	1687	1599	1634	1602	1570	1606
Ending Vehs	1748	1833	1685	1653	1671	1706
Travel Distance (mi)	17286	17471	17488	17360	17407	17402
Travel Time (hr)	3737.4	3334.0	3305.9	3377.7	3325.5	3416.1
Total Delay (hr)	3059.4	2649.2	2620.5	2697.9	2642.9	2734.0
Total Stops	115208	110471	115039	109827	112191	112541
Fuel Used (gal)	1454.7	1365.6	1363.5	1371.2	1361.6	1383.3

1: Broadway & 4th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	21.6	0.4	0.0	7.5
Total Del/Veh (s)	12.2	43.0	8.0	3.0	18.8
Stop Delay (hr)	0.1	4.2	0.6	0.2	5.1
Stop Del/Veh (s)	10.1	43.8	6.6	2.0	18.2
Vehicles Entered	35	342	319	304	1000
Vehicles Exited	35	344	322	304	1005
Hourly Exit Rate	35	344	322	304	1005
Input Volume	32	343	334	316	1025
% of Volume	109	100	96	96	98

2: Union St & 5th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.5	0.0	0.3
Total Del/Veh (s)	13.4	15.3	8.6	15.1	11.6
Stop Delay (hr)	0.5	1.2	1.5	1.4	4.6
Stop Del/Veh (s)	9.6	12.7	5.5	14.1	9.0
Vehicles Entered	177	346	950	358	1831
Vehicles Exited	176	345	953	359	1833
Hourly Exit Rate	176	345	953	359	1833
Input Volume	171	370	959	366	1866
% of Volume	103	93	99	98	98

3: Adeline Street & 5th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	149.1	2.3	0.0	39.0
Total Del/Veh (s)	16.6	87.7	14.7	20.2	34.4
Stop Delay (hr)	2.9	10.7	0.9	1.3	15.9
Stop Del/Veh (s)	12.6	86.6	13.0	17.6	31.6
Vehicles Entered	824	437	260	266	1787
Vehicles Exited	825	434	258	266	1783
Hourly Exit Rate	825	434	258	266	1783
Input Volume	841	473	252	264	1830
% of Volume	98	92	102	101	97

4: Market St & 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	6.1	16.6	30.7	15.2
Stop Delay (hr)	0.9	0.4	3.2	4.4
Stop Del/Veh (s)	4.6	15.2	27.9	13.2
Vehicles Entered	705	92	403	1200
Vehicles Exited	706	92	402	1200
Hourly Exit Rate	706	92	402	1200
Input Volume	724	97	406	1227
% of Volume	98	95	99	98

5: Brush St & 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	11.5	3.3	13.0	12.1
Stop Delay (hr)	2.3	0.0	1.9	4.3
Stop Del/Veh (s)	8.9	3.3	9.6	9.1
Vehicles Entered	945	15	712	1672
Vehicles Exited	947	15	712	1674
Hourly Exit Rate	947	15	712	1674
Input Volume	967	16	721	1704
% of Volume	98	94	99	98

6: Martin Luther King & 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	4.7	14.1	20.6	5.9
Stop Delay (hr)	0.8	0.2	0.4	1.5
Stop Del/Veh (s)	1.9	12.4	18.0	3.2
Vehicles Entered	1503	60	90	1653
Vehicles Exited	1503	60	90	1653
Hourly Exit Rate	1503	60	90	1653
Input Volume	1536	58	89	1683
% of Volume	98	103	101	98

7: 5th St & Washington St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	2.3	0.0	0.1
Total Del/Veh (s)	3.5	13.3	21.1	5.1
Stop Delay (hr)	0.3	0.2	0.6	1.1
Stop Del/Veh (s)	0.8	12.0	18.2	2.4
Vehicles Entered	1447	62	113	1622
Vehicles Exited	1448	63	112	1623
Hourly Exit Rate	1448	63	112	1623
Input Volume	1482	58	121	1661
% of Volume	98	109	93	98

8: Broadway & 5th St/I-880 NB on-ramp and 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	16.7	42.1	20.9	23.0
Stop Delay (hr)	4.5	5.9	2.0	12.4
Stop Del/Veh (s)	11.3	42.1	18.5	19.2
Vehicles Entered	1416	493	389	2298
Vehicles Exited	1409	494	388	2291
Hourly Exit Rate	1409	494	388	2291
Input Volume	1445	508	407	2360
% of Volume	98	97	95	97

9: Jackson St & 980 Off-ramp/5th St Performance by approach

Approach	EB	NB	All
Denied Del/Veh (s)	0.0	5.4	0.6
Total Del/Veh (s)	10.0	53.0	14.7
Stop Delay (hr)	4.2	3.2	7.4
Stop Del/Veh (s)	7.9	48.9	12.4
Vehicles Entered	1902	234	2136
Vehicles Exited	1901	235	2136
Hourly Exit Rate	1901	235	2136
Input Volume	1967	232	2199
% of Volume	97	101	97

10: #5 Madison St/#5 #7 Madison St & 5th St/#7 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.2	0.0	0.0
Total Del/Veh (s)	19.6	15.7	24.5	20.9
Stop Delay (hr)	4.3	0.6	3.8	8.7
Stop Del/Veh (s)	15.3	12.3	21.7	17.2
Vehicles Entered	1002	184	632	1818
Vehicles Exited	999	183	633	1815
Hourly Exit Rate	999	183	633	1815
Input Volume	1040	181	689	1910
% of Volume	96	101	92	95

11: #6 Oak St & #7 5th St/#7 I-880 SB On-Ramp Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.2	0.0	0.0
Total Del/Veh (s)	5.5	20.0	26.7	11.7
Stop Delay (hr)	0.5	1.3	2.2	4.0
Stop Del/Veh (s)	1.6	13.9	24.1	7.7
Vehicles Entered	1224	320	324	1868
Vehicles Exited	1222	322	326	1870
Hourly Exit Rate	1222	322	326	1870
Input Volume	1302	322	322	1946
% of Volume	94	100	101	96

12: #6 Oak St/Oak St & #6 6th St #3/I-880 NB Off-ramp #3 & 6th St Performance by approach

Approach	WB	NB	SW	All
Denied Del/Veh (s)	1.6	0.0	0.1	1.2
Total Del/Veh (s)	24.4	17.1	4.7	22.3
Stop Delay (hr)	9.5	2.5	0.0	12.0
Stop Del/Veh (s)	17.4	13.2	4.6	16.2
Vehicles Entered	1944	674	28	2646
Vehicles Exited	1941	673	28	2642
Hourly Exit Rate	1941	673	28	2642
Input Volume	1923	699	34	2656
% of Volume	101	96	82	99

13: #5 #7 Madison St/#13 Madison St #7 & #5 #13 #6 6th St #11 #3/#6 6th St #3 Performance by approac

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	40.8	37.3	27.5	34.8
Stop Delay (hr)	12.0	1.6	7.0	20.6
Stop Del/Veh (s)	34.8	33.8	23.3	29.7
Vehicles Entered	1230	174	1067	2471
Vehicles Exited	1227	175	1067	2469
Hourly Exit Rate	1227	175	1067	2469
Input Volume	1228	174	1156	2558
% of Volume	100	101	92	97

14: #5 #6 NB880 On #11 & Jackson St/#14 Jackson St & #13 #14 6th St #3/#5 #13 #6 6th St #11 #3 Perf

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	9.3	25.9	5.8	12.7
Stop Delay (hr)	2.7	4.0	0.2	6.9
Stop Del/Veh (s)	5.2	22.7	2.7	8.9
Vehicles Entered	1838	629	335	2802
Vehicles Exited	1837	628	335	2800
Hourly Exit Rate	1837	628	335	2800
Input Volume	1872	631	322	2825
% of Volume	98	100	104	99

15: Broadway & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	25.9	18.5	14.6	20.8
Stop Delay (hr)	4.1	1.1	1.5	6.8
Stop Del/Veh (s)	22.5	15.6	12.1	17.8
Vehicles Entered	652	257	452	1361
Vehicles Exited	658	256	453	1367
Hourly Exit Rate	658	256	453	1367
Input Volume	763	272	461	1496
% of Volume	86	94	98	91

16: Washington St & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.9	30.2	20.3	10.9
Stop Delay (hr)	0.4	0.4	0.6	1.4
Stop Del/Veh (s)	3.3	27.5	18.7	8.5
Vehicles Entered	423	53	117	593
Vehicles Exited	427	54	117	598
Hourly Exit Rate	427	54	117	598
Input Volume	481	54	118	653
% of Volume	89	100	99	92

17: Martin Luther King & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.6	41.0	28.5	10.1
Stop Delay (hr)	0.0	0.6	0.5	1.1
Stop Del/Veh (s)	0.5	37.9	26.2	8.6
Vehicles Entered	348	57	66	471
Vehicles Exited	348	56	66	470
Hourly Exit Rate	348	56	66	470
Input Volume	380	57	67	504
% of Volume	92	98	99	93

18: Market St & 6th St & I-880 off-ramp Performance by approach

Approach	WB	NB	SB	SW	All
Denied Del/Veh (s)	4.4	0.0	0.0	0.0	2.4
Total Del/Veh (s)	24.7	8.3	5.3	13.1	16.8
Stop Delay (hr)	4.7	0.1	0.4	0.6	5.8
Stop Del/Veh (s)	21.9	5.9	3.6	12.2	14.5
Vehicles Entered	758	87	413	165	1423
Vehicles Exited	762	87	412	165	1426
Hourly Exit Rate	762	87	412	165	1426
Input Volume	762	95	413	182	1452
% of Volume	100	92	100	91	98

19: Union St & 7th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.1	0.1
Total Del/Veh (s)	19.1	46.7	7.3	14.2	35.5
Stop Delay (hr)	2.5	16.0	0.3	0.3	19.1
Stop Del/Veh (s)	15.6	38.4	6.1	12.3	29.2
Vehicles Entered	569	1478	199	84	2330
Vehicles Exited	568	1482	200	84	2334
Hourly Exit Rate	568	1482	200	84	2334
Input Volume	572	1480	191	79	2322
% of Volume	99	100	105	106	101

20: Adeline Street & 7th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.0
Total Del/Veh (s)	5.8	14.2	22.9	23.9	13.4
Stop Delay (hr)	0.7	3.6	0.5	2.0	6.9
Stop Del/Veh (s)	3.7	8.7	20.5	21.7	9.4
Vehicles Entered	718	1476	91	325	2610
Vehicles Exited	716	1474	92	325	2607
Hourly Exit Rate	716	1474	92	325	2607
Input Volume	711	1486	97	320	2614
% of Volume	101	99	95	102	100

21: Market St & 7th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.3	1.0	0.3
Total Del/Veh (s)	15.3	11.5	32.2	13.9	17.0
Stop Delay (hr)	2.3	2.1	4.8	2.6	11.8
Stop Del/Veh (s)	12.3	8.5	29.8	11.3	14.3
Vehicles Entered	664	887	574	812	2937
Vehicles Exited	669	885	574	814	2942
Hourly Exit Rate	669	885	574	814	2942
Input Volume	670	887	591	811	2959
% of Volume	100	100	97	100	99

22: Brush St & 7th St Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	1.1	0.8
Total Del/Veh (s)	11.7	27.2	15.2	15.4
Stop Delay (hr)	1.5	1.4	4.8	7.7
Stop Del/Veh (s)	9.0	23.4	9.9	10.8
Vehicles Entered	588	209	1741	2538
Vehicles Exited	588	207	1743	2538
Hourly Exit Rate	588	207	1743	2538
Input Volume	586	223	1727	2536
% of Volume	100	93	101	100

23: Castro St & 7th St Performance by approach

Approach	EB	NB	SW	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.2	17.2	13.4	12.1
Stop Delay (hr)	2.3	0.4	0.7	3.4
Stop Del/Veh (s)	8.7	15.3	11.8	9.7
Vehicles Entered	933	106	202	1241
Vehicles Exited	930	106	202	1238
Hourly Exit Rate	930	106	202	1238
Input Volume	932	111	217	1260
% of Volume	100	95	93	98

24: Martin Luther King & 7th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.9	4.7	4.7	6.5
Stop Delay (hr)	0.9	0.1	0.0	1.0
Stop Del/Veh (s)	4.4	3.3	1.8	4.1
Vehicles Entered	716	63	78	857
Vehicles Exited	716	62	79	857
Hourly Exit Rate	716	62	79	857
Input Volume	706	68	84	858
% of Volume	101	91	94	100

25: Washington St & 7th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.7	4.6	4.7	8.8
Stop Delay (hr)	1.0	0.1	0.1	1.1
Stop Del/Veh (s)	4.9	3.3	3.4	4.6
Vehicles Entered	723	79	64	866
Vehicles Exited	722	79	64	865
Hourly Exit Rate	722	79	64	865
Input Volume	723	78	67	868
% of Volume	100	101	96	100

26: Broadway & 7th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	19.3	5.2	11.5	13.1
Stop Delay (hr)	3.0	0.5	1.0	4.5
Stop Del/Veh (s)	15.9	3.6	8.9	10.4
Vehicles Entered	674	459	408	1541
Vehicles Exited	676	459	410	1545
Hourly Exit Rate	676	459	410	1545
Input Volume	679	512	419	1610
% of Volume	100	90	98	96

27: #8 Webster St & 7th St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	10.9	15.0	13.0
Stop Delay (hr)	1.6	2.3	3.9
Stop Del/Veh (s)	8.3	11.1	9.7
Vehicles Entered	694	755	1449
Vehicles Exited	694	757	1451
Hourly Exit Rate	694	757	1451
Input Volume	713	773	1486
% of Volume	97	98	98

28: Harrison St #11/#12 Harrison St & 7th St/7th St #11 Performance by approach

Approach	EB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	5.5	8.7	7.7
Stop Delay (hr)	0.6	1.8	2.4
Stop Del/Veh (s)	3.7	5.6	5.0
Vehicles Entered	536	1172	1708
Vehicles Exited	536	1172	1708
Hourly Exit Rate	536	1172	1708
Input Volume	561	1625	2186
% of Volume	96	72	78

29: #14 Jackson St & 7th St #11 Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.1
Total Del/Veh (s)	10.8	5.5	25.4	13.5
Stop Delay (hr)	2.3	0.3	2.6	5.2
Stop Del/Veh (s)	8.3	2.9	20.1	10.2
Vehicles Entered	1000	369	458	1827
Vehicles Exited	1000	368	459	1827
Hourly Exit Rate	1000	368	459	1827
Input Volume	1214	365	438	2017
% of Volume	82	101	105	91

30: #13 Madison St #7/#13 #7 Madison St & 7th St #11/7th St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.1
Total Del/Veh (s)	43.5	52.9	48.4
Stop Delay (hr)	9.3	11.3	20.6
Stop Del/Veh (s)	40.3	45.4	43.0
Vehicles Entered	816	869	1685
Vehicles Exited	813	858	1671
Hourly Exit Rate	813	858	1671
Input Volume	956	880	1836
% of Volume	85	98	91

31: #12 Harrison St/Harrison St & #12 8th St/8th St Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.2	0.0	0.1
Total Del/Veh (s)	9.0	16.2	12.6
Stop Delay (hr)	1.2	2.6	3.8
Stop Del/Veh (s)	6.1	13.6	9.8
Vehicles Entered	706	690	1396
Vehicles Exited	703	690	1393
Hourly Exit Rate	703	690	1393
Input Volume	712	944	1656
% of Volume	99	73	84

32: #8 Webster St & #12 8th St Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.1
Total Del/Veh (s)	29.2	47.6	37.7
Stop Delay (hr)	5.8	8.8	14.6
Stop Del/Veh (s)	24.7	43.7	33.5
Vehicles Entered	830	727	1557
Vehicles Exited	830	727	1557
Hourly Exit Rate	830	727	1557
Input Volume	925	719	1644
% of Volume	90	101	95

33: Franklin St & #12 8th St Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	26.0	30.0	26.9
Stop Delay (hr)	4.8	1.5	6.3
Stop Del/Veh (s)	21.6	26.8	22.7
Vehicles Entered	793	203	996
Vehicles Exited	793	203	996
Hourly Exit Rate	793	203	996
Input Volume	860	207	1067
% of Volume	92	98	93

34: Broadway & #12 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	13.6	11.1	9.6	11.8
Stop Delay (hr)	1.7	0.9	0.7	3.4
Stop Del/Veh (s)	9.8	8.4	7.1	8.7
Vehicles Entered	622	397	362	1381
Vehicles Exited	622	397	362	1381
Hourly Exit Rate	622	397	362	1381
Input Volume	670	436	368	1474
% of Volume	93	91	98	94

35: Washington St & #12 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	11.6	6.6	4.6	10.7
Stop Delay (hr)	1.1	0.1	0.0	1.2
Stop Del/Veh (s)	7.7	4.3	3.7	7.1
Vehicles Entered	513	72	26	611
Vehicles Exited	511	72	26	609
Hourly Exit Rate	511	72	26	609
Input Volume	545	70	30	645
% of Volume	94	103	87	94

36: Martin Luther King & #12 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.8	9.0	6.4	4.4
Stop Delay (hr)	0.1	0.2	0.2	0.5
Stop Del/Veh (s)	1.3	7.1	5.2	2.9
Vehicles Entered	376	77	122	575
Vehicles Exited	375	75	121	571
Hourly Exit Rate	375	75	121	571
Input Volume	406	80	124	610
% of Volume	92	94	98	94

37: #8 Webster St & 9th St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.1
Total Del/Veh (s)	46.8	22.3	25.8
Stop Delay (hr)	1.7	4.4	6.1
Stop Del/Veh (s)	44.2	18.4	22.0
Vehicles Entered	142	852	994
Vehicles Exited	140	847	987
Hourly Exit Rate	140	847	987
Input Volume	144	841	985
% of Volume	97	101	100

38: Brush St & I-980 On-Ramp & 11 St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	41.4	5.6	10.3
Stop Delay (hr)	3.2	1.9	5.1
Stop Del/Veh (s)	37.3	3.3	7.7
Vehicles Entered	307	2048	2355
Vehicles Exited	304	2063	2367
Hourly Exit Rate	304	2063	2367
Input Volume	295	2648	2943
% of Volume	103	78	80

39: I-980 Off Ramp & Castro St & 11 St Performance by approach

Approach	EB	NB	NE	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Del/Veh (s)	19.9	42.0	49.1	31.4
Stop Delay (hr)	3.3	5.6	1.9	10.9
Stop Del/Veh (s)	16.4	37.4	45.7	27.6
Vehicles Entered	717	528	153	1398
Vehicles Exited	721	538	151	1410
Hourly Exit Rate	721	538	151	1410
Input Volume	860	560	157	1577
% of Volume	84	96	96	89

40: #8 Webster St & 11th St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	5.8	19.3	12.7
Stop Delay (hr)	0.6	2.6	3.3
Stop Del/Veh (s)	4.1	16.2	10.3
Vehicles Entered	552	577	1129
Vehicles Exited	553	577	1130
Hourly Exit Rate	553	577	1130
Input Volume	545	587	1132
% of Volume	101	98	100

41: Harrison St & 11th St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	2.3	0.0	1.3
Total Del/Veh (s)	5.3	9.3	24.3	9.0
Stop Delay (hr)	0.4	1.6	0.6	2.5
Stop Del/Veh (s)	2.7	8.4	21.3	7.3
Vehicles Entered	477	671	104	1252
Vehicles Exited	477	671	104	1252
Hourly Exit Rate	477	671	104	1252
Input Volume	476	829	106	1411
% of Volume	100	81	98	89

42: Harrison St & 12th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.1	0.1
Total Del/Veh (s)	10.3	31.9	9.8	16.9
Stop Delay (hr)	2.1	4.6	0.4	7.1
Stop Del/Veh (s)	6.7	28.0	8.4	13.4
Vehicles Entered	1128	581	184	1893
Vehicles Exited	1127	581	184	1892
Hourly Exit Rate	1127	581	184	1892
Input Volume	1106	705	185	1996
% of Volume	102	82	99	95

43: #8 Webster St & 12th St Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	4.8	13.2	6.5
Stop Delay (hr)	0.7	1.1	1.8
Stop Del/Veh (s)	1.7	11.0	3.5
Vehicles Entered	1425	364	1789
Vehicles Exited	1427	364	1791
Hourly Exit Rate	1427	364	1791
Input Volume	1454	374	1828
% of Volume	98	97	98

44: Castro St & 12th St & I-980 on-ramp Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.5	0.0	0.2
Total Del/Veh (s)	30.9	5.8	18.4
Stop Delay (hr)	5.2	0.6	5.8
Stop Del/Veh (s)	26.2	3.1	14.6
Vehicles Entered	704	703	1407
Vehicles Exited	695	705	1400
Hourly Exit Rate	695	705	1400
Input Volume	714	747	1461
% of Volume	97	94	96

45: Brush St & 12th St & I-980 off-ramp Performance by approach

Approach	EB	WB	SB	SW	All
Denied Del/Veh (s)	0.1	0.0	0.2	642.6	400.8
Total Del/Veh (s)	14.7	58.5	49.7	189.5	126.4
Stop Delay (hr)	0.0	6.4	9.9	65.1	81.4
Stop Del/Veh (s)	14.7	52.9	44.3	161.5	108.8
Vehicles Entered	3	426	790	1368	2587
Vehicles Exited	3	438	777	1368	2586
Hourly Exit Rate	3	438	777	1368	2586
Input Volume	2	445	776	1978	3201
% of Volume	150	98	100	69	81

46: Brush St & 17th St Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	4.6	0.0	1.0
Total Del/Veh (s)	47.7	4.5	13.7
Stop Delay (hr)	7.8	1.3	9.1
Stop Del/Veh (s)	42.8	2.0	10.7
Vehicles Entered	641	2415	3056
Vehicles Exited	639	2418	3057
Hourly Exit Rate	639	2418	3057
Input Volume	647	2729	3376
% of Volume	99	89	91

47: Castro St & 17th St Performance by approach

Approach	EB	NB	NE	All
Denied Del/Veh (s)	0.0	0.2	785.0	243.2
Total Del/Veh (s)	20.5	31.5	78.9	36.1
Stop Delay (hr)	5.3	3.5	9.6	18.4
Stop Del/Veh (s)	16.8	26.5	74.6	32.0
Vehicles Entered	1126	472	450	2048
Vehicles Exited	1127	473	451	2051
Hourly Exit Rate	1127	473	451	2051
Input Volume	1237	484	666	2387
% of Volume	91	98	68	86

48: Castro St & 18th St & I-980 on-ramp Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	33.0	4.0	11.7
Stop Delay (hr)	3.2	0.6	3.9
Stop Del/Veh (s)	29.3	2.1	9.4
Vehicles Entered	392	1093	1485
Vehicles Exited	394	1092	1486
Hourly Exit Rate	394	1092	1486
Input Volume	386	1322	1708
% of Volume	102	83	87

49: Brush St & 18th St Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	15.4	6.8	7.8
Stop Delay (hr)	1.1	4.1	5.2
Stop Del/Veh (s)	12.2	5.8	6.5
Vehicles Entered	307	2522	2829
Vehicles Exited	310	2522	2832
Hourly Exit Rate	310	2522	2832
Input Volume	322	2851	3173
% of Volume	96	88	89

50: Webster St. & Atlantic Ave. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	811.2	0.0	908.1	10.9	475.7
Total Del/Veh (s)	131.6	23.1	160.6	45.6	79.4
Stop Delay (hr)	22.0	4.4	19.9	8.6	54.9
Stop Del/Veh (s)	129.4	19.5	155.0	43.8	76.3
Vehicles Entered	588	795	440	703	2526
Vehicles Exited	586	796	441	699	2522
Hourly Exit Rate	586	796	441	699	2522
Input Volume	1045	784	751	732	3312
% of Volume	56	102	59	95	76

51: Webster St. & Willie Stargel Ave Performance by approach

Approach	EB	NB	SE	NW	All
Denied Del/Veh (s)	318.3	0.0	21.6	0.1	114.8
Total Del/Veh (s)	199.4	28.9	27.2	2.7	77.4
Stop Delay (hr)	46.3	2.9	10.2	0.0	59.5
Stop Del/Veh (s)	189.1	26.0	21.5	2.6	70.7
Vehicles Entered	843	400	1691	28	2962
Vehicles Exited	823	401	1690	28	2942
Hourly Exit Rate	823	401	1690	28	2942
Input Volume	1025	652	1729	30	3436
% of Volume	80	62	98	93	86

52: Constitution Way & Marina Village Pkwy & Constitution Wy Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	8.7	0.0	0.9	2.4
Total Del/Veh (s)	77.9	18.9	11.9	29.4
Stop Delay (hr)	12.2	3.6	2.9	18.7
Stop Del/Veh (s)	74.2	14.5	9.4	25.9
Vehicles Entered	582	882	1104	2568
Vehicles Exited	581	880	1099	2560
Hourly Exit Rate	581	880	1099	2560
Input Volume	587	1069	1099	2755
% of Volume	99	82	100	93

53: Constitution Wy & Mariner Sqaure Dr. Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	113.1	0.0	30.8
Total Del/Veh (s)	72.9	2.8	21.4
Stop Delay (hr)	9.8	0.3	10.0
Stop Del/Veh (s)	71.2	0.7	19.4
Vehicles Entered	482	1365	1847
Vehicles Exited	480	1364	1844
Hourly Exit Rate	480	1364	1844
Input Volume	508	1546	2054
% of Volume	94	88	90

54: Constitution Way & Atlantic Ave. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	61.9	0.2	0.8	0.0	15.6
Total Del/Veh (s)	96.5	14.5	21.3	18.6	37.4
Stop Delay (hr)	17.0	2.1	2.8	3.5	25.5
Stop Del/Veh (s)	94.6	12.0	18.7	16.0	35.0
Vehicles Entered	628	637	530	779	2574
Vehicles Exited	628	635	527	781	2571
Hourly Exit Rate	628	635	527	781	2571
Input Volume	1026	619	535	776	2956
% of Volume	61	103	99	101	87

55: Oak St & 7th St Performance by approach

Approach	EB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	13.5	14.5	14.1
Stop Delay (hr)	1.8	3.5	5.3
Stop Del/Veh (s)	10.5	11.6	11.2
Vehicles Entered	618	1088	1706
Vehicles Exited	617	1088	1705
Hourly Exit Rate	617	1088	1705
Input Volume	693	1106	1799
% of Volume	89	98	95

56: Oak St & 8th St Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.4	0.0	0.2
Total Del/Veh (s)	21.0	15.7	19.2
Stop Delay (hr)	7.4	2.7	10.1
Stop Del/Veh (s)	16.6	11.5	14.9
Vehicles Entered	1594	836	2430
Vehicles Exited	1588	832	2420
Hourly Exit Rate	1588	832	2420
Input Volume	1599	854	2453
% of Volume	99	97	99

57: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Vehicles Entered	870	870
Vehicles Exited	872	872
Hourly Exit Rate	872	872
Input Volume	945	945
% of Volume	92	92

58: Webster Tube #3/#8 Webster Tube #3 Performance by approach

Approach	SB	SE	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.0	13.7	7.1
Stop Delay (hr)	0.0	0.4	0.4
Stop Del/Veh (s)	0.1	1.0	0.5
Vehicles Entered	1557	1413	2970
Vehicles Exited	1557	1415	2972
Hourly Exit Rate	1557	1415	2972
Input Volume	1567	1457	3024
% of Volume	99	97	98

59: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Vehicles Entered	865	865
Vehicles Exited	866	866
Hourly Exit Rate	866	866
Input Volume	877	877
% of Volume	99	99

60: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Vehicles Entered	155	155
Vehicles Exited	157	157
Hourly Exit Rate	157	157
Input Volume	175	175
% of Volume	90	90

61: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.3	0.3
Vehicles Entered	122	122
Vehicles Exited	123	123
Hourly Exit Rate	123	123
Input Volume	114	114
% of Volume	108	108

62: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Vehicles Entered	156	156
Vehicles Exited	156	156
Hourly Exit Rate	156	156
Input Volume	165	165
% of Volume	95	95

63: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Vehicles Entered	227	227
Vehicles Exited	227	227
Hourly Exit Rate	227	227
Input Volume	230	230
% of Volume	99	99

65: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Vehicles Entered	49	49
Vehicles Exited	49	49
Hourly Exit Rate	49	49
Input Volume	49	49
% of Volume	100	100

66: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Vehicles Entered	57	57
Vehicles Exited	58	58
Hourly Exit Rate	58	58
Input Volume	64	64
% of Volume	91	91

67: 6th St & Franklin Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.6	0.8	4.5	0.9
Stop Delay (hr)	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.4	0.1	4.5	0.2
Vehicles Entered	94	655	9	758
Vehicles Exited	93	656	9	758
Hourly Exit Rate	93	656	9	758
Input Volume	95	769	10	874
% of Volume	98	85	90	87

68: Horseshoe #10 & #5 #6 NB880 On #10 #11 /#5 #6 NB880 On #11 Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.9	7.5	4.2
Stop Delay (hr)	0.4	1.9	2.3
Stop Del/Veh (s)	1.2	8.3	4.2
Vehicles Entered	1115	811	1926
Vehicles Exited	1115	810	1925
Hourly Exit Rate	1115	810	1925
Input Volume	1169	891	2060
% of Volume	95	91	93

70: I-880 NB on-ramp and 5th St Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	4.3	4.3
Stop Delay (hr)	1.7	1.7
Stop Del/Veh (s)	3.5	3.5
Vehicles Entered	1742	1742
Vehicles Exited	1737	1737
Hourly Exit Rate	1737	1737
Input Volume	1782	1782
% of Volume	97	97

71: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.4	1.4
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Vehicles Entered	408	408
Vehicles Exited	409	409
Hourly Exit Rate	409	409
Input Volume	413	413
% of Volume	99	99

72: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Vehicles Entered	462	462
Vehicles Exited	463	463
Hourly Exit Rate	463	463
Input Volume	511	511
% of Volume	91	91

75: 980 Off-ramp Performance by approach

Approach	EB	NB	NE	All
Denied Del/Veh (s)	0.0	0.1	1.6	1.2
Total Del/Veh (s)	1.1	101.1	51.5	40.7
Stop Delay (hr)	0.1	0.5	10.5	11.2
Stop Del/Veh (s)	0.9	100.7	25.5	20.7
Vehicles Entered	432	18	1459	1909
Vehicles Exited	432	18	1449	1899
Hourly Exit Rate	432	18	1449	1899
Input Volume	487	20	1458	1965
% of Volume	89	90	99	97

76: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Vehicles Entered	378	378
Vehicles Exited	378	378
Hourly Exit Rate	378	378
Input Volume	402	402
% of Volume	94	94

77: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Vehicles Entered	56	56
Vehicles Exited	56	56
Hourly Exit Rate	56	56
Input Volume	65	65
% of Volume	86	86

78: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Vehicles Entered	746	746
Vehicles Exited	745	745
Hourly Exit Rate	745	745
Input Volume	786	786
% of Volume	95	95

79: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Vehicles Entered	288	288
Vehicles Exited	288	288
Hourly Exit Rate	288	288
Input Volume	287	287
% of Volume	100	100

80: Performance by approach

Approach	NE	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	3.6	3.6
Stop Delay (hr)	1.1	1.1
Stop Del/Veh (s)	2.7	2.7
Vehicles Entered	1413	1413
Vehicles Exited	1413	1413
Hourly Exit Rate	1413	1413
Input Volume	1457	1457
% of Volume	97	97

81: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Stop Delay (hr)	0.1	0.1
Stop Del/Veh (s)	0.2	0.2
Vehicles Entered	993	993
Vehicles Exited	993	993
Hourly Exit Rate	993	993
Input Volume	998	998
% of Volume	99	99

82: 5th St #10 Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.5	0.5
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Vehicles Entered	1241	1241
Vehicles Exited	1242	1242
Hourly Exit Rate	1242	1242
Input Volume	1378	1378
% of Volume	90	90

83: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.4	0.4
Vehicles Entered	187	187
Vehicles Exited	187	187
Hourly Exit Rate	187	187
Input Volume	192	192
% of Volume	97	97

84: Bend Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	6.3	6.3
Stop Delay (hr)	0.9	0.9
Stop Del/Veh (s)	2.2	2.2
Vehicles Entered	1557	1557
Vehicles Exited	1557	1557
Hourly Exit Rate	1557	1557
Input Volume	1567	1567
% of Volume	99	99

86: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Vehicles Entered	24	24
Vehicles Exited	24	24
Hourly Exit Rate	24	24
Input Volume	24	24
% of Volume	100	100

88: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	3.1	3.1
Stop Delay (hr)	0.1	0.1
Stop Del/Veh (s)	0.5	0.5
Vehicles Entered	464	464
Vehicles Exited	464	464
Hourly Exit Rate	464	464
Input Volume	470	470
% of Volume	99	99

89: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.6	0.6
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Vehicles Entered	1246	1246
Vehicles Exited	1245	1245
Hourly Exit Rate	1245	1245
Input Volume	1397	1397
% of Volume	89	89

90: Bend Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.6	1.6
Stop Delay (hr)	0.1	0.1
Stop Del/Veh (s)	0.4	0.4
Vehicles Entered	1238	1238
Vehicles Exited	1241	1241
Hourly Exit Rate	1241	1241
Input Volume	1378	1378
% of Volume	90	90

91: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.0	2.0
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Vehicles Entered	419	419
Vehicles Exited	421	421
Hourly Exit Rate	421	421
Input Volume	434	434
% of Volume	97	97

93: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.3	1.3
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Vehicles Entered	1555	1555
Vehicles Exited	1547	1547
Hourly Exit Rate	1547	1547
Input Volume	1576	1576
% of Volume	98	98

94: 7th St #11 Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.1	1.9	7.3	1.3
Stop Delay (hr)	0.1	0.0	0.0	0.1
Stop Del/Veh (s)	0.3	1.8	5.8	0.4
Vehicles Entered	984	16	25	1025
Vehicles Exited	985	16	25	1026
Hourly Exit Rate	985	16	25	1026
Input Volume	1203	15	27	1245
% of Volume	82	107	93	82

95: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Vehicles Entered	1923	1923
Vehicles Exited	1923	1923
Hourly Exit Rate	1923	1923
Input Volume	2060	2060
% of Volume	93	93

96: Bend Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.1	1.1	1.1
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.2	0.0
Vehicles Entered	504	49	553
Vehicles Exited	504	49	553
Hourly Exit Rate	504	49	553
Input Volume	660	49	709
% of Volume	76	100	78

97: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Vehicles Entered	1179	1179
Vehicles Exited	1180	1180
Hourly Exit Rate	1180	1180
Input Volume	1164	1164
% of Volume	101	101

99: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Vehicles Entered	586	586
Vehicles Exited	587	587
Hourly Exit Rate	587	587
Input Volume	711	711
% of Volume	83	83

101: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Vehicles Entered	594	594
Vehicles Exited	595	595
Hourly Exit Rate	595	595
Input Volume	676	676
% of Volume	88	88

102: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Vehicles Entered	482	482
Vehicles Exited	482	482
Hourly Exit Rate	482	482
Input Volume	485	485
% of Volume	99	99

104: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Vehicles Entered	339	339
Vehicles Exited	342	342
Hourly Exit Rate	342	342
Input Volume	361	361
% of Volume	95	95

105: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Vehicles Entered	748	748
Vehicles Exited	746	746
Hourly Exit Rate	746	746
Input Volume	791	791
% of Volume	94	94

107: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	6.6	6.6
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Vehicles Entered	448	448
Vehicles Exited	447	447
Hourly Exit Rate	447	447
Input Volume	455	455
% of Volume	98	98

108: Brush St & I-980 off-ramp Performance by approach

Approach	SB	SW	All
Denied Del/Veh (s)	1876.6	158.5	323.4
Total Del/Veh (s)	1046.3	6.1	18.0
Stop Delay (hr)	8.4	3.1	11.5
Stop Del/Veh (s)	1046.8	4.5	16.4
Vehicles Entered	21	2499	2520
Vehicles Exited	21	2500	2521
Hourly Exit Rate	21	2500	2521
Input Volume	250	2600	2850
% of Volume	8	96	88

109: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Vehicles Entered	674	674
Vehicles Exited	674	674
Hourly Exit Rate	674	674
Input Volume	739	739
% of Volume	91	91

111: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Vehicles Entered	185	185
Vehicles Exited	185	185
Hourly Exit Rate	185	185
Input Volume	184	184
% of Volume	101	101

113: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.7	1.7
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Vehicles Entered	538	538
Vehicles Exited	525	525
Hourly Exit Rate	525	525
Input Volume	553	553
% of Volume	95	95

114: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.3	0.3
Vehicles Entered	86	86
Vehicles Exited	87	87
Hourly Exit Rate	87	87
Input Volume	86	86
% of Volume	101	101

117: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Vehicles Entered	682	682
Vehicles Exited	682	682
Hourly Exit Rate	682	682
Input Volume	741	741
% of Volume	92	92

118: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Vehicles Entered	1467	1467
Vehicles Exited	1474	1474
Hourly Exit Rate	1474	1474
Input Volume	1876	1876
% of Volume	79	79

120: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Vehicles Entered	680	680
Vehicles Exited	675	675
Hourly Exit Rate	675	675
Input Volume	800	800
% of Volume	84	84

121: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Vehicles Entered	24	24
Vehicles Exited	23	23
Hourly Exit Rate	23	23
Input Volume	28	28
% of Volume	82	82

122: Bend Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	1.0	1.3	1.2
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.3	0.2
Vehicles Entered	92	172	264
Vehicles Exited	92	172	264
Hourly Exit Rate	92	172	264
Input Volume	97	170	267
% of Volume	95	101	99

123: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Vehicles Entered	57	57
Vehicles Exited	57	57
Hourly Exit Rate	57	57
Input Volume	54	54
% of Volume	106	106

124: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Vehicles Entered	965	965
Vehicles Exited	965	965
Hourly Exit Rate	965	965
Input Volume	1075	1075
% of Volume	90	90

126: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Vehicles Entered	415	415
Vehicles Exited	416	416
Hourly Exit Rate	416	416
Input Volume	445	445
% of Volume	93	93

131: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Vehicles Entered	172	172
Vehicles Exited	172	172
Hourly Exit Rate	172	172
Input Volume	170	170
% of Volume	101	101

134: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Vehicles Entered	385	385
Vehicles Exited	385	385
Hourly Exit Rate	385	385
Input Volume	455	455
% of Volume	85	85

135: #8 #13 #14 Webster Tube #3/#8 Webster St & 6th St/#13 #14 v6th St #3 Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	17.2	4.6	30.1	14.4
Stop Delay (hr)	0.4	0.6	5.9	6.9
Stop Del/Veh (s)	15.8	1.5	25.7	10.8
Vehicles Entered	93	1364	823	2280
Vehicles Exited	94	1365	825	2284
Hourly Exit Rate	94	1365	825	2284
Input Volume	95	1479	832	2406
% of Volume	99	92	99	95

137: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Vehicles Entered	1215	1215
Vehicles Exited	1214	1214
Hourly Exit Rate	1214	1214
Input Volume	1241	1241
% of Volume	98	98

139: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Vehicles Entered	5	5
Vehicles Exited	5	5
Hourly Exit Rate	5	5
Input Volume	6	6
% of Volume	83	83

140: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Vehicles Entered	349	349
Vehicles Exited	350	350
Hourly Exit Rate	350	350
Input Volume	363	363
% of Volume	96	96

142: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Vehicles Entered	618	618
Vehicles Exited	616	616
Hourly Exit Rate	616	616
Input Volume	653	653
% of Volume	94	94

146: Bend Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	3.2	3.2
Stop Delay (hr)	0.6	0.6
Stop Del/Veh (s)	2.7	2.7
Vehicles Entered	810	810
Vehicles Exited	811	811
Hourly Exit Rate	811	811
Input Volume	891	891
% of Volume	91	91

147: Posey #11 #10/Posey #11 & Posey-5th #10 Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	309.1	309.1
Stop Delay (hr)	194.1	194.1
Stop Del/Veh (s)	252.9	252.9
Vehicles Entered	2486	2486
Vehicles Exited	2441	2441
Hourly Exit Rate	2441	2441
Input Volume	3175	3175
% of Volume	77	77

148: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Vehicles Entered	11	11
Vehicles Exited	11	11
Hourly Exit Rate	11	11
Input Volume	15	15
% of Volume	73	73

149: Bend Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	5.7	5.7
Stop Delay (hr)	1.9	1.9
Stop Del/Veh (s)	3.5	3.5
Vehicles Entered	1925	1925
Vehicles Exited	1923	1923
Hourly Exit Rate	1923	1923
Input Volume	2060	2060
% of Volume	93	93

150: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.4	0.4
Vehicles Entered	18	18
Vehicles Exited	18	18
Hourly Exit Rate	18	18
Input Volume	20	20
% of Volume	90	90

151: Castro St & 6th St Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	2.3	23.1	4.1
Stop Delay (hr)	0.1	0.2	0.3
Stop Del/Veh (s)	1.4	21.2	3.1
Vehicles Entered	310	30	340
Vehicles Exited	310	30	340
Hourly Exit Rate	310	30	340
Input Volume	337	25	362
% of Volume	92	120	94

153: Brush St & 6th St Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.3	27.5	21.4
Stop Delay (hr)	0.0	4.6	4.6
Stop Del/Veh (s)	0.7	22.9	17.5
Vehicles Entered	232	717	949
Vehicles Exited	232	712	944
Hourly Exit Rate	232	712	944
Input Volume	250	718	968
% of Volume	93	99	98

155: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Vehicles Entered	270	270
Vehicles Exited	270	270
Hourly Exit Rate	270	270
Input Volume	278	278
% of Volume	97	97

156: #13 #14 6th St #3 & Alice Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	4.1	33.5	4.3
Stop Delay (hr)	0.7	0.1	0.8
Stop Del/Veh (s)	2.0	32.6	2.2
Vehicles Entered	1314	9	1323
Vehicles Exited	1313	9	1322
Hourly Exit Rate	1313	9	1322
Input Volume	1294	10	1304
% of Volume	101	90	101

158: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.3	1.3
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Vehicles Entered	497	497
Vehicles Exited	494	494
Hourly Exit Rate	494	494
Input Volume	560	560
% of Volume	88	88

159: Harrison St Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.3	0.3	1.2
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.2	0.0	0.2
Vehicles Entered	563	49	612
Vehicles Exited	562	49	611
Hourly Exit Rate	562	49	611
Input Volume	731	49	780
% of Volume	77	100	78

160: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Vehicles Entered	485	485
Vehicles Exited	487	487
Hourly Exit Rate	487	487
Input Volume	617	617
% of Volume	79	79

161: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Vehicles Entered	2972	2972
Vehicles Exited	2971	2971
Hourly Exit Rate	2971	2971
Input Volume	3024	3024
% of Volume	98	98

162: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Vehicles Entered	39	39
Vehicles Exited	39	39
Hourly Exit Rate	39	39
Input Volume	35	35
% of Volume	111	111

300: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.3	2.3
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Vehicles Entered	2693	2693
Vehicles Exited	2703	2703
Hourly Exit Rate	2703	2703
Input Volume	3175	3175
% of Volume	85	85

301: External Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Vehicles Entered	277	277
Vehicles Exited	277	277
Hourly Exit Rate	277	277
Input Volume	323	323
% of Volume	86	86

302: Constitution Wy & Posey Tube Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	7.1	0.4	4.2
Stop Delay (hr)	2.3	0.0	2.3
Stop Del/Veh (s)	5.4	0.0	3.1
Vehicles Entered	1536	1173	2709
Vehicles Exited	1536	1174	2710
Hourly Exit Rate	1536	1174	2710
Input Volume	1700	1490	3190
% of Volume	90	79	85

305: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	5.6	5.6
Stop Delay (hr)	0.1	0.1
Stop Del/Veh (s)	0.4	0.4
Vehicles Entered	1182	1182
Vehicles Exited	1183	1183
Hourly Exit Rate	1183	1183
Input Volume	1224	1224
% of Volume	97	97

306: Bend Performance by approach

Approach	NW	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Vehicles Entered	10	10
Vehicles Exited	11	11
Hourly Exit Rate	11	11
Input Volume	15	15
% of Volume	73	73

307: Bend Performance by approach

Approach	NB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	3.3	3.3
Stop Delay (hr)	0.1	0.1
Stop Del/Veh (s)	0.3	0.3
Vehicles Entered	1176	1176
Vehicles Exited	1173	1173
Hourly Exit Rate	1173	1173
Input Volume	1490	1490
% of Volume	79	79

308: External Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.6	0.6
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Vehicles Entered	470	470
Vehicles Exited	470	470
Hourly Exit Rate	470	470
Input Volume	485	485
% of Volume	97	97

311: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.4	2.4
Stop Delay (hr)	0.3	0.3
Stop Del/Veh (s)	1.1	1.1
Vehicles Entered	1079	1079
Vehicles Exited	1078	1078
Hourly Exit Rate	1078	1078
Input Volume	1177	1177
% of Volume	92	92

312: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.3	0.3
Vehicles Entered	387	387
Vehicles Exited	386	386
Hourly Exit Rate	386	386
Input Volume	461	461
% of Volume	84	84

313: Webster St. Performance by approach

Approach	SE	NW	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	3.1	0.6	2.1
Stop Delay (hr)	0.3	0.0	0.3
Stop Del/Veh (s)	1.5	0.2	1.0
Vehicles Entered	684	454	1138
Vehicles Exited	688	454	1142
Hourly Exit Rate	688	454	1142
Input Volume	710	686	1396
% of Volume	97	66	82

401: Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.1	0.1
Total Del/Veh (s)	1.0	1.0
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Vehicles Entered	704	704
Vehicles Exited	705	705
Hourly Exit Rate	705	705
Input Volume	724	724
% of Volume	97	97

513: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.5	0.5
Vehicles Entered	260	260
Vehicles Exited	259	259
Hourly Exit Rate	259	259
Input Volume	270	270
% of Volume	96	96

514: External Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.9	1.9
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.7	0.7
Vehicles Entered	126	126
Vehicles Exited	126	126
Hourly Exit Rate	126	126
Input Volume	131	131
% of Volume	96	96

517: Posey #11 #10 Performance by approach

Approach	NB	NW	All
Denied Del/Veh (s)	733.3	39.1	360.1
Total Del/Veh (s)	19.6	4.9	9.9
Stop Delay (hr)	4.0	1.6	5.6
Stop Del/Veh (s)	17.1	3.5	8.1
Vehicles Entered	845	1647	2492
Vehicles Exited	842	1644	2486
Hourly Exit Rate	842	1644	2486
Input Volume	1475	1700	3175
% of Volume	57	97	78

519: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.5	0.5
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Vehicles Entered	134	134
Vehicles Exited	134	134
Hourly Exit Rate	134	134
Input Volume	137	137
% of Volume	98	98

522: Castro St & #12 8th St Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	4.0	0.9	2.2
Stop Delay (hr)	0.2	0.0	0.2
Stop Del/Veh (s)	3.6	0.2	1.6
Vehicles Entered	219	309	528
Vehicles Exited	219	309	528
Hourly Exit Rate	219	309	528
Input Volume	232	328	560
% of Volume	94	94	94

601: External Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Vehicles Entered	509	509
Vehicles Exited	509	509
Hourly Exit Rate	509	509
Input Volume	531	531
% of Volume	96	96

1401: Posey #11/Harrison St #11 & #13 #14 v6th St #3/#13 #14 6th St #3 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	74.3	25.6	25.5	35.7	26.2
Stop Delay (hr)	0.7	7.7	7.0	0.0	15.5
Stop Del/Veh (s)	71.1	21.1	21.1	35.7	21.8
Vehicles Entered	33	1307	1188	5	2533
Vehicles Exited	33	1306	1188	5	2532
Hourly Exit Rate	33	1306	1188	5	2532
Input Volume	35	1289	1773	5	3102
% of Volume	94	101	67	100	82

1601: Jefferson St & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	5.7	23.0	8.4	6.4
Stop Delay (hr)	0.4	0.1	0.1	0.6
Stop Del/Veh (s)	3.6	21.3	7.0	4.4
Vehicles Entered	403	11	55	469
Vehicles Exited	401	11	55	467
Hourly Exit Rate	401	11	55	467
Input Volume	453	10	55	518
% of Volume	89	110	100	90

3501: Jefferson St & #12 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	3.6	5.4	7.0	4.0
Stop Delay (hr)	0.2	0.1	0.1	0.3
Stop Del/Veh (s)	1.5	3.9	5.2	2.0
Vehicles Entered	472	77	37	586
Vehicles Exited	472	77	37	586
Hourly Exit Rate	472	77	37	586
Input Volume	506	85	40	631
% of Volume	93	91	92	93

Total Network Performance

Denied Del/Veh (s)	151.9
Total Del/Veh (s)	97.4
Stop Delay (hr)	849.0
Stop Del/Veh (s)	79.3
Vehicles Entered	36927
Vehicles Exited	36832
Hourly Exit Rate	36832
Input Volume	193258
% of Volume	19

Arterial Level of Service: NB #7

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
#6 6th St #3	13	37.3	44.8	0.0	4	4	34.1
Total		37.3	44.8	0.0	4	4	34.1

Arterial Level of Service: NB #7

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
#6 6th St #3	3	39.6	-	-	3	40.1	4
Total	3	39.6	-	-	3	40.1	4

Arterial Level of Service: SB #7

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
7th St #11	30	63.5	150.4	0.7	18	14	107.7
#5 #13 #6 6th St #11	13	29.7	36.0	0.1	6	6	30.5
5th St	10	42.2	49.6	0.0	3	3	42.7
#6 Oak St	11	0.9	11.8	0.1	23	23	1.0
Total		136.3	247.8	0.9	13	11	181.8

Arterial Level of Service: SB #7

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
7th St #11	21	43.0	19	57.4	17	67.5	21
#5 #13 #6 6th St #11	6	28.9	6	29.7	6	29.2	6
5th St	3	41.4	3	43.4	3	41.4	3
#6 Oak St	23	0.9	23	0.9	23	0.9	23
Total	15	114.2	14	131.5	13	139.0	15

Arterial Level of Service: NB #6

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
#7 I-880 SB On-Ramp	11	23.5	110.0	0.7	24	25	18.9
I-880 NB Off-ramp #3	12	45.6	52.9	0.0	3	4	34.6
#13 Madison St #7	13	20.3	30.3	0.1	9	9	18.1
#14 Jackson St	14	13.0	23.0	0.1	12	11	14.5
Horseshoe #10	68	2.0	6.4	0.0	10	9	2.1
	149	5.2	13.5	0.1	16	15	5.4
Total		109.6	236.0	1.0	15	16	93.7

Arterial Level of Service: NB #6

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
#7 I-880 SB On-Ramp	24	23.4	24	26.2	24	24.3	24
I-880 NB Off-ramp #3	3	37.8	2	61.5	3	41.2	3
#13 Madison St #7	12	10.8	9	20.2	8	22.7	7
#14 Jackson St	15	8.2	13	10.5	11	14.4	10
Horseshoe #10	10	1.8	10	1.8	9	2.2	9
	16	5.0	16	4.9	16	5.3	15
Total	17	87.0	14	125.0	15	110.2	14

Arterial Level of Service: SB #6

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
#7 5th St	11	-	-	0.0	-	-	-
Total		-	-	0.0	-	-	-

Arterial Level of Service: SB #6

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
#7 5th St	4	30.4	-	-	-	-	-
Total	4	30.4	-	-	-	-	-

Arterial Level of Service: NB #13

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Posey #11	1401	-	-	0.1	-	4	60.7
Total		-	-	0.1	-	4	60.7

Arterial Level of Service: NB #13

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Posey #11	-	-	3	78.0	-	-	-
Total	-	-	3	78.0	-	-	-

Arterial Level of Service: SB #13

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
7th St #11	30	63.5	150.4	0.7	18	14	107.7
#5 #13 #6 6th St #11	13	36.1	45.1	0.1	5	5	38.0
#14 Jackson St	14	3.6	14.8	0.1	18	19	3.4
Alice	156	2.3	11.1	0.1	23	25	1.6
Harrison St #11	1401	24.6	31.2	0.1	7	7	22.7
#8 Webster St	135	3.6	14.4	0.1	19	18	3.7
	84	5.0	13.7	0.1	14	13	5.7
Total		138.7	280.7	1.1	15	13	182.8

Arterial Level of Service: SB #13

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
7th St #11	21	43.0	19	57.4	17	67.5	21
#5 #13 #6 6th St #11	5	35.5	5	35.3	5	36.1	5
#14 Jackson St	18	4.2	19	3.4	18	3.7	19
Alice	21	3.5	23	2.7	24	1.8	24
Harrison St #11	6	27.6	7	25.3	8	21.6	7
#8 Webster St	19	3.4	19	3.5	18	3.7	19
	14	4.8	14	4.7	14	4.6	14
Total	16	122.0	15	132.5	15	138.9	16

Arterial Level of Service: NB #14

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Posey #11	1401	-	-	0.1	-	4	60.7
7th St #11	29	3.5	9.5	0.1	22	22	3.7
Total		3.5	9.5	0.1	50	6	64.4

Arterial Level of Service: NB #14

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Posey #11	-	-	3	78.0	-	-	-
7th St #11	24	3.0	21	4.3	24	2.6	21
Total	54	3.0	5	82.2	55	2.6	48

Arterial Level of Service: SB #14

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
7th St #11	29	24.5	37.4	0.1	11	9	32.9
Alice	156	8.7	21.4	0.1	12	12	7.8
Harrison St #11	1401	24.6	31.2	0.1	7	7	22.7
#8 Webster St	135	3.6	14.4	0.1	19	18	3.7
	84	5.0	13.7	0.1	14	13	5.7
Total		66.3	118.1	0.4	11	11	72.8

Arterial Level of Service: SB #14

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
7th St #11	11	21.9	11	23.8	12	19.8	11
Alice	11	10.4	12	9.4	13	7.3	12
Harrison St #11	6	27.6	7	25.3	8	21.6	7
#8 Webster St	19	3.4	19	3.5	18	3.7	19
	14	4.8	14	4.7	14	4.6	14
Total	11	68.1	11	66.8	12	56.9	11

Arterial Level of Service: SB #8

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
12th St	43	16.8	22.4	0.1	9	9	16.5
11th St	40	34.4	41.2	0.0	4	4	33.8
9th St	37	22.6	32.6	0.1	11	11	22.5
#12 8th St	32	50.3	55.6	0.1	3	3	50.6
7th St	27	16.5	23.3	0.0	7	7	16.7
6th St	135	25.0	31.3	0.1	7	6	26.7
	84	8.4	15.3	0.1	13	12	9.8
	58	1.0	2.8	0.0	24	24	1.0
Total		175.0	224.5	0.4	7	7	177.5

Arterial Level of Service: SB #8

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
12th St	10	15.6	9	17.2	9	17.1	9
11th St	4	34.1	4	33.7	4	34.8	4
9th St	12	21.7	11	21.9	11	23.4	11
#12 8th St	3	50.0	3	50.2	3	50.4	3
7th St	8	15.6	7	19.3	8	16.3	8
6th St	7	24.1	6	27.7	7	25.1	8
	12	9.0	14	7.4	14	7.4	13
	24	1.0	24	1.0	24	0.9	24
Total	7	171.1	7	178.3	7	175.5	7

Arterial Level of Service: NB #10

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Posey-5th #10	147	102.7	149.4	0.8	18	19	100.7
	90	1.6	12.2	0.0	12	12	2.1
	82	0.5	6.9	0.0	14	13	1.1
	146	3.2	16.6	0.1	12	10	5.1
#5 #6 NB880 On #11	68	7.5	15.9	0.0	8	7	9.6
	149	6.4	15.3	0.1	14	13	6.9
Total		121.8	216.3	1.0	16	16	125.5

Arterial Level of Service: NB #10

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Posey-5th #10	18	103.6	19	100.7	18	102.1	18
	13	1.5	13	1.5	13	1.4	13
	14	0.4	14	0.4	14	0.3	14
	12	2.1	13	1.5	12	3.2	11
#5 #6 NB880 On #11	9	5.0	9	5.4	7	8.5	7
	15	5.6	14	5.9	13	7.0	14
Total	16	118.0	17	115.5	16	122.5	16

Intersection: 1: Broadway & 4th St

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	57	319	151	200	97	94
Average Queue (ft)	24	162	18	40	24	10
95th Queue (ft)	49	351	83	144	66	52
Link Distance (ft)	278	328	232	232	165	165
Upstream Blk Time (%)		16	0	1		0
Queuing Penalty (veh)		0	0	0		0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Union St & 5th St

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T>	L	L	TR	L	T	R	R	R>
Maximum Queue (ft)	26	375	81	124	138	76	105	260	137	168
Average Queue (ft)	3	52	22	55	46	31	42	127	67	93
95th Queue (ft)	13	186	61	98	104	64	84	211	122	157
Link Distance (ft)	416	416		560	560		410	410	159	159
Upstream Blk Time (%)		0							0	1
Queuing Penalty (veh)		0							0	1
Storage Bay Dist (ft)			290			220				
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 3: Adeline Street & 5th St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	LT	TR
Maximum Queue (ft)	24	186	232	336	313	262	97	67	119	90	105	90
Average Queue (ft)	4	102	131	267	134	70	41	21	52	28	55	41
95th Queue (ft)	16	170	201	387	355	233	83	52	95	66	89	76
Link Distance (ft)	560	560	560	296	296	296	543	543			324	324
Upstream Blk Time (%)				54	12	1						
Queuing Penalty (veh)				0	0	0						
Storage Bay Dist (ft)									150	150		
Storage Blk Time (%)									0		0	
Queuing Penalty (veh)									0		0	

Intersection: 4: Market St & 5th St

Movement	EB	EB	EB	NB	NB	B122	SB	SB	SB
Directions Served	LT	T	TR	T	TR	T	L	T	T
Maximum Queue (ft)	121	104	75	43	100	8	222	89	87
Average Queue (ft)	98	35	29	14	38	0	131	44	34
95th Queue (ft)	130	88	62	40	79	4	214	74	72
Link Distance (ft)	105	105	105	42	42	148	207	207	207
Upstream Blk Time (%)	4	0	0	1	8		2		
Queuing Penalty (veh)	10	0	0	0	0		3		
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 5: Brush St & 5th St

Movement	EB	EB	EB	NB	SB	SB	SB
Directions Served	T	T	TR	R	L	L	T
Maximum Queue (ft)	150	132	135	27	223	222	206
Average Queue (ft)	88	87	84	6	89	96	65
95th Queue (ft)	134	129	128	24	204	213	175
Link Distance (ft)	246	246	246	160	252	252	252
Upstream Blk Time (%)					0		0
Queuing Penalty (veh)					0		0
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 6: Martin Luther King & 5th St

Movement	EB	EB	EB	NB	NB	SB	SB
Directions Served	LT	T	TR	T	TR	LT	T
Maximum Queue (ft)	130	180	168	75	69	121	62
Average Queue (ft)	45	56	54	19	16	43	9
95th Queue (ft)	105	132	129	53	44	96	35
Link Distance (ft)	654	654	654	189	189	240	240
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 7: 5th St & Washington St

Movement	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	TR	T	R	LT
Maximum Queue (ft)	74	102	72	78	66	118
Average Queue (ft)	25	26	15	26	25	51
95th Queue (ft)	60	69	50	65	57	103
Link Distance (ft)	1002	1002	1002	175		222
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					20	
Storage Blk Time (%)				14	4	
Queuing Penalty (veh)				4	1	

Intersection: 8: Broadway & 5th St/I-880 NB on-ramp and 5th St

Movement	EB	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	LT	T	T	R	T	T	R	L	L	T
Maximum Queue (ft)	300	315	275	95	155	210	200	139	140	134
Average Queue (ft)	182	201	92	49	61	109	142	61	62	43
95th Queue (ft)	281	296	206	103	128	224	223	111	117	100
Link Distance (ft)	292	292	292		165	165	165	189	189	189
Upstream Blk Time (%)	0	1	0		0	13	23	0	0	
Queuing Penalty (veh)	1	3	0		0	23	39	0	0	
Storage Bay Dist (ft)				70						
Storage Blk Time (%)			6	1						
Queuing Penalty (veh)			9	3						

Intersection: 9: Jackson St & 980 Off-ramp/5th St

Movement	EB	EB	EB	NB
Directions Served	LT	T	R	TR
Maximum Queue (ft)	187	170	183	222
Average Queue (ft)	135	145	168	144
95th Queue (ft)	195	179	197	231
Link Distance (ft)	131	131	131	196
Upstream Blk Time (%)	10	13	21	12
Queuing Penalty (veh)	62	88	135	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: #5 Madison St/#5 #7 Madison St & 5th St/#7 5th St

Movement	EB	EB	EB	NB	SB	SB
Directions Served	LT	T	TR	TR	L	T
Maximum Queue (ft)	244	229	236	167	213	194
Average Queue (ft)	143	122	125	77	160	61
95th Queue (ft)	212	199	195	136	224	156
Link Distance (ft)	314	314	314	1986	198	198
Upstream Blk Time (%)	0	0	0		8	1
Queuing Penalty (veh)	0	0	0		29	3
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 11: #6 Oak St & #7 5th St/#7 I-880 SB On-Ramp

Movement	EB	EB	EB	NB	NB	SB
Directions Served	L	T	TR	T	R	LT
Maximum Queue (ft)	269	138	147	237	75	206
Average Queue (ft)	112	32	45	109	51	119
95th Queue (ft)	230	97	109	192	94	198
Link Distance (ft)	331	331	331	3856		188
Upstream Blk Time (%)	0					4
Queuing Penalty (veh)	0					12
Storage Bay Dist (ft)					50	
Storage Blk Time (%)				31	2	
Queuing Penalty (veh)				27	4	

Intersection: 12: #6 Oak St/Oak St & #6 6th St #3/I-880 NB Off-ramp #3 & 6th St

Movement	WB	WB	WB	WB	NB	NB	SW
Directions Served	L	T	TR	R	L	T	>
Maximum Queue (ft)	274	543	507	261	169	232	54
Average Queue (ft)	112	256	219	147	81	168	11
95th Queue (ft)	271	587	551	254	144	264	36
Link Distance (ft)		860	860		188	188	133
Upstream Blk Time (%)		2	0		2	5	
Queuing Penalty (veh)		0	0		5	16	
Storage Bay Dist (ft)	200			200			
Storage Blk Time (%)	0	16	4	3			
Queuing Penalty (veh)	1	52	11	23			

Intersection: 13: #5 #7 Madison St/#13 Madison St #7 & #5 #13 #6 6th St #11 #3/#6 6th St #3

Movement	WB	WB	WB	NB	SB	SB	SB
Directions Served	LT	T	T	L	T	T	R
Maximum Queue (ft)	342	335	324	198	232	239	76
Average Queue (ft)	238	210	184	104	183	211	74
95th Queue (ft)	369	333	281	175	252	226	76
Link Distance (ft)	333	333	333	198	198	198	
Upstream Blk Time (%)	6	1	0	1	9	42	
Queuing Penalty (veh)	23	5	0	1	54	243	
Storage Bay Dist (ft)							50
Storage Blk Time (%)						17	56
Queuing Penalty (veh)						101	160

Intersection: 14: #5 #6 NB880 On #11 & Jackson St/#14 Jackson St & #13 #14 6th St #3/#5 #13 #6 6th S

Movement	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	<L	T	>
Maximum Queue (ft)	339	338	166	214	209	168
Average Queue (ft)	244	83	35	162	123	82
95th Queue (ft)	353	274	96	232	192	160
Link Distance (ft)	304	304	304	204	204	195
Upstream Blk Time (%)	3	1	0	5	1	0
Queuing Penalty (veh)	18	5	0	15	2	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 15: Broadway & 6th St

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	254	336	175	99	93	147	88	130	184
Average Queue (ft)	83	145	140	41	39	48	41	31	86
95th Queue (ft)	163	301	201	83	82	115	81	87	160
Link Distance (ft)	292	292		189	189	189	214	214	214
Upstream Blk Time (%)	0	2				0			0
Queuing Penalty (veh)	0	7				0			0
Storage Bay Dist (ft)			150						
Storage Blk Time (%)		1	13						
Queuing Penalty (veh)		3	24						

Intersection: 16: Washington St & 6th St

Movement	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR
Maximum Queue (ft)	122	189	108	131
Average Queue (ft)	37	56	36	57
95th Queue (ft)	91	135	82	108
Link Distance (ft)	290	290	222	182
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: Martin Luther King & 6th St

Movement	WB	WB	WB	NB	NB	SB	SB
Directions Served	LT	T	TR	LT	T	T	TR
Maximum Queue (ft)	38	32	48	87	57	83	71
Average Queue (ft)	5	1	9	34	14	31	14
95th Queue (ft)	24	13	34	69	44	69	48
Link Distance (ft)	301	301	301	240	240	166	166
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 18: Market St & 6th St & I-880 off-ramp

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB	SW
Directions Served	LT	T	R	L	T	T	T	T	R	>
Maximum Queue (ft)	206	219	190	43	59	42	95	79	72	154
Average Queue (ft)	113	89	144	10	9	7	34	24	30	50
95th Queue (ft)	197	233	207	35	36	28	75	61	66	121
Link Distance (ft)	195	195		207	207	207	205	205		214
Upstream Blk Time (%)	1	6	3							
Queuing Penalty (veh)	0	0	0							
Storage Bay Dist (ft)			165						60	
Storage Blk Time (%)		1	14					1	0	
Queuing Penalty (veh)		2	20					1	1	

Intersection: 19: Union St & 7th St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	108	237	178	125	540	550	73	94	132
Average Queue (ft)	20	137	80	122	351	354	18	42	38
95th Queue (ft)	71	217	156	135	560	560	49	82	89
Link Distance (ft)		535	535		527	527	159	159	327
Upstream Blk Time (%)					3	2			
Queuing Penalty (veh)					21	13			
Storage Bay Dist (ft)	100			100					
Storage Blk Time (%)	0	15		61	24				
Queuing Penalty (veh)	0	3		341	77				

Intersection: 20: Adeline Street & 7th St

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	TR	LT	TR
Maximum Queue (ft)	82	111	111	174	327	322	61	42	56	69	146	196
Average Queue (ft)	37	25	37	74	176	178	20	10	15	28	64	79
95th Queue (ft)	75	72	86	167	304	301	47	32	42	63	120	153
Link Distance (ft)		527	527		1438	1438	1438		324	324	316	316
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	160			150				70				
Storage Blk Time (%)		0		0	10			0				
Queuing Penalty (veh)		0		2	11			0				

Intersection: 21: Market St & 7th St

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	T
Maximum Queue (ft)	155	149	121	131	90	135	158	132	230	267	103	121
Average Queue (ft)	68	38	48	54	44	78	103	75	167	151	52	47
95th Queue (ft)	131	104	102	108	79	121	143	117	247	244	97	97
Link Distance (ft)		1438	1438	1438		366	366	366	205	205		
Upstream Blk Time (%)									11	3		
Queuing Penalty (veh)									30	10		
Storage Bay Dist (ft)	185				170						100	100
Storage Blk Time (%)	1					0					1	1
Queuing Penalty (veh)	1					0					2	1

Intersection: 21: Market St & 7th St

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	136	222
Average Queue (ft)	63	103
95th Queue (ft)	113	183
Link Distance (ft)	315	315
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	2	
Queuing Penalty (veh)	4	

Intersection: 22: Brush St & 7th St

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	TR	L	T	T	T	LT	T	TR
Maximum Queue (ft)	90	114	126	88	108	99	78	348	379	392
Average Queue (ft)	34	52	57	34	46	45	21	190	140	262
95th Queue (ft)	71	94	103	74	87	82	58	298	329	419
Link Distance (ft)	366	366	366		414	414	414	365	365	365
Upstream Blk Time (%)								0	2	6
Queuing Penalty (veh)								0	0	0
Storage Bay Dist (ft)				160						
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 23: Castro St & 7th St

Movement	EB	EB	EB	EB	NB	NB	NB	SW	SW	SW
Directions Served	<	<	T	T	LT	T	T>	R	R	R>
Maximum Queue (ft)	110	161	113	114	52	46	83	91	60	58
Average Queue (ft)	33	83	52	49	16	12	32	30	20	17
95th Queue (ft)	86	135	96	92	44	37	69	67	47	46
Link Distance (ft)		414	414	414	214	214	214	192	192	192
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	215									
Storage Blk Time (%)		0								
Queuing Penalty (veh)		0								

Intersection: 24: Martin Luther King & 7th St

Movement	EB	EB	EB	EB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	T	TR	LT	T
Maximum Queue (ft)	89	113	140	160	33	39	57	30
Average Queue (ft)	27	27	56	74	6	11	11	2
95th Queue (ft)	68	78	115	141	26	36	41	15
Link Distance (ft)			151	151	166	166	201	201
Upstream Blk Time (%)		0	0	0				
Queuing Penalty (veh)		0	0	1				
Storage Bay Dist (ft)	250	250						
Storage Blk Time (%)		0	0					
Queuing Penalty (veh)		0	0					

Intersection: 25: Washington St & 7th St

Movement	EB	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	T	TR	T	R	LT
Maximum Queue (ft)	111	96	141	176	60	62	49
Average Queue (ft)	51	41	75	102	13	12	14
95th Queue (ft)	92	84	115	157	43	41	42
Link Distance (ft)	1029	1029	1029	1029	182		207
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)						70	
Storage Blk Time (%)					0	0	
Queuing Penalty (veh)					0	0	

Intersection: 26: Broadway & 7th St

Movement	EB	EB	EB	EB	NB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	T	TR	R	LT	T
Maximum Queue (ft)	99	127	170	195	99	127	60	110	176
Average Queue (ft)	41	46	78	101	31	54	20	57	77
95th Queue (ft)	87	96	132	161	76	100	55	105	152
Link Distance (ft)	285	285	285	285	214	214	214	191	191
Upstream Blk Time (%)									0
Queuing Penalty (veh)									0
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 27: #8 Webster St & 7th St

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	TR	R	LT	T	T
Maximum Queue (ft)	113	108	158	147	178	179	187
Average Queue (ft)	39	38	74	62	87	82	100
95th Queue (ft)	85	85	129	119	156	151	172
Link Distance (ft)	650	650	650	650	213	213	213
Upstream Blk Time (%)					0		0
Queuing Penalty (veh)					0		0
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 28: Harrison St #11/#12 Harrison St & 7th St/7th St #11

Movement	EB	EB	EB	EB	NB	NB	NB
Directions Served	LT	T	T	TR	T	T	R
Maximum Queue (ft)	100	60	50	49	135	196	186
Average Queue (ft)	34	19	15	8	55	157	110
95th Queue (ft)	74	46	42	32	107	200	176
Link Distance (ft)	307	307	307	307	163	163	163
Upstream Blk Time (%)					0	4	1
Queuing Penalty (veh)					0	22	5
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 29: #14 Jackson St & 7th St #11

Movement	EB	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	T	TR	T	R	LT
Maximum Queue (ft)	201	126	143	144	157	52	387
Average Queue (ft)	99	30	64	67	56	5	188
95th Queue (ft)	170	82	113	118	111	27	334
Link Distance (ft)	329	329	329	329	195		555
Upstream Blk Time (%)					0		
Queuing Penalty (veh)					1		
Storage Bay Dist (ft)						50	
Storage Blk Time (%)					7	0	
Queuing Penalty (veh)					2	0	

Intersection: 30: #13 Madison St #7/#13 #7 Madison St & 7th St #11/7th St

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	TR	R	L	T	T
Maximum Queue (ft)	220	299	346	325	248	499	544
Average Queue (ft)	59	135	189	204	52	263	300
95th Queue (ft)	143	289	337	336	140	509	532
Link Distance (ft)	300	300	300	300	3916	3916	3916
Upstream Blk Time (%)		0	4	5			
Queuing Penalty (veh)		1	9	12			
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 31: #12 Harrison St/Harrison St & #12 8th St/8th St

Movement	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	TR	L	LT	T	T
Maximum Queue (ft)	110	137	235	96	120	113	103
Average Queue (ft)	39	30	114	36	61	63	61
95th Queue (ft)	83	84	199	71	102	101	96
Link Distance (ft)	322	322	322	232	232	232	232
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 32: #8 Webster St & #12 8th St

Movement	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	L	LT	T	T	T	T	TR	R
Maximum Queue (ft)	148	140	296	331	170	165	175	159
Average Queue (ft)	73	66	121	231	120	126	145	101
95th Queue (ft)	127	118	248	330	170	172	177	156
Link Distance (ft)	310	310	310	310	151	151	151	151
Upstream Blk Time (%)			0	3	6	6	16	2
Queuing Penalty (veh)			0	6	10	10	29	3
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 33: Franklin St & #12 8th St

Movement	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	T	TR	LT	T	T
Maximum Queue (ft)	110	126	246	263	194	96	12
Average Queue (ft)	48	57	110	211	102	14	1
95th Queue (ft)	92	109	195	286	170	61	8
Link Distance (ft)	251	251	251	251	183	183	183
Upstream Blk Time (%)			0	5	1		
Queuing Penalty (veh)			0	10	0		
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 34: Broadway & #12 8th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	LT	T	T	TR
Maximum Queue (ft)	121	107	176	232	123	130	88	158
Average Queue (ft)	43	29	69	121	64	56	35	74
95th Queue (ft)	96	78	139	200	113	112	74	126
Link Distance (ft)	314	314	314	314	191	191	251	251
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 35: Washington St & #12 8th St

Movement	WB	WB	WB	NB	SB
Directions Served	L	T	TR	LT	TR
Maximum Queue (ft)	79	124	171	88	42
Average Queue (ft)	29	59	88	26	10
95th Queue (ft)	65	98	147	63	34
Link Distance (ft)	316	316	316	207	255
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 36: Martin Luther King & #12 8th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	<L	L	LT	TR	<LT	T	T	TR>
Maximum Queue (ft)	36	23	34	46	57	37	56	78
Average Queue (ft)	11	2	8	7	18	6	20	23
95th Queue (ft)	33	14	28	30	43	25	48	57
Link Distance (ft)	281	281	281	281	201	201	216	216
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 37: #8 Webster St & 9th St

Movement	EB	EB	EB	SB	SB	SB	SB
Directions Served	T	T	R	LT	T	T	T
Maximum Queue (ft)	121	50	141	224	177	191	143
Average Queue (ft)	58	4	47	139	91	103	60
95th Queue (ft)	104	28	112	211	152	168	118
Link Distance (ft)	198	198	198	456	456	456	456
Upstream Blk Time (%)			0				
Queuing Penalty (veh)			0				
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 38: Brush St & I-980 On-Ramp & 11 St

Movement	EB	EB	SB	SB	SB	SB
Directions Served	T	TR>	<L	LT	T	TR
Maximum Queue (ft)	236	196	188	182	189	192
Average Queue (ft)	137	84	87	88	104	111
95th Queue (ft)	211	162	169	152	164	165
Link Distance (ft)	268	268	194	194	194	194
Upstream Blk Time (%)	0		0	0	0	0
Queuing Penalty (veh)	0		1	0	0	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 39: I-980 Off Ramp & Castro St & 11 St

Movement	EB	EB	EB	EB	EB	NB	NB	NB	NE	NE
Directions Served	L	LT	T	T	T	T	T	TR	L	LR
Maximum Queue (ft)	24	181	192	148	138	74	280	328	36	209
Average Queue (ft)	2	106	110	82	67	15	144	179	4	111
95th Queue (ft)	14	170	172	133	116	51	237	279	21	182
Link Distance (ft)	380	380	380	380	380	725	725	725	249	249
Upstream Blk Time (%)										0
Queuing Penalty (veh)										0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 40: #8 Webster St & 11th St

Movement	EB	EB	EB	EB	SB	SB	SB	SB
Directions Served	T	T	T	TR	LT	T	T	T
Maximum Queue (ft)	142	47	18	98	189	117	95	67
Average Queue (ft)	69	12	1	46	111	62	46	29
95th Queue (ft)	120	37	11	81	173	100	78	61
Link Distance (ft)	316	316	316	316	229	229	229	229
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 41: Harrison St & 11th St

Movement	EB	EB	EB	EB	NB	NB	B96	B96	SB
Directions Served	LT	T	T	TR	T	TR	T	T	LT
Maximum Queue (ft)	123	99	47	30	112	112	21	32	135
Average Queue (ft)	50	26	8	3	63	66	1	1	55
95th Queue (ft)	97	69	32	19	101	103	12	13	109
Link Distance (ft)	286	286	286	286	41	41	95	95	231
Upstream Blk Time (%)					24	26			
Queuing Penalty (veh)					81	86			
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 42: Harrison St & 12th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	LT	T	T	TR
Maximum Queue (ft)	312	197	74	65	239	218	88	88
Average Queue (ft)	183	97	16	23	155	113	37	39
95th Queue (ft)	269	189	51	53	223	181	68	70
Link Distance (ft)	334	334	334	334	231	231	233	233
Upstream Blk Time (%)	0				1	0		
Queuing Penalty (veh)	0				3	0		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 43: #8 Webster St & 12th St

Movement	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	LT	T	T	T	T	T	T	TR
Maximum Queue (ft)	184	123	63	74	123	76	57	125
Average Queue (ft)	79	45	23	29	63	27	15	48
95th Queue (ft)	148	94	57	63	108	59	43	89
Link Distance (ft)	292	292	292	292	239	239	239	239
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 44: Castro St & 12th St & I-980 on-ramp

Movement	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	TR	R>	<	<L	LT	T	T
Maximum Queue (ft)	282	302	276	32	91	78	39	24
Average Queue (ft)	106	261	148	2	26	25	6	1
95th Queue (ft)	267	325	263	16	66	63	26	11
Link Distance (ft)	274	274	274	231	231	231	231	231
Upstream Blk Time (%)	1	9	0					
Queuing Penalty (veh)	0	0	0					
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 45: Brush St & 12th St & I-980 off-ramp

Movement	EB	WB	WB	WB	WB	SB	SB	SB	SW	SW
Directions Served	R	L	T	T	T	T	T	TR	L	LR
Maximum Queue (ft)	29	88	144	166	173	262	341	305	1460	1458
Average Queue (ft)	3	37	92	104	103	115	220	184	1429	1431
95th Queue (ft)	16	79	132	150	149	219	320	280	1447	1450
Link Distance (ft)	596	379	379	379	379	464	464	464	1409	1409
Upstream Blk Time (%)									70	81
Queuing Penalty (veh)									0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 46: Brush St & 17th St

Movement	EB	EB	SB	SB	SB	SB
Directions Served	T	TR>	<	<L	LT	T
Maximum Queue (ft)	287	315	167	195	182	164
Average Queue (ft)	168	228	61	69	68	56
95th Queue (ft)	276	334	131	142	147	126
Link Distance (ft)	272	272	235	235	235	235
Upstream Blk Time (%)	2	18	0	0	0	
Queuing Penalty (veh)	0	0	0	0	0	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 47: Castro St & 17th St

Movement	EB	EB	EB	EB	NB	NB	NB	NE	NE
Directions Served	L	T	T	T	T	T	TR	L	LR
Maximum Queue (ft)	214	281	226	193	328	244	64	252	268
Average Queue (ft)	84	146	144	109	193	100	17	145	249
95th Queue (ft)	172	217	205	174	284	223	48	317	259
Link Distance (ft)		329	329	329	432	432	432	232	232
Upstream Blk Time (%)		0						17	86
Queuing Penalty (veh)		0						0	0
Storage Bay Dist (ft)	190								
Storage Blk Time (%)	0	1							
Queuing Penalty (veh)	0	4							

Intersection: 48: Castro St & 18th St & I-980 on-ramp

Movement	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	TR	R>	<	<L	LT	T	T
Maximum Queue (ft)	140	265	183	34	69	81	72	54
Average Queue (ft)	53	151	55	7	28	38	20	18
95th Queue (ft)	116	232	149	28	62	71	54	52
Link Distance (ft)	256	256	256	234	234	234	234	234
Upstream Blk Time (%)		0						
Queuing Penalty (veh)		0						
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 49: Brush St & 18th St

Movement	WB	WB	WB	SB	SB	SB	SB
Directions Served	L	T	T	T	T	T	TR
Maximum Queue (ft)	116	85	69	131	146	170	164
Average Queue (ft)	50	40	27	108	108	124	119
95th Queue (ft)	97	68	62	146	145	155	143
Link Distance (ft)	348	348	348	105	105	105	105
Upstream Blk Time (%)				14	12	21	18
Queuing Penalty (veh)				99	84	149	129
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 50: Webster St. & Atlantic Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	TR	L	T	TR	L
Maximum Queue (ft)	140	437	434	426	105	154	277	274	172	185	476	195
Average Queue (ft)	39	386	409	349	47	49	161	165	170	182	448	165
95th Queue (ft)	102	532	434	533	114	128	256	254	175	187	467	229
Link Distance (ft)		393	393	393			401	401			426	
Upstream Blk Time (%)		64	92	22							85	22
Queuing Penalty (veh)		0	0	0							0	0
Storage Bay Dist (ft)	230				80	130			160	160		170
Storage Blk Time (%)		0		19	1	0	14		79	72	7	48
Queuing Penalty (veh)		0		25	3	1	6		256	232	29	69

Intersection: 50: Webster St. & Atlantic Ave.

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	279	209	177
Average Queue (ft)	162	94	58
95th Queue (ft)	329	182	150
Link Distance (ft)	205	205	205
Upstream Blk Time (%)	31	0	0
Queuing Penalty (veh)	74	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)	2		
Queuing Penalty (veh)	3		

Intersection: 51: Webster St. & Willie Stargel Ave

Movement	EB	EB	EB	NB	NB	NB	SE	SE	SE	NW
Directions Served	L	L	>	<	T	T	R	R	R	R
Maximum Queue (ft)	734	740	185	101	180	106	742	779	325	66
Average Queue (ft)	690	679	112	27	73	34	383	592	250	15
95th Queue (ft)	769	794	245	73	151	89	865	1080	447	53
Link Distance (ft)	686	686			896	896	730	730		34
Upstream Blk Time (%)	74	68					1	52		3
Queuing Penalty (veh)	0	0					0	0		0
Storage Bay Dist (ft)			160	150					300	
Storage Blk Time (%)		56	0	0	1			0	7	
Queuing Penalty (veh)		67	0	0	1			0	14	

Intersection: 52: Constitution Way & Marina Village Pkwy & Constitution Wy

Movement	WB	WB	WB	NB	NB	SB	SB	SB	SB
Directions Served	L	>	>	R	R>	L	L	T	T
Maximum Queue (ft)	155	461	439	366	271	171	202	134	172
Average Queue (ft)	92	299	249	208	158	75	120	53	85
95th Queue (ft)	198	510	490	321	247	144	177	106	145
Link Distance (ft)		441	441	898	898			1204	1204
Upstream Blk Time (%)		17	10						
Queuing Penalty (veh)		0	0						
Storage Bay Dist (ft)	130					450	450		
Storage Blk Time (%)	0	61							
Queuing Penalty (veh)	0	50							

Intersection: 53: Constitution Wy & Mariner Sqaure Dr.

Movement	WB	NB	NB
Directions Served	R	T	R
Maximum Queue (ft)	447	350	17
Average Queue (ft)	387	61	1
95th Queue (ft)	518	227	10
Link Distance (ft)	406	452	452
Upstream Blk Time (%)	60	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 54: Constitution Way & Atlantic Ave.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	L	L	T	T	R	L
Maximum Queue (ft)	215	423	224	38	212	198	76	121	195	181	45	109
Average Queue (ft)	214	415	84	8	118	81	12	54	115	76	5	46
95th Queue (ft)	216	421	175	29	189	159	45	98	177	147	30	88
Link Distance (ft)		401	401		506	506			640	640		
Upstream Blk Time (%)		52	0									
Queuing Penalty (veh)		259	0									
Storage Bay Dist (ft)	190			190			190	190			80	200
Storage Blk Time (%)	96	0			0				0	3	0	
Queuing Penalty (veh)	191	1			0				0	0	0	

Intersection: 54: Constitution Way & Atlantic Ave.

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	132	150	190	85
Average Queue (ft)	69	73	86	62
95th Queue (ft)	104	123	155	102
Link Distance (ft)	898	898	898	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				60
Storage Blk Time (%)			12	4
Queuing Penalty (veh)			19	7

Intersection: 55: Oak St & 7th St

Movement	EB	EB	EB	EB	NB	NB	NB
Directions Served	LT	T	T	T	T	T	TR
Maximum Queue (ft)	147	170	134	95	156	240	215
Average Queue (ft)	69	71	50	21	54	147	159
95th Queue (ft)	125	139	109	65	111	229	222
Link Distance (ft)	358	358	358	358	194	194	194
Upstream Blk Time (%)					0	2	2
Queuing Penalty (veh)					0	6	7
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 56: Oak St & 8th St

Movement	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	T	R	L	T	T
Maximum Queue (ft)	339	318	200	75	168	184	198
Average Queue (ft)	302	219	89	51	81	121	127
95th Queue (ft)	355	296	186	82	141	198	204
Link Distance (ft)	307	307	307		249	249	249
Upstream Blk Time (%)	9	0				0	0
Queuing Penalty (veh)	0	0				0	0
Storage Bay Dist (ft)				50			
Storage Blk Time (%)			9	5			
Queuing Penalty (veh)			14	22			

Intersection: 58: Webster Tube #3/#8 Webster Tube #3

Movement	SB	B84	B84	SE
Directions Served	T	T		R
Maximum Queue (ft)	35	317	286	229
Average Queue (ft)	2	162	104	91
95th Queue (ft)	20	308	237	180
Link Distance (ft)	25	216	216	642
Upstream Blk Time (%)	0	4	1	
Queuing Penalty (veh)	0	30	10	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 67: 6th St & Franklin

Movement	WB	SB
Directions Served	TR	R
Maximum Queue (ft)	34	29
Average Queue (ft)	1	7
95th Queue (ft)	15	28
Link Distance (ft)	275	141
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 68: Horseshoe #10 & #5 #6 NB880 On #10 #11 /#5 #6 NB880 On #11

Movement	WB	NB	B146
Directions Served	T	L	T
Maximum Queue (ft)	127	220	295
Average Queue (ft)	77	127	54
95th Queue (ft)	152	252	209
Link Distance (ft)	32	148	225
Upstream Blk Time (%)	15	20	3
Queuing Penalty (veh)	176	180	23
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 70: I-880 NB on-ramp and 5th St

Movement	EB	EB
Directions Served	L	LT
Maximum Queue (ft)	167	175
Average Queue (ft)	107	130
95th Queue (ft)	187	194
Link Distance (ft)	29	29
Upstream Blk Time (%)	24	26
Queuing Penalty (veh)	139	155
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 75: 980 Off-ramp

Movement	EB	NB	NE
Directions Served	T	R	R
Maximum Queue (ft)	137	73	1893
Average Queue (ft)	26	22	891
95th Queue (ft)	96	58	2090
Link Distance (ft)	110	162	2276
Upstream Blk Time (%)	1		2
Queuing Penalty (veh)	5		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 80:

Movement	NE	NE
Directions Served	T	T
Maximum Queue (ft)	107	103
Average Queue (ft)	85	75
95th Queue (ft)	110	100
Link Distance (ft)	56	56
Upstream Blk Time (%)	25	15
Queuing Penalty (veh)	186	106
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 82: 5th St #10

Movement	EB	B90
Directions Served	T	T
Maximum Queue (ft)	38	50
Average Queue (ft)	3	3
95th Queue (ft)	33	50
Link Distance (ft)	82	161
Upstream Blk Time (%)	1	0
Queuing Penalty (veh)	6	5
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 94: 7th St #11

Movement	EB	EB	EB	EB	NB	SB
Directions Served	LT	T	T	TR	TR	LT
Maximum Queue (ft)	72	38	24	48	31	48
Average Queue (ft)	8	2	1	6	5	17
95th Queue (ft)	40	17	10	29	24	43
Link Distance (ft)	228	228	228	228	192	154
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 108: Brush St & I-980 off-ramp

Movement	SB	SB	SW	SW	SW
Directions Served	T	T	L	L	L
Maximum Queue (ft)	180	150	153	169	161
Average Queue (ft)	170	40	68	124	142
95th Queue (ft)	179	145	156	189	160
Link Distance (ft)	164	164	126	126	126
Upstream Blk Time (%)	100	12	3	17	35
Queuing Penalty (veh)	0	0	0	0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 135: #8 #13 #14 Webster Tube #3/#8 Webster St & 6th St/#13 #14 v6th St #3

Movement	EB	WB	WB	WB	SB	SB	SB
Directions Served	TR>	<L	L	T	L	T	TR
Maximum Queue (ft)	117	125	55	234	49	225	224
Average Queue (ft)	54	8	7	84	12	163	178
95th Queue (ft)	100	57	33	177	37	243	242
Link Distance (ft)	275	328	328	328	192	192	192
Upstream Blk Time (%)		0				5	12
Queuing Penalty (veh)		0				14	32
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 147: Posey #11 #10/Posey #11 & Posey-5th #10

Movement	NB	NB
Directions Served	T	R
Maximum Queue (ft)	4023	4006
Average Queue (ft)	3988	3927
95th Queue (ft)	4041	4222
Link Distance (ft)	3907	3907
Upstream Blk Time (%)	72	32
Queuing Penalty (veh)	1149	502
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 149: Bend

Movement	WB	WB
Directions Served	T	
Maximum Queue (ft)	344	334
Average Queue (ft)	279	141
95th Queue (ft)	440	400
Link Distance (ft)	260	260
Upstream Blk Time (%)	31	3
Queuing Penalty (veh)	316	32
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 151: Castro St & 6th St

Movement	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	T	R	LT	T	T
Maximum Queue (ft)	33	36	54	46	39	43	35
Average Queue (ft)	4	7	12	13	13	6	5
95th Queue (ft)	20	23	37	37	39	27	25
Link Distance (ft)	235	235	235		150	150	150
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)				120			
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 153: Brush St & 6th St

Movement	WB	WB	WB	SB	SB	SB
Directions Served	L	T	T	T	T	TR
Maximum Queue (ft)	38	31	37	216	201	174
Average Queue (ft)	5	4	2	127	119	83
95th Queue (ft)	24	19	16	197	180	154
Link Distance (ft)	346	346	346	206	206	206
Upstream Blk Time (%)				0	0	0
Queuing Penalty (veh)				1	0	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 156: #13 #14 6th St #3 & Alice

Movement	WB	WB	SB
Directions Served	T	TR	R
Maximum Queue (ft)	160	174	38
Average Queue (ft)	15	15	10
95th Queue (ft)	90	93	33
Link Distance (ft)	311	311	192
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 159: Harrison St

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 302: Constitution Wy & Posey Tube

Movement	B307	B307
Directions Served	T	
Maximum Queue (ft)	436	170
Average Queue (ft)	26	6
95th Queue (ft)	194	86
Link Distance (ft)	419	419
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	1	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 313: Webster St.

Movement	SE	SE
Directions Served	T	T
Maximum Queue (ft)	91	64
Average Queue (ft)	17	5
95th Queue (ft)	82	47
Link Distance (ft)	896	896
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 401:

Movement	EB
Directions Served	T
Maximum Queue (ft)	94
Average Queue (ft)	22
95th Queue (ft)	69
Link Distance (ft)	94
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 517: Posey #11 #10

Movement	NB	NW
Directions Served	T	R
Maximum Queue (ft)	176	150
Average Queue (ft)	139	96
95th Queue (ft)	164	195
Link Distance (ft)	122	118
Upstream Blk Time (%)	74	30
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 522: Castro St & #12 8th St

Movement	WB	WB	NB
Directions Served	R	R	T
Maximum Queue (ft)	69	77	4
Average Queue (ft)	35	40	0
95th Queue (ft)	54	65	3
Link Distance (ft)	153	153	102
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1401: Posey #11/Harrison St #11 & #13 #14 v6th St #3/#13 #14 6th St #3

Movement	EB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	R
Maximum Queue (ft)	101	225	303	312	75	308	175	39
Average Queue (ft)	30	170	206	208	65	277	175	5
95th Queue (ft)	78	240	297	315	86	295	175	25
Link Distance (ft)	328		228	228		211		163
Upstream Blk Time (%)		0	5	13		38		
Queuing Penalty (veh)		0	32	86		680		
Storage Bay Dist (ft)		200			50		150	
Storage Blk Time (%)		1	7		32	11	41	
Queuing Penalty (veh)		3	25		458	115	438	

Intersection: 1601: Jefferson St & 6th St

Movement	WB	WB	WB	NB	SB	SB
Directions Served	LT	T	R	LT	T	R
Maximum Queue (ft)	89	161	119	47	44	57
Average Queue (ft)	21	50	21	8	8	20
95th Queue (ft)	62	115	68	31	30	49
Link Distance (ft)	631	631		136	482	482
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			100			
Storage Blk Time (%)		1	0			
Queuing Penalty (veh)		1	0			

Intersection: 3501: Jefferson St & #12 8th St

Movement	WB	WB	NB	NB	SB	SB
Directions Served	LT	TR	LT	T	T	TR
Maximum Queue (ft)	56	78	44	53	18	59
Average Queue (ft)	16	23	10	14	2	13
95th Queue (ft)	46	56	36	43	11	41
Link Distance (ft)	647	647	482	482	187	187
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 8794

Build 2045
Conditions
PM Peak Hour

Summary of All Intervals

Run Number	2	3	5	Avg
Start Time	6:57	6:57	6:57	6:57
End Time	8:12	8:12	8:12	8:12
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	40000	41048	40467	40493
Vehs Exited	39092	40275	39338	39560
Starting Vehs	1951	1919	1933	1922
Ending Vehs	2859	2692	3062	2866
Travel Distance (mi)	21804	22565	21582	21984
Travel Time (hr)	4438.1	4043.9	4463.3	4315.1
Total Delay (hr)	3599.6	3175.1	3633.7	3469.4
Total Stops	110040	109469	110616	110040
Fuel Used (gal)	1653.1	1585.8	1656.1	1631.7

Interval #0 Information Seeding

Start Time	6:57
End Time	7:12
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:12
End Time	8:12
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	2	3	5	Avg
Vehs Entered	40000	41048	40467	40493
Vehs Exited	39092	40275	39338	39560
Starting Vehs	1951	1919	1933	1922
Ending Vehs	2859	2692	3062	2866
Travel Distance (mi)	21804	22565	21582	21984
Travel Time (hr)	4438.1	4043.9	4463.3	4315.1
Total Delay (hr)	3599.6	3175.1	3633.7	3469.4
Total Stops	110040	109469	110616	110040
Fuel Used (gal)	1653.1	1585.8	1656.1	1631.7

1: Broadway & 4th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.6	15.6	0.0	16.1
Denied Del/Veh (s)	0.1	13.4	80.5	0.0	42.5
Total Delay (hr)	1.0	4.5	11.5	0.4	17.5
Total Del/Veh (s)	41.8	110.3	64.7	3.3	48.0
Travel Dist (mi)	4.7	9.1	27.9	20.2	61.8
Travel Time (hr)	1.2	5.5	28.0	1.2	36.0
Vehicles Entered	89	149	640	431	1309
Vehicles Exited	88	138	624	429	1279
Hourly Exit Rate	88	138	624	429	1279
Input Volume	90	161	670	489	1410
% of Volume	98	86	93	88	91

2: Union St #4/Union St & 5th St/5th St #4 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.2	0.0	0.2
Denied Del/Veh (s)	0.2	0.0	0.4	0.0	0.3
Total Delay (hr)	2.8	2.2	25.8	0.5	31.4
Total Del/Veh (s)	27.5	30.0	55.6	18.4	46.8
Travel Dist (mi)	25.4	33.7	503.7	4.6	567.3
Travel Time (hr)	3.7	3.5	43.7	0.8	51.8
Vehicles Entered	363	264	1635	106	2368
Vehicles Exited	365	266	1600	106	2337
Hourly Exit Rate	365	266	1600	106	2337
Input Volume	360	287	1645	141	2433
% of Volume	101	93	97	75	96

3: Adeline Street & 5th St #4 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.2	0.0	0.2
Denied Del/Veh (s)	0.0	0.0	2.0	0.0	0.4
Total Delay (hr)	9.5	4.6	3.3	2.0	19.4
Total Del/Veh (s)	27.8	54.1	27.2	33.3	31.9
Travel Dist (mi)	147.8	20.9	44.6	16.5	229.9
Travel Time (hr)	15.5	5.4	5.2	2.7	28.9
Vehicles Entered	1218	300	432	211	2161
Vehicles Exited	1220	306	430	215	2171
Hourly Exit Rate	1220	306	430	215	2171
Input Volume	1204	356	452	247	2259
% of Volume	101	86	95	87	96

4: Market St & 5th St #4 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.6	0.0	0.6
Denied Del/Veh (s)	0.0	10.3	0.0	1.5
Total Delay (hr)	1.5	1.8	3.9	7.2
Total Del/Veh (s)	5.9	33.9	49.5	18.7
Travel Dist (mi)	29.2	8.3	14.9	52.4
Travel Time (hr)	2.5	2.7	4.5	9.7
Vehicles Entered	910	188	279	1377
Vehicles Exited	910	186	281	1377
Hourly Exit Rate	910	186	281	1377
Input Volume	915	195	328	1438
% of Volume	99	95	86	96

5: Brush St & 5th St #4 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Delay (hr)	3.1	0.1	3.3	6.5
Total Del/Veh (s)	10.4	4.5	24.3	14.4
Travel Dist (mi)	69.7	1.7	29.0	100.4
Travel Time (hr)	5.6	0.2	4.5	10.3
Vehicles Entered	1071	56	488	1615
Vehicles Exited	1069	56	493	1618
Hourly Exit Rate	1069	56	493	1618
Input Volume	1109	55	533	1697
% of Volume	96	102	92	95

6: Martin Luther King & 5th St #4 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Delay (hr)	1.7	1.3	0.2	3.1
Total Del/Veh (s)	4.1	22.7	8.6	6.5
Travel Dist (mi)	187.1	7.3	4.4	198.9
Travel Time (hr)	8.3	1.6	0.3	10.2
Vehicles Entered	1446	201	76	1723
Vehicles Exited	1450	200	76	1726
Hourly Exit Rate	1450	200	76	1726
Input Volume	1515	210	77	1802
% of Volume	96	95	99	96

7: 5th St #4 & Washington St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	19.4	3.2	0.0	22.6
Denied Del/Veh (s)	50.9	41.5	0.8	45.2
Total Delay (hr)	53.9	4.7	5.2	63.8
Total Del/Veh (s)	143.8	60.6	122.6	128.9
Travel Dist (mi)	172.0	9.2	7.9	189.1
Travel Time (hr)	79.1	8.3	5.6	93.0
Vehicles Entered	1328	276	152	1756
Vehicles Exited	1273	276	149	1698
Hourly Exit Rate	1273	276	149	1698
Input Volume	1419	275	176	1870
% of Volume	90	100	85	91

8: Broadway/Broadway #3 & 5th St #4/I-880 NB on-ramp and 5th St #3 #4 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.1	0.0	0.1
Total Delay (hr)	23.0	17.2	6.6	46.7
Total Del/Veh (s)	58.7	82.2	28.9	56.4
Travel Dist (mi)	96.3	33.9	42.6	172.8
Travel Time (hr)	27.1	18.7	8.4	54.2
Vehicles Entered	1389	748	805	2942
Vehicles Exited	1381	740	805	2926
Hourly Exit Rate	1381	740	805	2926
Input Volume	1543	803	935	3281
% of Volume	90	92	86	89

9: Jackson St & 980 Off-ramp/5th St Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	15.2	15.2
Denied Del/Veh (s)	0.0	153.1	24.0
Total Delay (hr)	4.9	7.5	12.4
Total Del/Veh (s)	9.1	82.8	19.9
Travel Dist (mi)	59.3	12.3	71.6
Travel Time (hr)	7.4	23.2	30.6
Vehicles Entered	1916	320	2236
Vehicles Exited	1914	318	2232
Hourly Exit Rate	1914	318	2232
Input Volume	1924	351	2275
% of Volume	99	91	98

10: #5 Madison St/#5 #7 Madison St & 5th St/#7 5th St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0
Total Delay (hr)	9.3	3.7	5.0	18.0
Total Del/Veh (s)	28.1	49.9	27.2	30.6
Travel Dist (mi)	85.8	96.2	33.4	215.4
Travel Time (hr)	12.4	7.0	6.3	25.8
Vehicles Entered	1181	258	663	2102
Vehicles Exited	1176	257	662	2095
Hourly Exit Rate	1176	257	662	2095
Input Volume	1209	251	714	2174
% of Volume	97	102	93	96

11: #6 Oak St & #7 5th St/#7 I-880 SB On-Ramp Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.3	0.0	0.1
Total Delay (hr)	8.5	22.4	1.3	32.2
Total Del/Veh (s)	22.2	133.7	22.3	52.9
Travel Dist (mi)	102.0	751.6	10.1	863.7
Travel Time (hr)	12.5	47.9	1.8	62.2
Vehicles Entered	1367	575	208	2150
Vehicles Exited	1355	533	210	2098
Hourly Exit Rate	1355	533	210	2098
Input Volume	1413	571	208	2192
% of Volume	96	93	101	96

12: #6 Oak St/Oak St #7 & #6 6th St #9/I-880 Off-ramp #9 & 6th St Performance by approach

Approach	WB	NB	SW	All
Denied Delay (hr)	0.4	0.0	0.0	0.4
Denied Del/Veh (s)	0.9	0.0	0.1	0.6
Total Delay (hr)	6.2	6.7	0.3	13.2
Total Del/Veh (s)	14.9	27.7	13.7	19.4
Travel Dist (mi)	250.5	40.7	1.8	293.0
Travel Time (hr)	15.4	8.3	0.4	24.1
Vehicles Entered	1493	857	69	2419
Vehicles Exited	1491	858	70	2419
Hourly Exit Rate	1491	858	70	2419
Input Volume	1478	896	71	2445
% of Volume	101	96	99	99

13: #5 #7 Madison St/#13 #7 Madison St & #5 #13 #6 6th St #1 #9/#6 6th St #9 Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	3.8	5.8	9.3	19.0
Total Del/Veh (s)	12.1	114.1	33.0	29.3
Travel Dist (mi)	91.7	8.9	51.8	152.4
Travel Time (hr)	7.0	6.2	11.6	24.7
Vehicles Entered	1125	178	1004	2307
Vehicles Exited	1122	175	1006	2303
Hourly Exit Rate	1122	175	1006	2303
Input Volume	1134	182	1036	2352
% of Volume	99	96	97	98

14: #5 #6 NB880 On #1 & Jackson St/#14 Jackson St & #13 #14 6th St #9/#5 #13 #6 6th St #1 #9 Perforn

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	7.4	3.7	0.4	11.4
Total Del/Veh (s)	16.0	20.4	4.5	15.9
Travel Dist (mi)	116.5	32.8	13.1	162.4
Travel Time (hr)	12.1	5.2	0.9	18.2
Vehicles Entered	1641	651	286	2578
Vehicles Exited	1638	652	286	2576
Hourly Exit Rate	1638	652	286	2576
Input Volume	1637	683	281	2601
% of Volume	100	95	102	99

15: Broadway #3 /Broadway #3 & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	6.5	5.0	6.7	18.2
Total Del/Veh (s)	32.8	33.4	35.3	33.8
Travel Dist (mi)	46.8	27.5	36.2	110.4
Travel Time (hr)	8.4	6.0	8.2	22.6
Vehicles Entered	703	528	674	1905
Vehicles Exited	703	524	670	1897
Hourly Exit Rate	703	524	670	1897
Input Volume	796	567	808	2171
% of Volume	88	92	83	87

16: Washington St & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	2.4	0.9	2.1	5.4
Total Del/Veh (s)	18.9	22.8	59.4	26.7
Travel Dist (mi)	33.4	7.8	5.4	46.6
Travel Time (hr)	3.7	1.2	2.3	7.2
Vehicles Entered	453	143	122	718
Vehicles Exited	453	141	121	715
Hourly Exit Rate	453	141	121	715
Input Volume	497	148	143	788
% of Volume	91	95	85	91

17: Martin Luther King & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.4	1.8	0.6	2.8
Total Del/Veh (s)	3.2	36.4	27.0	14.7
Travel Dist (mi)	30.2	10.7	3.7	44.6
Travel Time (hr)	1.4	2.3	0.7	4.4
Vehicles Entered	424	182	78	684
Vehicles Exited	424	181	78	683
Hourly Exit Rate	424	181	78	683
Input Volume	476	189	76	741
% of Volume	89	96	103	92

18: Market St & 6th St & I-880 off-ramp Performance by approach

Approach	WB	NB	SB	SW	All
Denied Delay (hr)	11.6	0.0	0.0	0.0	11.6
Denied Del/Veh (s)	65.1	0.0	0.0	0.0	31.7
Total Delay (hr)	6.5	1.1	1.3	1.6	10.5
Total Del/Veh (s)	43.6	21.2	16.9	25.9	30.9
Travel Dist (mi)	21.7	9.5	14.7	12.2	58.1
Travel Time (hr)	19.1	1.4	2.0	2.2	24.8
Vehicles Entered	534	179	278	220	1211
Vehicles Exited	526	175	278	215	1194
Hourly Exit Rate	526	175	278	215	1194
Input Volume	647	189	320	246	1402
% of Volume	81	93	87	87	85

19: Union St & 7th St #3 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	2.2	2.5	0.1	0.0	4.8
Denied Del/Veh (s)	5.1	13.0	0.4	0.1	5.8
Total Delay (hr)	13.4	25.5	4.7	0.4	44.0
Total Del/Veh (s)	31.0	132.6	25.6	17.8	53.1
Travel Dist (mi)	155.6	79.0	32.2	4.4	271.2
Travel Time (hr)	20.9	30.8	6.4	0.5	58.6
Vehicles Entered	1528	674	657	72	2931
Vehicles Exited	1518	675	651	70	2914
Hourly Exit Rate	1518	675	651	70	2914
Input Volume	1561	803	720	73	3157
% of Volume	97	84	90	96	92

20: Adeline Street & 7th St #3 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.2	0.0	0.1	0.1
Total Delay (hr)	12.2	42.9	1.4	1.5	58.0
Total Del/Veh (s)	21.1	177.6	19.2	25.7	60.9
Travel Dist (mi)	230.8	230.2	21.0	13.2	495.2
Travel Time (hr)	20.6	51.2	2.2	2.1	76.1
Vehicles Entered	2064	840	254	216	3374
Vehicles Exited	2049	784	254	208	3295
Hourly Exit Rate	2049	784	254	208	3295
Input Volume	2170	927	268	220	3585
% of Volume	94	85	95	95	92

21: Market St & 7th St #3 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	2.6	2.7
Denied Del/Veh (s)	0.0	0.0	0.2	19.4	2.7
Total Delay (hr)	39.5	1.9	5.4	4.4	51.1
Total Del/Veh (s)	68.4	14.2	30.7	33.9	50.4
Travel Dist (mi)	581.3	38.8	35.8	27.1	683.1
Travel Time (hr)	59.5	3.5	7.7	8.1	78.8
Vehicles Entered	2063	466	627	457	3613
Vehicles Exited	1931	464	631	453	3479
Hourly Exit Rate	1931	464	631	453	3479
Input Volume	2175	518	728	511	3932
% of Volume	89	90	87	89	88

22: Brush St & 7th St #3 Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.6	0.6
Denied Del/Veh (s)	0.0	0.0	2.1	0.8
Total Delay (hr)	13.6	0.7	7.1	21.4
Total Del/Veh (s)	30.2	10.5	23.6	26.2
Travel Dist (mi)	137.4	22.8	74.6	234.8
Travel Time (hr)	18.4	1.5	10.6	30.5
Vehicles Entered	1611	239	1071	2921
Vehicles Exited	1583	232	1071	2886
Hourly Exit Rate	1583	232	1071	2886
Input Volume	1820	278	1107	3205
% of Volume	87	83	97	90

23: Castro St & 7th St #3 Performance by approach

Approach	EB	NB	SW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	17.2	3.1	1.3	21.6
Total Del/Veh (s)	31.8	22.9	19.4	29.1
Travel Dist (mi)	179.7	17.4	12.7	209.9
Travel Time (hr)	23.8	3.8	1.9	29.5
Vehicles Entered	1920	485	236	2641
Vehicles Exited	1938	483	237	2658
Hourly Exit Rate	1938	483	237	2658
Input Volume	2151	520	274	2945
% of Volume	90	93	86	90

24: Martin Luther King & 7th St #3 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	5.4	0.5	0.4	6.3
Total Del/Veh (s)	13.9	13.3	10.0	13.6
Travel Dist (mi)	60.0	5.6	7.0	72.5
Travel Time (hr)	7.5	0.8	0.6	8.9
Vehicles Entered	1392	135	130	1657
Vehicles Exited	1384	133	128	1645
Hourly Exit Rate	1384	133	128	1645
Input Volume	1541	147	130	1818
% of Volume	90	90	98	90

25: Washington St & 7th St #3 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	2.8	0.0	0.0	2.8
Denied Del/Veh (s)	6.8	0.0	0.0	5.9
Total Delay (hr)	42.2	0.9	0.5	43.7
Total Del/Veh (s)	102.1	22.3	22.7	91.4
Travel Dist (mi)	299.4	6.5	3.9	309.8
Travel Time (hr)	55.2	1.2	0.7	57.1
Vehicles Entered	1463	151	80	1694
Vehicles Exited	1411	151	79	1641
Hourly Exit Rate	1411	151	79	1641
Input Volume	1636	151	97	1884
% of Volume	86	100	81	87

26: Broadway #3/Broadway & 7th St #3/7th St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	22.3	2.0	5.1	29.3
Total Del/Veh (s)	57.1	16.7	30.3	43.4
Travel Dist (mi)	93.7	22.7	29.8	146.2
Travel Time (hr)	25.7	2.9	6.2	34.9
Vehicles Entered	1400	425	593	2418
Vehicles Exited	1385	423	593	2401
Hourly Exit Rate	1385	423	593	2401
Input Volume	1616	473	675	2764
% of Volume	86	89	88	87

27: Webster Tube #8 #12 & 7th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	46.6	13.1	59.7
Total Del/Veh (s)	124.6	41.1	86.2
Travel Dist (mi)	176.7	61.7	238.4
Travel Time (hr)	53.0	15.5	68.5
Vehicles Entered	1317	1130	2447
Vehicles Exited	1269	1125	2394
Hourly Exit Rate	1269	1125	2394
Input Volume	1498	1275	2773
% of Volume	85	88	86

28: Harrison St #1/Harrison St & 7th St/7th St #1 Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	2.6	3.8	6.4
Total Del/Veh (s)	8.4	12.7	10.5
Travel Dist (mi)	78.5	47.1	125.6
Travel Time (hr)	5.4	5.8	11.2
Vehicles Entered	1110	1057	2167
Vehicles Exited	1109	1057	2166
Hourly Exit Rate	1109	1057	2166
Input Volume	1242	1352	2594
% of Volume	89	78	84

29: #14 Jackson St & 7th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.3	0.1
Total Delay (hr)	3.0	0.9	4.9	8.9
Total Del/Veh (s)	7.8	9.8	36.4	14.5
Travel Dist (mi)	100.8	15.9	50.4	167.1
Travel Time (hr)	6.5	1.6	6.8	14.9
Vehicles Entered	1386	327	480	2193
Vehicles Exited	1385	326	480	2191
Hourly Exit Rate	1385	326	480	2191
Input Volume	1591	334	473	2398
% of Volume	87	98	101	91

30: #13 #7 Madison St & 7th St #1/7th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0
Total Delay (hr)	4.6	16.2	20.8
Total Del/Veh (s)	9.8	40.9	24.0
Travel Dist (mi)	115.9	1266.9	1382.8
Travel Time (hr)	9.0	59.0	68.0
Vehicles Entered	1681	1364	3045
Vehicles Exited	1681	1365	3046
Hourly Exit Rate	1681	1365	3046
Input Volume	1860	1367	3227
% of Volume	90	100	94

31: Harrison St & 8th St #12 Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	111.6	0.0	111.6
Denied Del/Veh (s)	413.5	0.0	231.7
Total Delay (hr)	25.0	12.5	37.5
Total Del/Veh (s)	123.3	58.7	90.3
Travel Dist (mi)	43.6	44.8	88.5
Travel Time (hr)	138.2	14.2	152.4
Vehicles Entered	719	763	1482
Vehicles Exited	699	752	1451
Hourly Exit Rate	699	752	1451
Input Volume	965	972	1937
% of Volume	72	77	75

32: Webster Tube #8 #12/Webster Tube #8 & 8th St/8th St #12 Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.1
Total Delay (hr)	32.3	8.0	40.3
Total Del/Veh (s)	108.9	28.9	70.3
Travel Dist (mi)	76.2	40.9	117.2
Travel Time (hr)	35.2	9.6	44.7
Vehicles Entered	1041	987	2028
Vehicles Exited	1048	986	2034
Hourly Exit Rate	1048	986	2034
Input Volume	1429	1024	2453
% of Volume	73	96	83

33: Franklin St & 8th St Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0
Total Delay (hr)	8.1	2.3	10.3
Total Del/Veh (s)	31.8	31.1	31.6
Travel Dist (mi)	55.4	8.9	64.3
Travel Time (hr)	10.2	2.6	12.8
Vehicles Entered	899	257	1156
Vehicles Exited	895	256	1151
Hourly Exit Rate	895	256	1151
Input Volume	1175	247	1422
% of Volume	76	104	81

34: Broadway & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	1.8	1.8
Denied Del/Veh (s)	0.0	0.0	10.1	3.6
Total Delay (hr)	4.6	1.8	4.4	10.8
Total Del/Veh (s)	20.4	16.7	25.0	21.2
Travel Dist (mi)	60.4	19.3	30.0	109.7
Travel Time (hr)	6.9	2.5	7.4	16.8
Vehicles Entered	815	382	633	1830
Vehicles Exited	815	383	622	1820
Hourly Exit Rate	815	383	622	1820
Input Volume	1040	417	653	2110
% of Volume	78	92	95	86

35: Washington St & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	3.2	0.3	0.1	3.6
Total Del/Veh (s)	15.1	10.3	5.4	13.7
Travel Dist (mi)	55.5	5.9	3.8	65.2
Travel Time (hr)	5.4	0.6	0.3	6.2
Vehicles Entered	760	114	78	952
Vehicles Exited	760	115	78	953
Hourly Exit Rate	760	115	78	953
Input Volume	901	117	82	1100
% of Volume	84	98	95	87

36: Martin Luther King & 8th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	1.2	0.5	0.3	1.9
Total Del/Veh (s)	5.4	14.2	6.6	6.6
Travel Dist (mi)	50.1	6.3	6.3	62.7
Travel Time (hr)	3.0	0.7	0.5	4.2
Vehicles Entered	766	115	152	1033
Vehicles Exited	767	115	152	1034
Hourly Exit Rate	767	115	152	1034
Input Volume	874	134	156	1164
% of Volume	88	86	97	89

37: Webster Tube #8 & 9th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.1	0.1
Denied Del/Veh (s)	0.1	0.3	0.2
Total Delay (hr)	4.0	6.6	10.6
Total Del/Veh (s)	42.9	21.7	26.6
Travel Dist (mi)	12.4	92.5	104.9
Travel Time (hr)	4.5	10.1	14.6
Vehicles Entered	329	1099	1428
Vehicles Exited	329	1086	1415
Hourly Exit Rate	329	1086	1415
Input Volume	345	1123	1468
% of Volume	95	97	96

38: Brush St & I-980 On-Ramp & 11 St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	3.1	3.5	6.6
Total Del/Veh (s)	28.1	8.2	12.4
Travel Dist (mi)	20.1	94.9	115.0
Travel Time (hr)	3.9	8.1	11.9
Vehicles Entered	395	1514	1909
Vehicles Exited	397	1504	1901
Hourly Exit Rate	397	1504	1901
Input Volume	387	1697	2084
% of Volume	103	89	91

39: I-980 Off Ramp & Castro St & 11 St Performance by approach

Approach	EB	NB	NW	All
Denied Delay (hr)	0.0	0.0	635.0	635.0
Denied Del/Veh (s)	0.0	0.2	1115.1	790.5
Total Delay (hr)	7.1	1.4	12.1	20.6
Total Del/Veh (s)	35.6	35.3	43.5	39.8
Travel Dist (mi)	63.4	6.6	44.7	114.6
Travel Time (hr)	9.5	1.7	649.4	660.5
Vehicles Entered	704	138	987	1829
Vehicles Exited	711	139	979	1829
Hourly Exit Rate	711	139	979	1829
Input Volume	750	150	1855	2755
% of Volume	95	93	53	66

40: Webster Tube #8 & 11th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1
Total Delay (hr)	2.3	6.8	9.1
Total Del/Veh (s)	7.2	29.2	16.5
Travel Dist (mi)	69.2	46.2	115.4
Travel Time (hr)	4.8	8.6	13.4
Vehicles Entered	1146	831	1977
Vehicles Exited	1146	824	1970
Hourly Exit Rate	1146	824	1970
Input Volume	1180	851	2031
% of Volume	97	97	97

41: Harrison St & 11th St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Delay (hr)	1.6	1.1	1.7	4.4
Total Del/Veh (s)	4.9	8.1	29.2	8.4
Travel Dist (mi)	79.9	8.8	11.7	100.5
Travel Time (hr)	4.4	1.5	2.2	8.1
Vehicles Entered	1171	489	204	1864
Vehicles Exited	1171	488	206	1865
Hourly Exit Rate	1171	488	206	1865
Input Volume	1203	586	217	2006
% of Volume	97	83	95	93

42: Harrison St & 12th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.0	0.1	0.1
Total Delay (hr)	3.1	3.5	0.7	7.2
Total Del/Veh (s)	10.9	25.6	11.5	15.1
Travel Dist (mi)	64.5	27.7	9.8	102.1
Travel Time (hr)	5.4	4.5	1.1	11.0
Vehicles Entered	1014	480	221	1715
Vehicles Exited	1013	481	219	1713
Hourly Exit Rate	1013	481	219	1713
Input Volume	1036	566	219	1821
% of Volume	98	85	100	94

43: Webster Tube #8 & 12th St Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.2	0.1
Total Delay (hr)	2.3	3.4	5.7
Total Del/Veh (s)	7.2	16.2	10.8
Travel Dist (mi)	78.2	34.6	112.9
Travel Time (hr)	5.2	4.8	10.1
Vehicles Entered	1147	758	1905
Vehicles Exited	1144	759	1903
Hourly Exit Rate	1144	759	1903
Input Volume	1179	770	1949
% of Volume	97	99	98

44: Castro St & 12th St & I-980 on-ramp Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.1
Denied Del/Veh (s)	0.5	0.0	0.2
Total Delay (hr)	7.3	3.2	10.5
Total Del/Veh (s)	28.1	9.9	18.0
Travel Dist (mi)	48.4	75.3	123.7
Travel Time (hr)	9.5	8.0	17.5
Vehicles Entered	922	1161	2083
Vehicles Exited	929	1159	2088
Hourly Exit Rate	929	1159	2088
Input Volume	932	2024	2956
% of Volume	100	57	71

45: Brush St & 12th St & I-980 off-ramp Performance by approach

Approach	EB	WB	SB	SW	All
Denied Delay (hr)	0.0	0.0	0.0	74.3	74.3
Denied Del/Veh (s)		0.0	0.1	195.9	122.9
Total Delay (hr)	0.0	1.8	3.5	83.9	89.2
Total Del/Veh (s)		16.7	29.1	235.4	153.1
Travel Dist (mi)	0.0	34.3	39.2	317.8	391.3
Travel Time (hr)	0.0	3.0	4.9	169.5	177.4
Vehicles Entered	0	381	430	1196	2007
Vehicles Exited	0	373	425	1194	1992
Hourly Exit Rate	0	373	425	1194	1992
Input Volume	1	392	453	1367	2213
% of Volume	0	95	94	87	90

46: Brush St & 17th St Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	126.7	0.0	126.7
Denied Del/Veh (s)	501.3	0.0	197.8
Total Delay (hr)	15.2	3.1	18.3
Total Del/Veh (s)	76.2	8.0	31.1
Travel Dist (mi)	37.1	80.1	117.2
Travel Time (hr)	143.5	6.2	149.7
Vehicles Entered	705	1396	2101
Vehicles Exited	700	1401	2101
Hourly Exit Rate	700	1401	2101
Input Volume	882	1409	2291
% of Volume	79	99	92

47: Castro St & 17th St Performance by approach

Approach	EB	NB	NE	All
Denied Delay (hr)	0.0	447.7	192.7	640.3
Denied Del/Veh (s)	0.0	903.9	892.6	728.1
Total Delay (hr)	2.1	23.7	10.1	35.9
Total Del/Veh (s)	12.1	83.1	76.6	61.1
Travel Dist (mi)	46.2	82.5	20.6	149.3
Travel Time (hr)	3.8	474.2	203.7	681.7
Vehicles Entered	606	1002	463	2071
Vehicles Exited	606	993	464	2063
Hourly Exit Rate	606	993	464	2063
Input Volume	683	1659	701	3043
% of Volume	89	60	66	68

48: Castro St & 18th St & I-980 on-ramp Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	4.4	2.8	7.3
Total Del/Veh (s)	32.5	6.5	12.6
Travel Dist (mi)	23.5	98.5	122.0
Travel Time (hr)	5.5	7.0	12.5
Vehicles Entered	478	1582	2060
Vehicles Exited	486	1586	2072
Hourly Exit Rate	486	1586	2072
Input Volume	470	2463	2933
% of Volume	103	64	71

49: Brush St & 18th St Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.2	2.6	3.7
Total Del/Veh (s)	14.7	6.3	7.6
Travel Dist (mi)	22.7	56.9	79.5
Travel Time (hr)	2.0	5.6	7.7
Vehicles Entered	284	1477	1761
Vehicles Exited	285	1468	1753
Hourly Exit Rate	285	1468	1753
Input Volume	346	1459	1805
% of Volume	82	101	97

50: Webster St. & Atlantic Ave. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	21.2	1.2	0.4	0.3	23.2
Denied Del/Veh (s)	71.8	4.4	2.3	0.8	20.5
Total Delay (hr)	23.6	20.0	7.2	9.8	60.5
Total Del/Veh (s)	87.9	70.5	38.1	25.9	54.2
Travel Dist (mi)	70.6	90.3	55.9	58.7	275.4
Travel Time (hr)	47.8	25.5	10.0	12.6	95.9
Vehicles Entered	947	995	671	1347	3960
Vehicles Exited	940	994	669	1343	3946
Hourly Exit Rate	940	994	669	1343	3946
Input Volume	1049	1047	692	1382	4170
% of Volume	90	95	97	97	95

51: Webster St. & Willie Stargel AVe Performance by approach

Approach	EB	NB	SE	NW	All
Denied Delay (hr)	0.4	0.0	8.4	0.0	8.8
Denied Del/Veh (s)	1.5	0.0	13.7	0.2	7.7
Total Delay (hr)	20.6	11.0	26.0	0.0	57.7
Total Del/Veh (s)	71.0	43.4	42.2	4.5	49.3
Travel Dist (mi)	133.0	163.5	394.0	0.2	690.7
Travel Time (hr)	26.1	17.7	50.4	0.0	94.2
Vehicles Entered	1017	898	2191	33	4139
Vehicles Exited	1022	896	2173	33	4124
Hourly Exit Rate	1022	896	2173	33	4124
Input Volume	1021	930	2191	32	4174
% of Volume	100	96	99	103	99

52: Constitution Way & Marina Village Pkwy & Constitution Wy Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.3	0.4
Denied Del/Veh (s)	0.8	0.0	0.6	0.5
Total Delay (hr)	6.0	3.1	5.1	14.3
Total Del/Veh (s)	37.4	17.2	10.9	17.5
Travel Dist (mi)	48.9	118.6	384.9	552.5
Travel Time (hr)	8.5	8.2	21.1	37.7
Vehicles Entered	573	638	1687	2898
Vehicles Exited	570	644	1685	2899
Hourly Exit Rate	570	644	1685	2899
Input Volume	563	681	1695	2939
% of Volume	101	95	99	99

53: Constitution Wy & Mariner Sqaure Dr. Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.2	0.0	0.2
Denied Del/Veh (s)	1.3	0.0	0.4
Total Delay (hr)	4.5	0.6	5.1
Total Del/Veh (s)	34.7	2.0	11.9
Travel Dist (mi)	29.1	110.2	139.3
Travel Time (hr)	5.9	5.8	11.7
Vehicles Entered	463	1076	1539
Vehicles Exited	464	1078	1542
Hourly Exit Rate	464	1078	1542
Input Volume	472	1102	1574
% of Volume	98	98	98

54: Constitution Way & Atlantic Ave. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	3.7	0.0	0.2	0.0	4.0
Denied Del/Veh (s)	15.5	0.2	1.6	0.1	4.4
Total Delay (hr)	17.2	2.8	5.9	13.0	39.0
Total Del/Veh (s)	71.9	21.9	40.0	31.6	42.0
Travel Dist (mi)	77.2	44.9	63.9	262.0	448.0
Travel Time (hr)	24.5	4.7	8.8	24.0	62.0
Vehicles Entered	849	459	526	1459	3293
Vehicles Exited	839	457	518	1431	3245
Hourly Exit Rate	839	457	518	1431	3245
Input Volume	940	456	530	1481	3407
% of Volume	89	100	98	97	95

55: Oak St & 7th St Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	8.7	5.6	14.3
Total Del/Veh (s)	15.2	18.5	16.4
Travel Dist (mi)	162.3	57.3	219.6
Travel Time (hr)	14.5	8.5	23.0
Vehicles Entered	2044	1088	3132
Vehicles Exited	2036	1091	3127
Hourly Exit Rate	2036	1091	3127
Input Volume	2193	1104	3297
% of Volume	93	99	95

56: Oak St & 8th St Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.1
Denied Del/Veh (s)	0.5	0.0	0.3
Total Delay (hr)	3.8	2.0	5.9
Total Del/Veh (s)	16.6	10.8	14.0
Travel Dist (mi)	49.5	41.2	90.7
Travel Time (hr)	5.7	3.5	9.2
Vehicles Entered	829	678	1507
Vehicles Exited	828	675	1503
Hourly Exit Rate	828	675	1503
Input Volume	838	671	1509
% of Volume	99	101	100

57: 5th St #4 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Delay (hr)	7.0	0.1	0.1	7.2
Total Del/Veh (s)	19.9	22.7	46.2	20.2
Travel Dist (mi)	86.0	0.2	0.5	86.8
Travel Time (hr)	10.0	0.1	0.1	10.2
Vehicles Entered	1265	11	10	1286
Vehicles Exited	1262	11	10	1283
Hourly Exit Rate	1262	11	10	1283
Input Volume	1312	10	10	1332
% of Volume	96	110	100	96

58: Webster Tube #3 #4/Webster Tube #9 #8 #12 & #3 #4 Performance by approach

Approach	SB	SE	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.5	2.7	3.2
Total Del/Veh (s)	0.9	6.2	3.2
Travel Dist (mi)	34.2	195.5	229.7
Travel Time (hr)	1.9	10.0	11.8
Vehicles Entered	2078	1554	3632
Vehicles Exited	2078	1553	3631
Hourly Exit Rate	2078	1553	3631
Input Volume	2318	1750	4068
% of Volume	90	89	89

59: Harrison St Performance by approach

Approach	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.2
Total Del/Veh (s)	1.2	0.4	1.1
Travel Dist (mi)	42.6	2.9	45.5
Travel Time (hr)	1.7	0.2	1.8
Vehicles Entered	479	103	582
Vehicles Exited	478	103	581
Hourly Exit Rate	478	103	581
Input Volume	570	104	674
% of Volume	84	99	86

60: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	9.9	9.9
Travel Time (hr)	0.5	0.5
Vehicles Entered	158	158
Vehicles Exited	158	158
Hourly Exit Rate	158	158
Input Volume	163	163
% of Volume	97	97

61: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.5	1.5
Travel Dist (mi)	6.9	6.9
Travel Time (hr)	0.3	0.3
Vehicles Entered	87	87
Vehicles Exited	89	89
Hourly Exit Rate	89	89
Input Volume	101	101
% of Volume	88	88

62: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.6	1.6
Travel Dist (mi)	7.3	7.3
Travel Time (hr)	0.4	0.4
Vehicles Entered	168	168
Vehicles Exited	168	168
Hourly Exit Rate	168	168
Input Volume	180	180
% of Volume	93	93

63: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.7	0.7
Travel Dist (mi)	66.9	66.9
Travel Time (hr)	2.5	2.5
Vehicles Entered	617	617
Vehicles Exited	619	619
Hourly Exit Rate	619	619
Input Volume	999	999
% of Volume	62	62

64: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.3	0.3
Travel Dist (mi)	45.8	45.8
Travel Time (hr)	2.3	2.3
Vehicles Entered	1601	1601
Vehicles Exited	1602	1602
Hourly Exit Rate	1602	1602
Input Volume	1772	1772
% of Volume	90	90

65: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Travel Dist (mi)	1.7	1.7
Travel Time (hr)	0.1	0.1
Vehicles Entered	102	102
Vehicles Exited	102	102
Hourly Exit Rate	102	102
Input Volume	103	103
% of Volume	99	99

66: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.4	1.4
Travel Dist (mi)	5.9	5.9
Travel Time (hr)	0.3	0.3
Vehicles Entered	109	109
Vehicles Exited	109	109
Hourly Exit Rate	109	109
Input Volume	127	127
% of Volume	86	86

67: 6th St & Franklin Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	7.0	0.2	0.0	7.3
Total Del/Veh (s)	120.3	1.0	3.8	28.1
Travel Dist (mi)	14.0	46.0	0.3	60.4
Travel Time (hr)	7.7	1.8	0.0	9.5
Vehicles Entered	208	708	11	927
Vehicles Exited	200	708	11	919
Hourly Exit Rate	200	708	11	919
Input Volume	260	801	10	1071
% of Volume	77	88	110	86

68: Horseshoe #2 & #5 #6 NB880 On #1 #2/#5 #6 NB880 On #1 Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.1	0.3	0.4
Total Del/Veh (s)	0.5	1.5	1.0
Travel Dist (mi)	15.9	22.4	38.2
Travel Time (hr)	1.1	1.8	2.9
Vehicles Entered	858	660	1518
Vehicles Exited	858	659	1517
Hourly Exit Rate	858	659	1517
Input Volume	886	811	1697
% of Volume	97	81	89

70: I-880 NB on-ramp and 5th St #3 #4 & #3 #4 Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	3.4	3.4
Total Del/Veh (s)	6.1	6.1
Travel Dist (mi)	51.8	51.8
Travel Time (hr)	6.2	6.2
Vehicles Entered	1982	1982
Vehicles Exited	1982	1982
Hourly Exit Rate	1982	1982
Input Volume	2239	2239
% of Volume	89	89

71: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.1	1.1
Travel Dist (mi)	60.5	60.5
Travel Time (hr)	2.6	2.6
Vehicles Entered	768	768
Vehicles Exited	771	771
Hourly Exit Rate	771	771
Input Volume	881	881
% of Volume	88	88

72: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	26.9	26.9
Travel Time (hr)	1.2	1.2
Vehicles Entered	455	455
Vehicles Exited	455	455
Hourly Exit Rate	455	455
Input Volume	523	523
% of Volume	87	87

75: 980 Off-ramp Performance by approach

Approach	EB	NE	All
Denied Delay (hr)	0.0	0.5	0.5
Denied Del/Veh (s)	0.0	1.0	0.9
Total Delay (hr)	0.1	14.8	14.9
Total Del/Veh (s)	0.9	32.4	27.4
Travel Dist (mi)	10.4	704.4	714.8
Travel Time (hr)	0.9	39.0	39.8
Vehicles Entered	309	1614	1923
Vehicles Exited	309	1606	1915
Hourly Exit Rate	309	1606	1915
Input Volume	351	1572	1923
% of Volume	88	102	100

76: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	18.9	18.9
Travel Time (hr)	0.9	0.9
Vehicles Entered	335	335
Vehicles Exited	335	335
Hourly Exit Rate	335	335
Input Volume	378	378
% of Volume	89	89

77: Bend Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.8	0.8
Travel Dist (mi)	7.8	7.8
Travel Time (hr)	0.6	0.6
Vehicles Entered	486	486
Vehicles Exited	486	486
Hourly Exit Rate	486	486
Input Volume	520	520
% of Volume	93	93

78: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	58.9	58.9
Travel Time (hr)	3.4	3.4
Vehicles Entered	1091	1091
Vehicles Exited	1089	1089
Hourly Exit Rate	1089	1089
Input Volume	1565	1565
% of Volume	70	70

79: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Travel Dist (mi)	15.1	15.1
Travel Time (hr)	0.6	0.6
Vehicles Entered	379	379
Vehicles Exited	379	379
Hourly Exit Rate	379	379
Input Volume	424	424
% of Volume	89	89

80: #3 #4 Performance by approach

Approach	NE	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	3.6	3.6
Total Del/Veh (s)	8.2	8.2
Travel Dist (mi)	22.4	22.4
Travel Time (hr)	4.7	4.7
Vehicles Entered	1554	1554
Vehicles Exited	1554	1554
Hourly Exit Rate	1554	1554
Input Volume	1750	1750
% of Volume	89	89

81: 5th St #4 Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.4	0.1	1.4
Total Del/Veh (s)	3.6	0.7	3.1
Travel Dist (mi)	113.0	49.6	162.6
Travel Time (hr)	5.6	1.7	7.3
Vehicles Entered	1366	294	1660
Vehicles Exited	1369	298	1667
Hourly Exit Rate	1369	298	1667
Input Volume	1382	352	1734
% of Volume	99	85	96

82: 5th St #2 Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.3	0.3
Travel Dist (mi)	25.6	25.6
Travel Time (hr)	1.8	1.8
Vehicles Entered	966	966
Vehicles Exited	969	969
Hourly Exit Rate	969	969
Input Volume	1162	1162
% of Volume	83	83

83: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	26.2	26.2
Travel Time (hr)	1.2	1.2
Vehicles Entered	350	350
Vehicles Exited	349	349
Hourly Exit Rate	349	349
Input Volume	375	375
% of Volume	93	93

84: Bend Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	7.9	7.9
Total Del/Veh (s)	13.5	13.5
Travel Dist (mi)	115.2	115.2
Travel Time (hr)	12.4	12.4
Vehicles Entered	2078	2078
Vehicles Exited	2078	2078
Hourly Exit Rate	2078	2078
Input Volume	2318	2318
% of Volume	90	90

86: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Travel Dist (mi)	0.7	0.7
Travel Time (hr)	0.0	0.0
Vehicles Entered	35	35
Vehicles Exited	35	35
Hourly Exit Rate	35	35
Input Volume	50	50
% of Volume	70	70

87: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	3.1	3.1
Total Del/Veh (s)	3.0	3.0
Travel Dist (mi)	889.0	889.0
Travel Time (hr)	34.6	34.6
Vehicles Entered	3631	3631
Vehicles Exited	3633	3633
Hourly Exit Rate	3633	3633
Input Volume	4068	4068
% of Volume	89	89

88: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.4	0.4
Total Del/Veh (s)	4.2	4.2
Travel Dist (mi)	28.9	28.9
Travel Time (hr)	1.7	1.7
Vehicles Entered	314	314
Vehicles Exited	313	313
Hourly Exit Rate	313	313
Input Volume	344	344
% of Volume	91	91

89: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.8	0.8
Travel Dist (mi)	50.0	50.0
Travel Time (hr)	1.9	1.9
Vehicles Entered	511	511
Vehicles Exited	506	506
Hourly Exit Rate	506	506
Input Volume	542	542
% of Volume	93	93

90: Bend Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	42.4	42.4
Travel Time (hr)	3.1	3.1
Vehicles Entered	963	963
Vehicles Exited	966	966
Hourly Exit Rate	966	966
Input Volume	1162	1162
% of Volume	83	83

91: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.4	0.4
Total Del/Veh (s)	2.4	2.4
Travel Dist (mi)	210.8	210.8
Travel Time (hr)	7.7	7.7
Vehicles Entered	551	551
Vehicles Exited	552	552
Hourly Exit Rate	552	552
Input Volume	580	580
% of Volume	95	95

93: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.6	0.6
Travel Dist (mi)	3.0	3.0
Travel Time (hr)	0.1	0.1
Vehicles Entered	37	37
Vehicles Exited	36	36
Hourly Exit Rate	36	36
Input Volume	46	46
% of Volume	78	78

96: Bend Performance by approach

Approach	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.2
Total Del/Veh (s)	1.1	1.3	1.1
Travel Dist (mi)	12.4	2.3	14.7
Travel Time (hr)	0.6	0.1	0.7
Vehicles Entered	478	104	582
Vehicles Exited	478	104	582
Hourly Exit Rate	478	104	582
Input Volume	570	104	674
% of Volume	84	100	86

97: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.3	1.3
Travel Dist (mi)	70.2	70.2
Travel Time (hr)	2.6	2.6
Vehicles Entered	607	607
Vehicles Exited	607	607
Hourly Exit Rate	607	607
Input Volume	711	711
% of Volume	85	85

99: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.5	0.5
Travel Dist (mi)	42.9	42.9
Travel Time (hr)	1.5	1.5
Vehicles Entered	630	630
Vehicles Exited	629	629
Hourly Exit Rate	629	629
Input Volume	972	972
% of Volume	65	65

101: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	74.3	74.3
Travel Time (hr)	3.7	3.7
Vehicles Entered	1156	1156
Vehicles Exited	1155	1155
Hourly Exit Rate	1155	1155
Input Volume	1614	1614
% of Volume	72	72

102: Bend Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.2	1.2
Travel Dist (mi)	15.8	15.8
Travel Time (hr)	0.7	0.7
Vehicles Entered	289	289
Vehicles Exited	290	290
Hourly Exit Rate	290	290
Input Volume	348	348
% of Volume	83	83

104: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.4	1.4
Travel Dist (mi)	17.2	17.2
Travel Time (hr)	0.7	0.7
Vehicles Entered	158	158
Vehicles Exited	159	159
Hourly Exit Rate	159	159
Input Volume	170	170
% of Volume	94	94

105: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	0.7	0.7
Travel Dist (mi)	73.8	73.8
Travel Time (hr)	2.8	2.8
Vehicles Entered	938	938
Vehicles Exited	938	938
Hourly Exit Rate	938	938
Input Volume	990	990
% of Volume	95	95

107: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.9	0.9
Total Del/Veh (s)	9.5	9.5
Travel Dist (mi)	406.6	406.6
Travel Time (hr)	14.6	14.6
Vehicles Entered	304	304
Vehicles Exited	307	307
Hourly Exit Rate	307	307
Input Volume	306	306
% of Volume	100	100

108: Brush St & I-980 off-ramp Performance by approach

Approach	SB	SW	All
Denied Delay (hr)	0.0	0.1	0.1
Denied Del/Veh (s)	0.2	0.2	0.2
Total Delay (hr)	1.6	0.3	1.9
Total Del/Veh (s)	28.1	1.0	4.7
Travel Dist (mi)	6.3	30.7	37.0
Travel Time (hr)	1.8	1.9	3.7
Vehicles Entered	202	1274	1476
Vehicles Exited	202	1274	1476
Hourly Exit Rate	202	1274	1476
Input Volume	200	1259	1459
% of Volume	101	101	101

109: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.2	1.2
Travel Dist (mi)	25.1	25.1
Travel Time (hr)	1.0	1.0
Vehicles Entered	214	214
Vehicles Exited	213	213
Hourly Exit Rate	213	213
Input Volume	246	246
% of Volume	87	87

111: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.3	1.3
Travel Dist (mi)	7.7	7.7
Travel Time (hr)	0.4	0.4
Vehicles Entered	181	181
Vehicles Exited	181	181
Hourly Exit Rate	181	181
Input Volume	188	188
% of Volume	96	96

113: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.1	1.1
Travel Dist (mi)	62.2	62.2
Travel Time (hr)	2.5	2.5
Vehicles Entered	478	478
Vehicles Exited	477	477
Hourly Exit Rate	477	477
Input Volume	516	516
% of Volume	92	92

114: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	10.4	10.4
Travel Time (hr)	0.4	0.4
Vehicles Entered	138	138
Vehicles Exited	138	138
Hourly Exit Rate	138	138
Input Volume	137	137
% of Volume	101	101

117: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.5	0.5
Travel Dist (mi)	78.1	78.1
Travel Time (hr)	3.8	3.8
Vehicles Entered	984	984
Vehicles Exited	980	980
Hourly Exit Rate	980	980
Input Volume	1066	1066
% of Volume	92	92

118: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	68.0	68.0
Travel Time (hr)	2.6	2.6
Vehicles Entered	998	998
Vehicles Exited	1000	1000
Hourly Exit Rate	1000	1000
Input Volume	1130	1130
% of Volume	88	88

120: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.4	1.4
Travel Dist (mi)	45.7	45.7
Travel Time (hr)	2.0	2.0
Vehicles Entered	674	674
Vehicles Exited	673	673
Hourly Exit Rate	673	673
Input Volume	736	736
% of Volume	91	91

121: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Travel Dist (mi)	2.4	2.4
Travel Time (hr)	0.1	0.1
Vehicles Entered	42	42
Vehicles Exited	42	42
Hourly Exit Rate	42	42
Input Volume	41	41
% of Volume	102	102

122: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Travel Dist (mi)	7.6	7.6
Travel Time (hr)	0.3	0.3
Vehicles Entered	134	134
Vehicles Exited	134	134
Hourly Exit Rate	134	134
Input Volume	145	145
% of Volume	92	92

123: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Travel Dist (mi)	7.4	7.4
Travel Time (hr)	0.4	0.4
Vehicles Entered	129	129
Vehicles Exited	129	129
Hourly Exit Rate	129	129
Input Volume	154	154
% of Volume	84	84

124: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.8	0.8
Travel Dist (mi)	31.5	31.5
Travel Time (hr)	1.3	1.3
Vehicles Entered	480	480
Vehicles Exited	483	483
Hourly Exit Rate	483	483
Input Volume	580	580
% of Volume	83	83

126: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.7	0.7
Travel Dist (mi)	25.6	25.6
Travel Time (hr)	1.1	1.1
Vehicles Entered	360	360
Vehicles Exited	359	359
Hourly Exit Rate	359	359
Input Volume	401	401
% of Volume	90	90

134: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.2	1.2
Travel Dist (mi)	22.5	22.5
Travel Time (hr)	0.9	0.9
Vehicles Entered	388	388
Vehicles Exited	388	388
Hourly Exit Rate	388	388
Input Volume	458	458
% of Volume	85	85

135: #13 #14 Webster Tube #8 #9 #12/Webster Tube #8 #12 & 6th St/#13 #14 6th St #9 Performance by

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	14.5	7.6	14.3	36.4
Total Del/Veh (s)	248.6	18.1	42.7	44.7
Travel Dist (mi)	12.2	118.4	59.5	190.1
Travel Time (hr)	15.0	12.2	16.7	43.9
Vehicles Entered	200	1518	1189	2907
Vehicles Exited	194	1513	1190	2897
Hourly Exit Rate	194	1513	1190	2897
Input Volume	260	1596	1420	3276
% of Volume	75	95	84	88

137: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	0.8	0.8
Travel Dist (mi)	81.2	81.2
Travel Time (hr)	3.2	3.2
Vehicles Entered	1073	1073
Vehicles Exited	1073	1073
Hourly Exit Rate	1073	1073
Input Volume	1098	1098
% of Volume	98	98

140: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.1	1.1
Travel Dist (mi)	35.1	35.1
Travel Time (hr)	1.4	1.4
Vehicles Entered	296	296
Vehicles Exited	294	294
Hourly Exit Rate	294	294
Input Volume	332	332
% of Volume	89	89

142: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	96.6	96.6
Travel Time (hr)	3.8	3.8
Vehicles Entered	1280	1280
Vehicles Exited	1281	1281
Hourly Exit Rate	1281	1281
Input Volume	1334	1334
% of Volume	96	96

145: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.2	0.2
Travel Dist (mi)	36.2	36.2
Travel Time (hr)	1.4	1.4
Vehicles Entered	1517	1517
Vehicles Exited	1517	1517
Hourly Exit Rate	1517	1517
Input Volume	1697	1697
% of Volume	89	89

146: Bend Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	0.9	0.9
Travel Dist (mi)	36.0	36.0
Travel Time (hr)	2.6	2.6
Vehicles Entered	660	660
Vehicles Exited	660	660
Hourly Exit Rate	660	660
Input Volume	811	811
% of Volume	81	81

147: Posey #2 #1/Posey #1 & Posey-5th #2 Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	203.9	203.9
Total Del/Veh (s)	311.1	311.1
Travel Dist (mi)	1579.5	1579.5
Travel Time (hr)	267.6	267.6
Vehicles Entered	2188	2188
Vehicles Exited	2068	2068
Hourly Exit Rate	2068	2068
Input Volume	2613	2613
% of Volume	79	79

148: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Travel Dist (mi)	0.5	0.5
Travel Time (hr)	0.0	0.0
Vehicles Entered	15	15
Vehicles Exited	15	15
Hourly Exit Rate	15	15
Input Volume	16	16
% of Volume	94	94

149: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	2.1	2.1
Travel Dist (mi)	0.2	0.2
Travel Time (hr)	0.0	0.0
Vehicles Entered	5	5
Vehicles Exited	5	5
Hourly Exit Rate	5	5
Input Volume	5	5
% of Volume	100	100

150: Bend Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.2	1.2
Total Del/Veh (s)	2.8	2.8
Travel Dist (mi)	98.7	98.7
Travel Time (hr)	5.4	5.4
Vehicles Entered	1517	1517
Vehicles Exited	1517	1517
Hourly Exit Rate	1517	1517
Input Volume	1697	1697
% of Volume	89	89

151: Castro St & 6th St Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.3	0.1
Total Delay (hr)	0.3	1.9	2.3
Total Del/Veh (s)	2.6	27.8	11.3
Travel Dist (mi)	29.2	7.0	36.2
Travel Time (hr)	1.6	2.2	3.9
Vehicles Entered	472	249	721
Vehicles Exited	472	248	720
Hourly Exit Rate	472	248	720
Input Volume	520	245	765
% of Volume	91	101	94

153: Brush St & 6th St Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.1	3.0	4.1
Total Del/Veh (s)	16.6	22.3	20.4
Travel Dist (mi)	18.4	6.2	24.6
Travel Time (hr)	1.8	3.3	5.0
Vehicles Entered	234	489	723
Vehicles Exited	224	485	709
Hourly Exit Rate	224	485	709
Input Volume	245	534	779
% of Volume	91	91	91

154: 7th St #1 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.4	0.0	0.1	0.5
Total Del/Veh (s)	1.0	5.6	8.3	1.2
Travel Dist (mi)	79.1	0.5	0.9	80.5
Travel Time (hr)	3.4	0.1	0.1	3.6
Vehicles Entered	1390	12	29	1431
Vehicles Exited	1389	12	29	1430
Hourly Exit Rate	1389	12	29	1430
Input Volume	1609	12	28	1649
% of Volume	86	100	104	87

155: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Travel Dist (mi)	0.3	0.3
Travel Time (hr)	0.0	0.0
Vehicles Entered	10	10
Vehicles Exited	10	10
Hourly Exit Rate	10	10
Input Volume	10	10
% of Volume	100	100

156: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	28.3	28.3
Travel Time (hr)	1.2	1.2
Vehicles Entered	443	443
Vehicles Exited	443	443
Hourly Exit Rate	443	443
Input Volume	459	459
% of Volume	97	97

157: #13 #14 6th St #9 & Alice Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	2.9	0.3	3.2
Total Del/Veh (s)	7.6	98.4	8.3
Travel Dist (mi)	100.1	0.5	100.6
Travel Time (hr)	6.8	0.3	7.1
Vehicles Entered	1394	11	1405
Vehicles Exited	1394	11	1405
Hourly Exit Rate	1394	11	1405
Input Volume	1383	10	1393
% of Volume	101	110	101

158: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.7	0.7
Total Del/Veh (s)	1.1	1.1
Travel Dist (mi)	173.6	173.6
Travel Time (hr)	7.1	7.1
Vehicles Entered	2450	2450
Vehicles Exited	2453	2453
Hourly Exit Rate	2453	2453
Input Volume	2626	2626
% of Volume	93	93

159: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.4	0.4
Total Del/Veh (s)	1.4	1.4
Travel Dist (mi)	130.0	130.0
Travel Time (hr)	5.8	5.8
Vehicles Entered	943	943
Vehicles Exited	947	947
Hourly Exit Rate	947	947
Input Volume	983	983
% of Volume	96	96

161: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	0.8	0.8
Travel Dist (mi)	38.4	38.4
Travel Time (hr)	1.6	1.6
Vehicles Entered	728	728
Vehicles Exited	728	728
Hourly Exit Rate	728	728
Input Volume	714	714
% of Volume	102	102

162: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.3	1.3
Travel Dist (mi)	56.0	56.0
Travel Time (hr)	2.2	2.2
Vehicles Entered	774	774
Vehicles Exited	773	773
Hourly Exit Rate	773	773
Input Volume	794	794
% of Volume	97	97

163: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Travel Dist (mi)	0.7	0.7
Travel Time (hr)	0.0	0.0
Vehicles Entered	18	18
Vehicles Exited	18	18
Hourly Exit Rate	18	18
Input Volume	28	28
% of Volume	64	64

300: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.5	1.5
Total Del/Veh (s)	2.1	2.1
Travel Dist (mi)	440.4	440.4
Travel Time (hr)	20.3	20.3
Vehicles Entered	2555	2555
Vehicles Exited	2550	2550
Hourly Exit Rate	2550	2550
Input Volume	2613	2613
% of Volume	98	98

301: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	33.3	33.3
Travel Time (hr)	1.8	1.8
Vehicles Entered	372	372
Vehicles Exited	372	372
Hourly Exit Rate	372	372
Input Volume	382	382
% of Volume	97	97

302: Constitution Wy & Posey Tube Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	3.2	0.2	3.4
Total Del/Veh (s)	9.7	0.5	4.7
Travel Dist (mi)	95.7	42.6	138.3
Travel Time (hr)	7.8	1.9	9.7
Vehicles Entered	1185	1403	2588
Vehicles Exited	1187	1403	2590
Hourly Exit Rate	1187	1403	2590
Input Volume	1210	1440	2650
% of Volume	98	97	98

305: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	2.3	2.3
Total Del/Veh (s)	5.9	5.9
Travel Dist (mi)	192.3	192.3
Travel Time (hr)	9.9	9.9
Vehicles Entered	1379	1379
Vehicles Exited	1379	1379
Hourly Exit Rate	1379	1379
Input Volume	1391	1391
% of Volume	99	99

306: Bend Performance by approach

Approach	NW	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	3.1	3.1
Travel Time (hr)	0.1	0.1
Vehicles Entered	18	18
Vehicles Exited	18	18
Hourly Exit Rate	18	18
Input Volume	16	16
% of Volume	112	112

307: Bend Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.2	1.2
Total Del/Veh (s)	3.0	3.0
Travel Dist (mi)	139.3	139.3
Travel Time (hr)	7.2	7.2
Vehicles Entered	1380	1380
Vehicles Exited	1386	1386
Hourly Exit Rate	1386	1386
Input Volume	1424	1424
% of Volume	97	97

308: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.6	0.6
Travel Dist (mi)	46.0	46.0
Travel Time (hr)	2.3	2.3
Vehicles Entered	441	441
Vehicles Exited	443	443
Hourly Exit Rate	443	443
Input Volume	435	435
% of Volume	102	102

310: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.1	1.1
Travel Dist (mi)	76.3	76.3
Travel Time (hr)	3.5	3.5
Vehicles Entered	647	647
Vehicles Exited	646	646
Hourly Exit Rate	646	646
Input Volume	684	684
% of Volume	94	94

311: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.1	1.1
Total Del/Veh (s)	3.2	3.2
Travel Dist (mi)	112.6	112.6
Travel Time (hr)	6.2	6.2
Vehicles Entered	1258	1258
Vehicles Exited	1258	1258
Hourly Exit Rate	1258	1258
Input Volume	1302	1302
% of Volume	97	97

312: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.0	1.0
Travel Dist (mi)	91.0	91.0
Travel Time (hr)	4.1	4.1
Vehicles Entered	911	911
Vehicles Exited	918	918
Hourly Exit Rate	918	918
Input Volume	978	978
% of Volume	94	94

313: Webster St. Performance by approach

Approach	SE	NW	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.7	0.2	1.9
Total Del/Veh (s)	4.6	0.8	3.0
Travel Dist (mi)	253.7	48.9	302.6
Travel Time (hr)	12.3	2.6	14.8
Vehicles Entered	1312	938	2250
Vehicles Exited	1300	938	2238
Hourly Exit Rate	1300	938	2238
Input Volume	1343	973	2316
% of Volume	97	96	97

401: #4/5th St #4 Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.4	0.4
Total Del/Veh (s)	1.5	1.5
Travel Dist (mi)	86.3	86.3
Travel Time (hr)	3.3	3.3
Vehicles Entered	909	909
Vehicles Exited	908	908
Hourly Exit Rate	908	908
Input Volume	914	914
% of Volume	99	99

500: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	17.9	17.9
Travel Time (hr)	1.0	1.0
Vehicles Entered	398	398
Vehicles Exited	398	398
Hourly Exit Rate	398	398
Input Volume	382	382
% of Volume	104	104

502: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Travel Dist (mi)	27.7	27.7
Travel Time (hr)	1.3	1.3
Vehicles Entered	450	450
Vehicles Exited	451	451
Hourly Exit Rate	451	451
Input Volume	454	454
% of Volume	99	99

503: Bend Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.2	1.2
Travel Dist (mi)	72.2	72.2
Travel Time (hr)	2.7	2.7
Vehicles Entered	908	908
Vehicles Exited	909	909
Hourly Exit Rate	909	909
Input Volume	914	914
% of Volume	99	99

513: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Travel Dist (mi)	21.6	21.6
Travel Time (hr)	0.8	0.8
Vehicles Entered	397	397
Vehicles Exited	395	395
Hourly Exit Rate	395	395
Input Volume	452	452
% of Volume	87	87

514: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	4.0	4.0
Travel Dist (mi)	3.1	3.1
Travel Time (hr)	0.2	0.2
Vehicles Entered	47	47
Vehicles Exited	47	47
Hourly Exit Rate	47	47
Input Volume	53	53
% of Volume	89	89

517: Posey #2 #1 Performance by approach

Approach	NB	NW	All
Denied Delay (hr)	138.0	21.6	159.6
Denied Del/Veh (s)	347.4	68.2	223.4
Total Delay (hr)	6.1	2.9	9.0
Total Del/Veh (s)	19.5	9.7	14.7
Travel Dist (mi)	41.0	37.3	78.3
Travel Time (hr)	145.4	25.8	171.3
Vehicles Entered	1116	1083	2199
Vehicles Exited	1109	1079	2188
Hourly Exit Rate	1109	1079	2188
Input Volume	1424	1189	2613
% of Volume	78	91	84

519: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Travel Dist (mi)	5.1	5.1
Travel Time (hr)	0.2	0.2
Vehicles Entered	112	112
Vehicles Exited	112	112
Hourly Exit Rate	112	112
Input Volume	123	123
% of Volume	91	91

520: Bend Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.3	1.3
Total Del/Veh (s)	9.7	9.7
Travel Dist (mi)	25.1	25.1
Travel Time (hr)	2.2	2.2
Vehicles Entered	493	493
Vehicles Exited	487	487
Hourly Exit Rate	487	487
Input Volume	532	532
% of Volume	92	92

522: Castro St Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.4	0.3	1.7
Total Del/Veh (s)	8.5	1.0	3.7
Travel Dist (mi)	27.8	46.2	74.0
Travel Time (hr)	2.8	2.4	5.1
Vehicles Entered	572	1027	1599
Vehicles Exited	574	1027	1601
Hourly Exit Rate	574	1027	1601
Input Volume	645	1128	1773
% of Volume	89	91	90

1401: Posey #1/Harrison St #1 & #13 #14 6th St #9 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	3.8	9.5	10.5	0.0	23.8
Total Del/Veh (s)	174.1	24.5	33.8	21.8	33.0
Travel Dist (mi)	5.9	76.1	54.4	0.2	136.6
Travel Time (hr)	4.0	12.2	12.5	0.0	28.7
Vehicles Entered	75	1392	1105	4	2576
Vehicles Exited	76	1391	1105	4	2576
Hourly Exit Rate	76	1391	1105	4	2576
Input Volume	110	1383	1451	5	2949
% of Volume	69	101	76	80	87

1601: Jefferson St & 6th St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.9	0.0	0.0	0.9
Total Del/Veh (s)	7.3	21.1	26.2	7.8
Travel Dist (mi)	59.6	0.5	0.1	60.2
Travel Time (hr)	2.9	0.1	0.0	3.0
Vehicles Entered	421	8	6	435
Vehicles Exited	421	8	6	435
Hourly Exit Rate	421	8	6	435
Input Volume	472	10	5	487
% of Volume	89	80	120	89

3501: Bend Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.4	0.4
Total Del/Veh (s)	1.9	1.9
Travel Dist (mi)	100.9	100.9
Travel Time (hr)	3.9	3.9
Vehicles Entered	744	744
Vehicles Exited	743	743
Hourly Exit Rate	743	743
Input Volume	849	849
% of Volume	88	88

Total Network Performance

Denied Delay (hr)	1876.3
Denied Del/Veh (s)	152.7
Total Delay (hr)	1593.2
Total Del/Veh (s)	135.2
Travel Dist (mi)	21983.8
Travel Time (hr)	4315.1
Vehicles Entered	40493
Vehicles Exited	39560
Hourly Exit Rate	39560
Input Volume	227902
% of Volume	17

Arterial Level of Service: EB #4

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 2 Speed	Run 2 Delay
5th St #4	2	33.4	73.3	0.3	16	17	28.5
Adeline Street	3	26.8	44.2	0.1	11	10	27.7
	81	4.3	14.4	0.1	20	20	4.2
	503	1.2	10.7	0.1	27	28	1.1
	401	1.5	13.0	0.1	27	24	3.1
Market St	4	5.9	9.8	0.0	12	9	9.2
Brush St	5	10.5	18.5	0.1	13	13	10.3
Martin Luther King	6	4.1	19.7	0.1	25	27	2.6
	57	20.1	28.4	0.1	8	9	17.0
	7	146.2	214.6	0.1	3	3	154.4
Broadway	8	61.6	71.8	0.1	4	4	61.8
	70	10.3	15.3	0.0	5	5	10.3
	80	8.2	10.8	0.0	5	5	8.3
Webster Tube #3 #4	58	6.2	22.9	0.1	21	21	6.1
Total		340.3	567.3	1.4	10	10	344.8

Arterial Level of Service: EB #4

Cross Street	Run 3 Speed	Run 3 Delay	Run 5 Speed	Run 5 Delay
5th St #4	14	46.1	18	25.0
Adeline Street	11	23.9	10	29.0
	20	4.4	20	4.3
	27	1.2	27	1.2
	29	0.7	29	0.7
Market St	15	3.9	14	4.4
Brush St	14	9.0	12	12.1
Martin Luther King	27	3.0	22	6.8
	7	24.6	9	18.7
	3	144.3	3	140.0
Broadway	4	61.2	4	61.8
	5	10.2	5	10.3
	5	8.1	5	8.2
Webster Tube #3 #4	21	6.3	21	6.2
Total	10	346.8	10	328.7

Arterial Level of Service: WB #4

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 2 Speed	Run 2 Delay
Adeline Street	3	12.8	21.2	0.1	13	9	21.6
Union St	2	26.6	41.6	0.1	11	12	24.4
Total		39.3	62.7	0.2	12	11	45.9

Arterial Level of Service: WB #4

Cross Street	Run 3 Speed	Run 3 Delay	Run 5 Speed	Run 5 Delay
Adeline Street	19	6.5	14	11.6
Union St	11	28.6	11	26.3
Total	13	35.1	12	37.8

Arterial Level of Service: EB #3

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 2 Speed	Run 2 Delay
Union St	19	30.8	47.9	0.1	9	8	37.9
Adeline Street	20	16.7	30.3	0.1	14	12	22.1
Market St	21	53.5	87.3	0.3	12	8	93.5
Brush St	22	32.0	42.3	0.1	8	6	47.6
Castro St	23	31.3	42.3	0.1	7	6	40.5
Martin Luther King	24	13.6	18.8	0.0	9	8	17.5
Washington St	25	95.6	127.6	0.2	6	4	147.2
Broadway #3	26	72.1	82.8	0.1	3	2	92.4
6th St	15	24.3	33.2	0.1	7	8	20.3
5th St #4	8	35.0	42.3	0.0	4	4	36.1
	70	2.7	8.0	0.0	9	9	3.0
	80	8.2	10.8	0.0	5	5	8.3
Webster Tube #3 #4	58	6.2	22.9	0.1	21	21	6.1
Total		422.0	596.5	1.3	8	6	572.6

Arterial Level of Service: EB #3

Cross Street	Run 3 Speed	Run 3 Delay	Run 5 Speed	Run 5 Delay
Union St	10	28.6	10	26.3
Adeline Street	15	13.4	15	15.0
Market St	18	24.6	13	47.2
Brush St	11	19.4	8	32.3
Castro St	9	23.0	7	32.4
Martin Luther King	12	9.1	8	15.1
Washington St	15	25.4	5	124.6
Broadway #3	4	52.2	3	75.6
6th St	7	25.8	6	26.6
5th St #4	4	33.0	4	36.0
	10	2.5	9	2.6
	5	8.1	5	8.2
Webster Tube #3 #4	21	6.3	21	6.2
Total	11	271.4	8	448.2

Arterial Level of Service: WB #3

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 2 Speed	Run 2 Delay
6th St	15	-	-	0.0	-	-	-
7th St	26	12.3	18.9	0.1	12	11	13.4
Brush St	22	3.4	4.1	0.1	75	207	1.3
Market St	21	3.6	13.8	0.1	23	26	1.7
Adeline Street	20	148.1	177.3	0.3	6	8	100.0
Union St	19	23.5	49.3	0.1	11	12	20.9
Total		190.9	263.5	0.7	10	12	137.3

Arterial Level of Service: WB #3

Cross Street	Run 3 Speed	Run 3 Delay	Run 5 Speed	Run 5 Delay
6th St	-	-	-	-
7th St	12	12.2	13	11.3
Brush St	11	23.2	13	18.7
Market St	22	4.3	22	4.5
Adeline Street	6	138.5	5	196.8
Union St	12	20.3	10	29.2
Total	10	198.4	8	260.5

Arterial Level of Service: NB #7

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 2 Speed	Run 2 Delay
#6 6th St #9	13	-	-	0.0	-	-	-
Total		-	-	0.0	-	-	-

Arterial Level of Service: NB #7

Cross Street	Run 3 Speed	Run 3 Delay	Run 5 Speed	Run 5 Delay
#6 6th St #9	-	-	-	-
Total	-	-	-	-

Arterial Level of Service: SB #7

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 2 Speed	Run 2 Delay
7th St #1	30	41.9	149.9	0.9	22	19	65.0
#5 #13 #6 6th St #1	13	35.3	41.6	0.1	5	5	39.8
5th St	10	40.3	47.7	0.0	3	3	44.6
#6 Oak St	11	2.0	13.1	0.1	21	21	2.0
Total		119.5	252.4	1.1	16	14	151.4

Arterial Level of Service: SB #7

Cross Street	Run 3 Speed	Run 3 Delay	Run 5 Speed	Run 5 Delay
7th St #1	25	29.0	24	29.1
#5 #13 #6 6th St #1	5	32.9	6	32.6
5th St	3	38.7	4	36.5
#6 Oak St	20	2.3	21	1.6
Total	17	103.0	17	99.8

Arterial Level of Service: NB #6

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 2 Speed	Run 2 Delay
#7 I-880 SB On-Ramp	11	137.3	288.0	1.3	17	18	121.6
I-880 Off-ramp #9	12	42.2	49.5	0.0	3	3	39.6
#13 #7 Madison St	13	9.8	20.7	0.1	13	11	12.4
#14 Jackson St	14	18.0	27.9	0.1	10	10	18.2
Horseshoe #2	68	0.5	4.9	0.0	12	12	0.6
	150	2.4	12.0	0.1	20	20	2.4
Total		210.3	403.0	1.6	14	15	194.8

Arterial Level of Service: NB #6

Cross Street	Run 3 Speed	Run 3 Delay	Run 5 Speed	Run 5 Delay
#7 I-880 SB On-Ramp	15	170.6	17	122.2
I-880 Off-ramp #9	3	46.1	3	41.4
#13 #7 Madison St	15	7.3	13	9.3
#14 Jackson St	10	18.1	10	17.6
Horseshoe #2	12	0.6	13	0.5
	20	2.6	20	2.3
Total	13	245.4	15	193.2

Arterial Level of Service: SB #6

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 2 Speed	Run 2 Delay
#7 5th St	11	-	-	0.0	-	6	17.8
Total		-	-	0.0	-	6	17.8

Arterial Level of Service: SB #6

Cross Street	Run 3 Speed	Run 3 Delay	Run 5 Speed	Run 5 Delay
#7 5th St	-	-	-	-
Total	-	-	-	-

Arterial Level of Service: NB #13

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 2 Speed	Run 2 Delay
Posey #1	1401	-	-	0.1	-	-	-
Total		-	-	0.1	-	-	-

Arterial Level of Service: NB #13

Cross Street	Run 3 Speed	Run 3 Delay	Run 5 Speed	Run 5 Delay
Posey #1	-	-	-	-
Total	-	-	-	-

Arterial Level of Service: SB #13

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 2 Speed	Run 2 Delay
7th St #1	30	41.9	149.9	0.9	22	19	65.0
#5 #13 #6 6th St #1	13	38.3	47.3	0.1	5	4	39.7
#14 Jackson St	14	3.6	12.3	0.1	22	26	1.5
Alice	157	7.3	16.1	0.1	16	21	3.4
Harrison St #1	1401	23.9	30.5	0.1	7	9	18.3
Webster Tube #8 #12	135	22.8	33.6	0.1	8	9	18.3
	84	9.9	18.4	0.1	11	10	10.1
Total		147.6	308.2	1.3	16	15	156.3

Arterial Level of Service: SB #13

Cross Street	Run 3 Speed	Run 3 Delay	Run 5 Speed	Run 5 Delay
7th St #1	25	29.0	24	29.1
#5 #13 #6 6th St #1	5	36.6	5	38.6
#14 Jackson St	26	1.2	17	7.9
Alice	20	4.1	11	14.6
Harrison St #1	8	18.8	5	34.4
Webster Tube #8 #12	8	21.9	7	28.1
	10	10.0	11	9.5
Total	17	121.7	15	162.1

Arterial Level of Service: NB #14

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 2 Speed	Run 2 Delay
Posey #1	1401	-	-	0.1	-	-	-
7th St #1	29	10.4	16.3	0.1	13	13	10.4
Total		10.4	16.3	0.1	29	29	10.4

Arterial Level of Service: NB #14

Cross Street	Run 3 Speed	Run 3 Delay	Run 5 Speed	Run 5 Delay
Posey #1	-	-	-	-
7th St #1	13	10.3	13	10.5
Total	29	10.3	29	10.5

Arterial Level of Service: SB #14

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 2 Speed	Run 2 Delay
7th St #1	29	37.9	50.7	0.1	8	9	29.7
Alice	157	10.1	22.7	0.1	11	15	4.9
Harrison St #1	1401	23.9	30.5	0.1	7	9	18.3
Webster Tube #8 #12	135	22.8	33.6	0.1	8	9	18.3
	84	9.9	18.4	0.1	11	10	10.1
Total		104.5	155.8	0.4	9	10	81.3

Arterial Level of Service: SB #14

Cross Street	Run 3 Speed	Run 3 Delay	Run 5 Speed	Run 5 Delay
7th St #1	7	43.2	7	40.3
Alice	13	6.5	8	17.7
Harrison St #1	8	18.8	5	34.4
Webster Tube #8 #12	8	21.9	7	28.1
	10	10.0	11	9.5
Total	9	100.4	7	130.1

Arterial Level of Service: SB #8

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 2 Speed	Run 2 Delay
12th St	43	19.9	25.6	0.1	8	9	17.5
11th St	40	36.3	43.2	0.0	4	4	35.6
9th St	37	22.1	32.3	0.1	11	14	16.4
8th St	32	28.4	33.6	0.1	6	8	19.3
7th St	27	50.3	57.0	0.0	3	3	46.5
6th St	135	43.7	50.0	0.1	4	4	43.9
	84	17.0	23.9	0.1	8	8	17.7
#3 #4	58	0.9	3.3	0.0	26	26	0.9
Total		218.6	268.9	0.4	6	6	197.8

Arterial Level of Service: SB #8

Cross Street	Run 3 Speed	Run 3 Delay	Run 5 Speed	Run 5 Delay
12th St	9	18.3	7	23.7
11th St	4	34.6	4	38.5
9th St	13	17.5	9	31.5
8th St	7	21.0	4	43.7
7th St	3	47.6	3	56.2
6th St	4	43.6	4	43.7
	8	16.7	8	16.7
#3 #4	26	0.9	26	0.9
Total	6	200.0	5	254.9

Arterial Level of Service: SB #12

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 2 Speed	Run 2 Delay
Harrison St	31	121.8	677.6	0.1	2	2	121.0
Webster Tube #8	32	137.1	147.3	0.1	2	2	127.9
7th St	27	46.1	53.2	0.0	3	3	43.4
6th St	135	43.7	50.0	0.1	4	4	43.9
	84	17.0	23.9	0.1	8	8	17.7
#3 #4	58	0.9	3.3	0.0	26	26	0.9
Total		366.6	955.2	0.3	3	3	354.8

Arterial Level of Service: SB #12

Cross Street	Run 3 Speed	Run 3 Delay	Run 5 Speed	Run 5 Delay
Harrison St	2	112.1	2	133.3
Webster Tube #8	2	129.6	1	156.6
7th St	3	47.3	3	47.6
6th St	4	43.6	4	43.7
	8	16.7	8	16.7
#3 #4	26	0.9	26	0.9
Total	3	350.1	3	398.8

Arterial Level of Service: EB #9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 2 Speed	Run 2 Delay
Posey #1	1401	-	-	0.1	-	-	-
Total		-	-	0.1	-	-	-

Arterial Level of Service: EB #9

Cross Street	Run 3 Speed	Run 3 Delay	Run 5 Speed	Run 5 Delay
Posey #1	-	-	-	-
Total	-	-	-	-

Arterial Level of Service: WB #9

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 2 Speed	Run 2 Delay
6th St	12	15.4	36.2	0.2	18	18	15.8
#13 #7 Madison St	13	12.3	22.2	0.1	12	12	13.2
#14 Jackson St	14	22.0	30.6	0.1	9	9	20.2
Alice	157	7.3	16.1	0.1	16	21	3.4
Harrison St #1	1401	23.9	30.5	0.1	7	9	18.3
Webster Tube #8 #12	135	22.8	33.6	0.1	8	9	18.3
	84	9.9	18.4	0.1	11	10	10.1
#3 #4	58	0.9	3.3	0.0	26	26	0.9
Total		114.4	190.8	0.6	12	13	100.1

Arterial Level of Service: WB #9

Cross Street	Run 3 Speed	Run 3 Delay	Run 5 Speed	Run 5 Delay
6th St	18	15.9	19	14.7
#13 #7 Madison St	13	11.3	12	12.4
#14 Jackson St	9	20.2	8	25.6
Alice	20	4.1	11	14.6
Harrison St #1	8	18.8	5	34.4
Webster Tube #8 #12	8	21.9	7	28.1
	10	10.0	11	9.5
#3 #4	26	0.9	26	0.9
Total	12	103.1	10	140.2

Arterial Level of Service: NB #2

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 2 Speed	Run 2 Delay
Posey-5th #2	147	148.3	219.5	0.8	12	11	178.6
	90	1.0	11.6	0.0	13	13	1.0
	82	0.3	6.7	0.0	14	14	0.3
	146	0.9	14.0	0.1	13	13	0.9
#5 #6 NB880 On #1	68	1.5	9.7	0.0	13	12	1.6
	150	3.2	13.4	0.1	18	18	3.1
Total		155.2	274.9	1.0	13	12	185.5

Arterial Level of Service: NB #2

Cross Street	Run 3 Speed	Run 3 Delay	Run 5 Speed	Run 5 Delay
Posey-5th #2	19	60.7	10	208.8
	13	1.1	13	1.0
	14	0.3	14	0.4
	13	0.8	14	0.9
#5 #6 NB880 On #1	13	1.5	13	1.4
	18	3.3	18	3.2
Total	17	67.7	11	215.7

Intersection: 1: Broadway & 4th St

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	211	353	259	259	122	98
Average Queue (ft)	61	142	195	202	31	10
95th Queue (ft)	139	337	330	332	80	52
Link Distance (ft)	279	330	232	232	176	176
Upstream Blk Time (%)		17	32	50	0	
Queuing Penalty (veh)		0	0	0	0	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Union St #4/Union St & 5th St/5th St #4

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T>	L	L	TR	L	T	R	R	R>
Maximum Queue (ft)	75	357	91	110	160	245	1301	1281	72	73
Average Queue (ft)	22	120	30	57	55	78	548	507	28	27
95th Queue (ft)	57	240	71	93	113	241	1162	1119	62	59
Link Distance (ft)	416	416		566	566		1642	1642	159	159
Upstream Blk Time (%)		0					1	0		
Queuing Penalty (veh)		0					0	0		
Storage Bay Dist (ft)			290			220				
Storage Blk Time (%)						0	44			
Queuing Penalty (veh)						0	23			

Intersection: 3: Adeline Street & 5th St #4

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	LT	TR
Maximum Queue (ft)	86	423	448	248	189	210	116	247	174	90	128	107
Average Queue (ft)	29	227	291	137	38	41	57	76	101	20	66	49
95th Queue (ft)	64	359	423	312	134	121	103	149	167	60	117	87
Link Distance (ft)	566	566	566	352	352	352	543	543			324	324
Upstream Blk Time (%)		0	0	1	1	0						
Queuing Penalty (veh)		0	0	2	1	0						
Storage Bay Dist (ft)									150	150		
Storage Blk Time (%)								0	2		0	
Queuing Penalty (veh)								0	2		0	

Intersection: 4: Market St & 5th St #4

Movement	EB	EB	EB	NB	NB	SB	SB	SB
Directions Served	LT	T	TR	T	TR	L	T	T
Maximum Queue (ft)	131	124	128	66	182	226	66	69
Average Queue (ft)	66	68	57	23	87	139	27	17
95th Queue (ft)	121	132	124	54	174	255	57	55
Link Distance (ft)	105	105	105	234	234	207	207	207
Upstream Blk Time (%)	4	2	2		4	14		
Queuing Penalty (veh)	13	6	5		0	16		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: Brush St & 5th St #4

Movement	EB	EB	EB	NB	SB	SB	SB
Directions Served	T	T	TR	R	L	L	T
Maximum Queue (ft)	161	157	175	56	208	199	218
Average Queue (ft)	78	83	88	20	96	107	102
95th Queue (ft)	136	133	152	46	155	167	179
Link Distance (ft)	246	246	246	160	252	252	252
Upstream Blk Time (%)							0
Queuing Penalty (veh)							0
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 6: Martin Luther King & 5th St #4

Movement	EB	EB	EB	NB	NB	SB	SB
Directions Served	LT	T	TR	T	TR	LT	T
Maximum Queue (ft)	161	166	166	150	81	50	18
Average Queue (ft)	20	18	21	71	33	11	1
95th Queue (ft)	96	101	101	124	68	36	8
Link Distance (ft)	654	654	654	189	189	240	240
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 7: 5th St #4 & Washington St

Movement	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	TR	TR	R	LT
Maximum Queue (ft)	690	711	694	209	46	228
Average Queue (ft)	573	586	571	166	16	164
95th Queue (ft)	827	842	843	227	47	265
Link Distance (ft)	662	662	662	175		222
Upstream Blk Time (%)	16	22	17	40		25
Queuing Penalty (veh)	70	97	74	0		44
Storage Bay Dist (ft)					20	
Storage Blk Time (%)				76	3	
Queuing Penalty (veh)				53	7	

Intersection: 8: Broadway/Broadway #3 & 5th St #4/I-880 NB on-ramp and 5th St #3 #4

Movement	EB	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	LT	T	T	R	T	T	R	L	L	T
Maximum Queue (ft)	356	349	338	95	211	214	210	211	245	220
Average Queue (ft)	320	327	264	61	187	186	155	144	157	117
95th Queue (ft)	344	345	393	118	216	227	239	220	230	211
Link Distance (ft)	299	299	299		176	176	176	189	189	189
Upstream Blk Time (%)	37	50	7		60	51	26	4	6	2
Queuing Penalty (veh)	192	258	38		160	137	69	11	19	5
Storage Bay Dist (ft)				70						
Storage Blk Time (%)			28	1						
Queuing Penalty (veh)			37	7						

Intersection: 9: Jackson St & 980 Off-ramp/5th St

Movement	EB	EB	EB	NB
Directions Served	LT	T	R	TR
Maximum Queue (ft)	165	170	189	238
Average Queue (ft)	134	145	163	209
95th Queue (ft)	179	172	211	243
Link Distance (ft)	131	131	131	196
Upstream Blk Time (%)	6	12	16	72
Queuing Penalty (veh)	40	79	100	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: #5 Madison St/#5 #7 Madison St & 5th St/#7 5th St

Movement	EB	EB	EB	NB	SB	SB
Directions Served	LT	T	TR	TR	L	T
Maximum Queue (ft)	292	295	297	400	224	231
Average Queue (ft)	172	161	170	155	175	115
95th Queue (ft)	271	265	277	325	237	224
Link Distance (ft)	314	314	314	1966	198	198
Upstream Blk Time (%)	1	1	0		15	3
Queuing Penalty (veh)	3	3	2		52	11
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 11: #6 Oak St & #7 5th St/#7 I-880 SB On-Ramp

Movement	EB	EB	EB	NB	NB	SB
Directions Served	L	T	TR	T	R	LT
Maximum Queue (ft)	362	370	380	1398	75	163
Average Queue (ft)	257	174	143	670	63	74
95th Queue (ft)	400	398	342	1374	103	143
Link Distance (ft)	331	331	331	6972		188
Upstream Blk Time (%)	17	4	0			2
Queuing Penalty (veh)	78	21	2			3
Storage Bay Dist (ft)					50	
Storage Blk Time (%)				67	5	
Queuing Penalty (veh)				106	19	

Intersection: 12: #6 Oak St/Oak St #7 & #6 6th St #9/I-880 Off-ramp #9 & 6th St

Movement	WB	WB	WB	WB	NB	NB	SW
Directions Served	L	T	TR	R	L	T	>
Maximum Queue (ft)	138	257	251	200	178	212	74
Average Queue (ft)	30	135	120	85	92	205	27
95th Queue (ft)	88	219	205	154	153	212	61
Link Distance (ft)		860	860		188	188	133
Upstream Blk Time (%)					0	35	
Queuing Penalty (veh)					2	157	
Storage Bay Dist (ft)	200			200			
Storage Blk Time (%)		1	0	0			
Queuing Penalty (veh)		1	1	0			

Intersection: 13: #5 #7 Madison St/#13 #7 Madison St & #5 #13 #6 6th St #1 #9/#6 6th St #9

Movement	WB	WB	WB	NB	SB	SB	SB
Directions Served	LT	T	T	L	T	T	R
Maximum Queue (ft)	195	212	225	224	221	234	75
Average Queue (ft)	63	88	76	171	186	205	75
95th Queue (ft)	133	165	156	248	233	232	76
Link Distance (ft)	333	333	333	198	198	198	
Upstream Blk Time (%)				31	8	27	
Queuing Penalty (veh)				56	43	142	
Storage Bay Dist (ft)							50
Storage Blk Time (%)						35	55
Queuing Penalty (veh)						122	186

Intersection: 14: #5 #6 NB880 On #1 & Jackson St/#14 Jackson St & #13 #14 6th St #9/#5 #13 #6 6th St

Movement	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	<L	T	>
Maximum Queue (ft)	299	298	290	215	178	162
Average Queue (ft)	168	213	202	159	103	51
95th Queue (ft)	277	284	278	225	164	134
Link Distance (ft)	304	304	304	204	204	195
Upstream Blk Time (%)	0	1	1	3	0	0
Queuing Penalty (veh)	1	5	5	11	0	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 15: Broadway #3 /Broadway #3 & 6th St

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	276	281	175	200	226	231	227	221	244
Average Queue (ft)	165	138	99	97	72	100	111	94	156
95th Queue (ft)	252	235	177	166	154	182	206	207	263
Link Distance (ft)	292	292		189	189	189	214	214	214
Upstream Blk Time (%)	0	1		2	1	4	5	2	6
Queuing Penalty (veh)	0	3		3	2	8	15	5	17
Storage Bay Dist (ft)			150						
Storage Blk Time (%)		4	6						
Queuing Penalty (veh)		6	10						

Intersection: 16: Washington St & 6th St

Movement	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR
Maximum Queue (ft)	223	262	303	178
Average Queue (ft)	66	119	115	95
95th Queue (ft)	179	242	232	187
Link Distance (ft)	290	290	222	182
Upstream Blk Time (%)	1	3	0	9
Queuing Penalty (veh)	1	8	0	12
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: Martin Luther King & 6th St

Movement	WB	WB	WB	NB	NB	SB	SB
Directions Served	LT	T	TR	LT	T	T	TR
Maximum Queue (ft)	30	41	77	160	116	81	58
Average Queue (ft)	2	7	29	70	26	33	15
95th Queue (ft)	15	28	67	134	71	71	45
Link Distance (ft)	305	305	305	240	240	166	166
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 18: Market St & 6th St & I-880 off-ramp

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB	SW
Directions Served	LT	T	R	L	T	T	T	T	R	>
Maximum Queue (ft)	181	222	190	41	49	174	170	119	62	217
Average Queue (ft)	78	101	144	10	7	48	72	27	13	90
95th Queue (ft)	173	261	231	32	29	137	158	73	42	197
Link Distance (ft)	195	195		207	207	207	205	205		214
Upstream Blk Time (%)	6	12	4			4	0			8
Queuing Penalty (veh)	0	0	0			2	1			19
Storage Bay Dist (ft)			165						60	
Storage Blk Time (%)		8	25					2	0	
Queuing Penalty (veh)		28	33					1	0	

Intersection: 19: Union St & 7th St #3

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	124	549	525	125	547	545	207	199	96
Average Queue (ft)	38	405	334	123	518	256	81	183	38
95th Queue (ft)	113	548	477	127	598	581	198	203	75
Link Distance (ft)		535	535		527	527	159	159	327
Upstream Blk Time (%)		4	4		45	1	5	39	
Queuing Penalty (veh)		0	0		178	2	16	138	
Storage Bay Dist (ft)	100			100					
Storage Blk Time (%)	0	47		99	3				
Queuing Penalty (veh)	0	18		326	3				

Intersection: 20: Adeline Street & 7th St #3

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	TR	LT	TR
Maximum Queue (ft)	184	469	487	175	1277	1284	1125	55	105	147	188	173
Average Queue (ft)	65	235	239	154	675	608	238	15	42	62	71	28
95th Queue (ft)	161	407	406	223	1336	1331	916	42	89	118	139	100
Link Distance (ft)		527	527		1438	1438	1438		324	324	316	316
Upstream Blk Time (%)		3	4		2	3	1					
Queuing Penalty (veh)		35	39		6	9	3					
Storage Bay Dist (ft)	160			150				70				
Storage Blk Time (%)	1	23		64	37			0	4			
Queuing Penalty (veh)	6	21		232	23			0	1			

Intersection: 21: Market St & 7th St #3

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	T
Maximum Queue (ft)	210	1220	1222	1178	66	76	121	106	214	226	112	121
Average Queue (ft)	192	542	490	418	22	28	59	53	115	182	78	62
95th Queue (ft)	263	1193	1144	1038	58	68	105	98	205	258	115	131
Link Distance (ft)		1438	1438	1438		366	366	366	205	205		
Upstream Blk Time (%)		4	3	4					1	18		
Queuing Penalty (veh)		28	23	26					3	64		
Storage Bay Dist (ft)	185				170						100	100
Storage Blk Time (%)	43	15									21	16
Queuing Penalty (veh)	232	59									13	10

Intersection: 21: Market St & 7th St #3

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	267	142
Average Queue (ft)	81	56
95th Queue (ft)	256	105
Link Distance (ft)	315	315
Upstream Blk Time (%)	8	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 22: Brush St & 7th St #3

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	TR	L	T	T	T	LT	T	TR
Maximum Queue (ft)	361	378	339	31	93	73	73	372	337	346
Average Queue (ft)	193	211	211	2	14	10	8	242	141	133
95th Queue (ft)	334	337	327	13	59	51	47	375	317	244
Link Distance (ft)	366	366	366		418	418	418	365	365	365
Upstream Blk Time (%)	8	9	11					4	2	2
Queuing Penalty (veh)	46	55	64					0	0	0
Storage Bay Dist (ft)				160						
Storage Blk Time (%)					1					
Queuing Penalty (veh)					0					

Intersection: 23: Castro St & 7th St #3

Movement	EB	EB	EB	EB	NB	NB	NB	B77	SW	SW	SW
Directions Served	<	<	T	T	LT	T	T>	T	R	R	R>
Maximum Queue (ft)	239	406	444	427	144	134	204	66	69	81	89
Average Queue (ft)	161	212	286	285	53	87	111	4	22	26	36
95th Queue (ft)	248	362	447	440	120	148	193	26	53	62	73
Link Distance (ft)		418	418	418	130	130	130	4	189	189	189
Upstream Blk Time (%)		1	7	7	1	1	5	1			
Queuing Penalty (veh)		10	48	51	1	1	8	2			
Storage Bay Dist (ft)	215										
Storage Blk Time (%)	1	3									
Queuing Penalty (veh)	3	9									

Intersection: 24: Martin Luther King & 7th St #3

Movement	EB	EB	EB	EB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	T	TR	LT	T
Maximum Queue (ft)	134	148	184	182	102	112	106	71
Average Queue (ft)	44	102	130	140	17	31	32	4
95th Queue (ft)	109	176	191	192	60	86	77	29
Link Distance (ft)			149	149	166	166	201	201
Upstream Blk Time (%)	0	1	3	13	0	1		
Queuing Penalty (veh)	0	0	25	98	0	1		
Storage Bay Dist (ft)	250	250						
Storage Blk Time (%)	0	1	3					
Queuing Penalty (veh)	0	2	26					

Intersection: 25: Washington St & 7th St #3

Movement	EB	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	T	TR	T	R	LT
Maximum Queue (ft)	785	895	915	902	153	90	152
Average Queue (ft)	340	407	449	467	56	40	35
95th Queue (ft)	940	1030	1060	1051	132	89	106
Link Distance (ft)	1029	1029	1029	1029	182		207
Upstream Blk Time (%)	0	2	9	13	1		0
Queuing Penalty (veh)	2	9	34	51	2		0
Storage Bay Dist (ft)						70	
Storage Blk Time (%)					3	9	
Queuing Penalty (veh)					2	7	

Intersection: 26: Broadway #3/Broadway & 7th St #3/7th St

Movement	EB	EB	EB	EB	NB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	T	TR	R	LT	T
Maximum Queue (ft)	326	331	340	324	188	212	112	216	222
Average Queue (ft)	190	220	246	254	63	80	26	150	134
95th Queue (ft)	354	358	377	366	135	160	73	236	235
Link Distance (ft)	285	285	285	285	214	214	214	191	191
Upstream Blk Time (%)	6	13	25	32	0			13	8
Queuing Penalty (veh)	25	53	102	128	0			43	28
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 27: Webster Tube #8 #12 & 7th St

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	TR	R	LT	T	T
Maximum Queue (ft)	655	703	687	677	261	253	248
Average Queue (ft)	359	472	521	520	192	225	224
95th Queue (ft)	763	855	835	826	297	254	246
Link Distance (ft)	650	650	650	650	213	213	213
Upstream Blk Time (%)	0	19	33	27	10	26	27
Queuing Penalty (veh)	2	71	123	99	44	112	116
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 28: Harrison St #1/Harrison St & 7th St/7th St #1

Movement	EB	EB	EB	EB	NB	NB	NB
Directions Served	LT	T	T	TR	T	T	R
Maximum Queue (ft)	197	170	282	84	182	204	207
Average Queue (ft)	69	51	47	24	103	150	86
95th Queue (ft)	174	150	169	68	177	211	162
Link Distance (ft)	307	307	307	307	163	163	163
Upstream Blk Time (%)	0	0	0		3	9	2
Queuing Penalty (veh)	1	0	1		12	42	7
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 29: #14 Jackson St & 7th St #1

Movement	EB	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	T	TR	T	R	LT
Maximum Queue (ft)	141	128	145	128	179	75	452
Average Queue (ft)	65	67	78	59	89	67	238
95th Queue (ft)	113	113	123	103	158	86	385
Link Distance (ft)	329	329	329	329	195		555
Upstream Blk Time (%)					0		0
Queuing Penalty (veh)					1		0
Storage Bay Dist (ft)						50	
Storage Blk Time (%)					5	13	
Queuing Penalty (veh)					9	17	

Intersection: 30: #13 #7 Madison St & 7th St #1/7th St

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	TR	R	L	T	T
Maximum Queue (ft)	178	265	276	243	462	394	428
Average Queue (ft)	69	129	153	85	255	192	242
95th Queue (ft)	132	234	257	197	436	389	422
Link Distance (ft)	300	300	300	300	4903	4903	4903
Upstream Blk Time (%)		0	0	0			
Queuing Penalty (veh)		1	2	1			
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 31: Harrison St & 8th St #12

Movement	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	TR	L	LT	T	T
Maximum Queue (ft)	349	358	366	249	256	123	102
Average Queue (ft)	276	318	330	174	196	58	58
95th Queue (ft)	439	415	401	283	285	97	96
Link Distance (ft)	322	322	322	232	232	232	232
Upstream Blk Time (%)	28	59	79	13	17		
Queuing Penalty (veh)	0	0	0	32	41		
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 32: Webster Tube #8 #12/Webster Tube #8 & 8th St/8th St #12

Movement	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	L	LT	T	T	T	T	TR	R
Maximum Queue (ft)	334	347	372	356	172	176	175	201
Average Queue (ft)	241	317	331	325	85	114	125	81
95th Queue (ft)	383	346	369	348	164	186	185	209
Link Distance (ft)	310	310	310	310	151	151	151	151
Upstream Blk Time (%)	13	58	45	46	5	10	18	9
Queuing Penalty (veh)	45	206	161	165	13	25	47	24
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 33: Franklin St & 8th St

Movement	WB	WB	WB	WB	NB	NB
Directions Served	T	T	T	TR	LT	T
Maximum Queue (ft)	177	250	265	277	198	144
Average Queue (ft)	87	96	154	251	123	26
95th Queue (ft)	158	198	262	275	195	92
Link Distance (ft)	251	251	251	251	183	183
Upstream Blk Time (%)		0	1	14	2	
Queuing Penalty (veh)		0	4	40	0	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 34: Broadway & 8th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	LT	T	T	TR
Maximum Queue (ft)	229	139	230	304	172	178	264	256
Average Queue (ft)	90	28	76	202	84	64	125	129
95th Queue (ft)	198	88	170	299	144	144	245	241
Link Distance (ft)	314	314	314	314	191	191	251	251
Upstream Blk Time (%)	0			1	0	0	7	8
Queuing Penalty (veh)	0			1	0	0	0	0
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 35: Washington St & 8th St

Movement	WB	WB	WB	NB	SB
Directions Served	L	T	TR	LT	TR
Maximum Queue (ft)	156	216	260	118	60
Average Queue (ft)	39	73	156	48	29
95th Queue (ft)	99	154	236	96	57
Link Distance (ft)	316	316	316	207	255
Upstream Blk Time (%)	0	0			
Queuing Penalty (veh)	0	0			
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 36: Martin Luther King & 8th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	<L	L	LT	TR	<LT	T	T	TR>
Maximum Queue (ft)	43	50	101	99	66	61	80	71
Average Queue (ft)	17	15	45	47	28	19	28	24
95th Queue (ft)	44	39	81	87	56	49	63	58
Link Distance (ft)	293	293	293	293	201	201	216	216
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 37: Webster Tube #8 & 9th St

Movement	EB	EB	EB	SB	SB	SB	SB
Directions Served	T	T	R	LT	T	T	T
Maximum Queue (ft)	212	161	142	305	251	246	116
Average Queue (ft)	127	49	71	171	121	116	30
95th Queue (ft)	202	140	126	276	214	211	86
Link Distance (ft)	198	198	198	456	456	456	456
Upstream Blk Time (%)	1	0					
Queuing Penalty (veh)	0	0					
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 38: Brush St & I-980 On-Ramp & 11 St

Movement	EB	EB	SB	SB	SB	SB
Directions Served	T	TR>	<L	LT	T	TR
Maximum Queue (ft)	232	178	168	158	139	164
Average Queue (ft)	145	71	69	88	95	105
95th Queue (ft)	213	146	138	134	133	152
Link Distance (ft)	268	268	197	197	197	197
Upstream Blk Time (%)	0		0	0		
Queuing Penalty (veh)	0		0	0		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 39: I-980 Off Ramp & Castro St & 11 St

Movement	EB	EB	EB	EB	EB	NB	NB	NW	NW	NW
Directions Served	L	LT	T	T	T	T	TR	R	R	R>
Maximum Queue (ft)	61	194	189	158	138	22	161	284	268	242
Average Queue (ft)	5	116	105	99	79	2	84	251	244	107
95th Queue (ft)	29	174	165	149	126	12	147	267	285	210
Link Distance (ft)	391	391	391	391	391	246	246	232	232	232
Upstream Blk Time (%)								95	49	1
Queuing Penalty (veh)								0	0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 40: Webster Tube #8 & 11th St

Movement	EB	EB	EB	EB	SB	SB	SB	SB
Directions Served	T	T	T	TR	LT	T	T	T
Maximum Queue (ft)	246	173	44	102	248	238	174	86
Average Queue (ft)	142	55	11	47	187	136	77	29
95th Queue (ft)	213	123	37	81	254	223	133	64
Link Distance (ft)	316	316	316	316	229	229	229	229
Upstream Blk Time (%)					5	1		
Queuing Penalty (veh)					10	1		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 41: Harrison St & 11th St

Movement	EB	EB	EB	EB	NB	NB	B96	B96	SB
Directions Served	LT	T	T	TR	T	TR	T	T	LT
Maximum Queue (ft)	126	129	67	53	112	112	40	42	224
Average Queue (ft)	64	51	29	17	54	59	2	2	108
95th Queue (ft)	115	102	64	46	103	105	17	18	187
Link Distance (ft)	286	286	286	286	41	41	95	95	231
Upstream Blk Time (%)					16	14			0
Queuing Penalty (veh)					45	40			0
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 42: Harrison St & 12th St

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	LT	T	T	TR
Maximum Queue (ft)	317	243	114	82	225	190	137	62
Average Queue (ft)	185	81	10	23	120	95	58	29
95th Queue (ft)	283	194	51	55	177	147	104	56
Link Distance (ft)	334	334	334	334	231	231	233	233
Upstream Blk Time (%)	0				0	0		
Queuing Penalty (veh)	0				1	0		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 43: Webster Tube #8 & 12th St

Movement	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	LT	T	T	T	T	T	T	TR
Maximum Queue (ft)	251	212	78	58	225	196	170	173
Average Queue (ft)	103	64	16	19	129	83	28	67
95th Queue (ft)	212	160	54	50	209	169	90	122
Link Distance (ft)	292	292	292	292	239	239	239	239
Upstream Blk Time (%)	1	0			2	0	0	0
Queuing Penalty (veh)	2	0			0	0	0	0
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 44: Castro St & 12th St & I-980 on-ramp

Movement	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	TR	R>	<	<L	LT	T	T
Maximum Queue (ft)	280	297	276	31	101	123	95	93
Average Queue (ft)	124	256	178	7	66	79	49	42
95th Queue (ft)	279	325	279	28	98	113	85	81
Link Distance (ft)	274	274	274	235	235	235	235	235
Upstream Blk Time (%)	1	10	0					
Queuing Penalty (veh)	0	0	0					
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 45: Brush St & 12th St & I-980 off-ramp

Movement	EB	WB	WB	WB	WB	SB	SB	SB	SW	SW
Directions Served	R	L	T	T	T	T	T	TR	L	LR
Maximum Queue (ft)	10	102	83	86	100	117	165	146	1460	1456
Average Queue (ft)	0	35	35	38	43	57	93	45	1415	1416
95th Queue (ft)	6	76	72	75	87	102	147	115	1517	1499
Link Distance (ft)	596	379	379	379	379	464	464	464	1409	1409
Upstream Blk Time (%)									76	81
Queuing Penalty (veh)									0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 46: Brush St & 17th St

Movement	EB	EB	SB	SB	SB	SB
Directions Served	T	TR>	<	<L	LT	T
Maximum Queue (ft)	310	316	118	176	156	120
Average Queue (ft)	263	290	53	114	95	56
95th Queue (ft)	342	302	98	163	139	106
Link Distance (ft)	272	272	235	235	235	235
Upstream Blk Time (%)	32	87				
Queuing Penalty (veh)	0	0				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 47: Castro St & 17th St

Movement	EB	EB	EB	EB	NB	NB	NB	NE	NE
Directions Served	L	T	T	T	T	T	TR	L	LR
Maximum Queue (ft)	124	104	98	73	475	471	447	248	280
Average Queue (ft)	49	53	42	18	450	447	265	145	251
95th Queue (ft)	92	91	83	56	463	457	457	325	266
Link Distance (ft)		329	329	329	432	432	432	232	232
Upstream Blk Time (%)					88	71	1	21	88
Queuing Penalty (veh)					0	0	0	0	0
Storage Bay Dist (ft)	190								
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 48: Castro St & 18th St & I-980 on-ramp

Movement	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	TR	R>	<	<L	LT	T	T
Maximum Queue (ft)	194	269	214	49	119	116	60	72
Average Queue (ft)	56	186	91	12	74	79	31	19
95th Queue (ft)	135	263	193	38	105	113	56	55
Link Distance (ft)	256	256	256	234	234	234	234	234
Upstream Blk Time (%)		1						
Queuing Penalty (veh)		0						
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 49: Brush St & 18th St

Movement	WB	WB	WB	SB	SB	SB	SB
Directions Served	L	T	T	T	T	T	TR
Maximum Queue (ft)	89	80	73	117	125	131	122
Average Queue (ft)	44	38	26	60	98	96	81
95th Queue (ft)	82	64	62	111	143	141	130
Link Distance (ft)	348	348	348	105	105	105	105
Upstream Blk Time (%)				1	7	4	2
Queuing Penalty (veh)				3	24	15	8
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 50: Webster St. & Atlantic Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	TR	L	T	TR	L
Maximum Queue (ft)	254	426	445	422	105	155	424	451	172	184	370	195
Average Queue (ft)	159	291	348	291	74	146	346	344	120	126	178	156
95th Queue (ft)	277	475	478	452	131	184	468	470	188	225	342	225
Link Distance (ft)		393	393	393			401	401			426	
Upstream Blk Time (%)		18	32	6			10	5			3	9
Queuing Penalty (veh)		0	0	0			52	23			0	0
Storage Bay Dist (ft)	230				80	130			160	160		170
Storage Blk Time (%)	3	10		29	3	61	24		8	7	4	25
Queuing Penalty (veh)	4	16		47	9	192	41		25	24	17	80

Intersection: 50: Webster St. & Atlantic Ave.

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	278	280	264
Average Queue (ft)	183	174	139
95th Queue (ft)	319	295	300
Link Distance (ft)	203	203	203
Upstream Blk Time (%)	18	7	7
Queuing Penalty (veh)	80	31	30
Storage Bay Dist (ft)			
Storage Blk Time (%)	8		
Queuing Penalty (veh)	16		

Intersection: 51: Webster St. & Willie Stargel AVe

Movement	EB	EB	EB	NB	NB	NB	SE	SE	SE	SE	NW
Directions Served	L	L	>	<	T	T	R	R	R	>	R
Maximum Queue (ft)	604	570	185	175	421	356	1023	1046	325	200	63
Average Queue (ft)	368	315	139	136	168	104	657	749	248	10	11
95th Queue (ft)	574	524	238	194	327	247	1254	1372	414	84	47
Link Distance (ft)	686	686			907	907	994	994			34
Upstream Blk Time (%)	0						2	32			2
Queuing Penalty (veh)	0						0	0			0
Storage Bay Dist (ft)			160	150					300	300	
Storage Blk Time (%)		24	1	9	5			0	5	0	
Queuing Penalty (veh)		76	4	33	11			6	17	0	

Intersection: 52: Constitution Way & Marina Village Pkwy & Constitution Wy

Movement	WB	WB	WB	NB	NB	SB	SB	SB	SB
Directions Served	L	>	>	R	R>	L	L	T	T
Maximum Queue (ft)	154	350	313	255	223	167	189	239	273
Average Queue (ft)	67	167	123	134	115	75	124	114	159
95th Queue (ft)	143	301	255	215	187	149	180	198	244
Link Distance (ft)		441	441	898	898			1204	1204
Upstream Blk Time (%)		1	0						
Queuing Penalty (veh)		0	0						
Storage Bay Dist (ft)	130					450	450		
Storage Blk Time (%)	0	26							
Queuing Penalty (veh)	0	26							

Intersection: 53: Constitution Wy & Mariner Sqaure Dr.

Movement	WB	NB	NB
Directions Served	R	T	R
Maximum Queue (ft)	461	194	10
Average Queue (ft)	278	23	0
95th Queue (ft)	496	108	6
Link Distance (ft)	406	452	452
Upstream Blk Time (%)	8		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 54: Constitution Way & Atlantic Ave.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	L	L	T	T	R	L
Maximum Queue (ft)	215	422	425	32	222	194	197	210	236	213	20	147
Average Queue (ft)	212	400	213	6	102	81	88	130	79	58	2	77
95th Queue (ft)	231	502	436	24	190	165	184	198	169	142	16	134
Link Distance (ft)		401	401		506	506			640	640		
Upstream Blk Time (%)		29	0									
Queuing Penalty (veh)		131	2									
Storage Bay Dist (ft)	190			190			190	190			80	200
Storage Blk Time (%)	92	2			2		1	2	0	2		
Queuing Penalty (veh)	181	4			0		1	3	0	0		

Intersection: 54: Constitution Way & Atlantic Ave.

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	281	484	630	85
Average Queue (ft)	104	202	275	84
95th Queue (ft)	181	361	469	90
Link Distance (ft)	898	898	898	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				60
Storage Blk Time (%)	0		32	37
Queuing Penalty (veh)	0		132	138

Intersection: 55: Oak St & 7th St

Movement	EB	EB	EB	EB	NB	NB	NB
Directions Served	LT	T	T	T	T	T	TR
Maximum Queue (ft)	263	274	212	218	188	256	241
Average Queue (ft)	160	166	138	118	41	144	208
95th Queue (ft)	237	253	209	207	115	231	255
Link Distance (ft)	358	358	358	358	194	194	194
Upstream Blk Time (%)					0	1	17
Queuing Penalty (veh)					0	3	62
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 56: Oak St & 8th St

Movement	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	T	R	L	T	T
Maximum Queue (ft)	281	218	67	73	130	161	160
Average Queue (ft)	179	105	13	40	48	69	72
95th Queue (ft)	264	199	46	68	93	135	140
Link Distance (ft)	307	307	307		249	249	249
Upstream Blk Time (%)	0						
Queuing Penalty (veh)	0						
Storage Bay Dist (ft)				50			
Storage Blk Time (%)			0	2			
Queuing Penalty (veh)			0	6			

Intersection: 57: 5th St #4

Movement	EB	EB	EB	NB	SB
Directions Served	LT	T	TR	TR	LT
Maximum Queue (ft)	285	296	284	53	46
Average Queue (ft)	118	137	119	8	10
95th Queue (ft)	255	269	252	32	35
Link Distance (ft)	282	282	282	112	231
Upstream Blk Time (%)	1	2	2		
Queuing Penalty (veh)	6	9	10		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 58: Webster Tube #3 #4/Webster Tube #9 #8 #12 & #3 #4

Movement	SB	B84	B84
Directions Served	T	T	
Maximum Queue (ft)	35	319	323
Average Queue (ft)	2	297	261
95th Queue (ft)	20	366	361
Link Distance (ft)	30	216	216
Upstream Blk Time (%)	0	27	14
Queuing Penalty (veh)	0	316	158
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 59: Harrison St

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 67: 6th St & Franklin

Movement	EB	WB	SB
Directions Served	LT	TR	R
Maximum Queue (ft)	320	16	29
Average Queue (ft)	223	1	8
95th Queue (ft)	372	9	30
Link Distance (ft)	294	273	141
Upstream Blk Time (%)	19		
Queuing Penalty (veh)	49		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 68: Horseshoe #2 & #5 #6 NB880 On #1 #2/#5 #6 NB880 On #1

Movement	WB	NB	B146
Directions Served	T	L	T
Maximum Queue (ft)	105	195	57
Average Queue (ft)	15	40	2
95th Queue (ft)	66	136	22
Link Distance (ft)	32	144	222
Upstream Blk Time (%)	1	1	
Queuing Penalty (veh)	13	9	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 70: I-880 NB on-ramp and 5th St #3 #4 & #3 #4

Movement	EB	EB	EB
Directions Served	L	LT	TR
Maximum Queue (ft)	193	187	10
Average Queue (ft)	162	162	0
95th Queue (ft)	195	195	6
Link Distance (ft)	44	44	44
Upstream Blk Time (%)	47	44	0
Queuing Penalty (veh)	347	323	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 75: 980 Off-ramp

Movement	EB	NE
Directions Served	T	R
Maximum Queue (ft)	65	1599
Average Queue (ft)	10	602
95th Queue (ft)	45	1460
Link Distance (ft)	111	2303
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 80: #3 #4

Movement	NE	NE
Directions Served	T	T
Maximum Queue (ft)	124	128
Average Queue (ft)	95	102
95th Queue (ft)	113	119
Link Distance (ft)	52	52
Upstream Blk Time (%)	74	71
Queuing Penalty (veh)	648	625
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 81: 5th St #4

Movement	EB	SB
Directions Served	LT	R
Maximum Queue (ft)	73	18
Average Queue (ft)	4	1
95th Queue (ft)	32	10
Link Distance (ft)	352	836
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 82: 5th St #2

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 108: Brush St & I-980 off-ramp

Movement	SB	SB	SW	SW	SW
Directions Served	T	T	L	L	L
Maximum Queue (ft)	160	126	59	130	134
Average Queue (ft)	82	31	5	31	22
95th Queue (ft)	150	88	34	91	84
Link Distance (ft)	164	164	126	126	126
Upstream Blk Time (%)	3	0	0	0	1
Queuing Penalty (veh)	0	0	0	0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 135: #13 #14 Webster Tube #8 #9 #12/Webster Tube #8 #12 & 6th St/#13 #14 6th St #9

Movement	EB	WB	WB	WB	SB	SB	SB
Directions Served	TR>	<L	L	T	L	T	TR
Maximum Queue (ft)	373	325	311	305	151	252	254
Average Queue (ft)	346	123	129	153	22	227	229
95th Queue (ft)	360	257	260	268	90	239	241
Link Distance (ft)	273	329	329	329	192	192	192
Upstream Blk Time (%)	97	0	0	0	0	55	62
Queuing Penalty (veh)	252	1	1	0	0	261	291
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 147: Posey #2 #1/Posey #1 & Posey-5th #2

Movement	NB	NB
Directions Served	T	R
Maximum Queue (ft)	3924	3942
Average Queue (ft)	3683	3617
95th Queue (ft)	4648	4717
Link Distance (ft)	3907	3907
Upstream Blk Time (%)	20	11
Queuing Penalty (veh)	264	148
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 150: Bend

Movement	WB	WB
Directions Served	T	
Maximum Queue (ft)	373	362
Average Queue (ft)	143	55
95th Queue (ft)	427	268
Link Distance (ft)	304	304
Upstream Blk Time (%)	6	0
Queuing Penalty (veh)	47	4
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 151: Castro St & 6th St

Movement	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	T	R	LT	T	T
Maximum Queue (ft)	6	30	25	94	154	94	57
Average Queue (ft)	0	5	4	32	105	18	11
95th Queue (ft)	5	18	16	72	169	68	38
Link Distance (ft)	241	241	241		140	140	140
Upstream Blk Time (%)					4	0	
Queuing Penalty (veh)					0	0	
Storage Bay Dist (ft)				120			
Storage Blk Time (%)				0			
Queuing Penalty (veh)				0			

Intersection: 153: Brush St & 6th St

Movement	WB	WB	WB	SB	SB	SB	B520	B520	B520
Directions Served	L	T	T	T	T	TR	T	T	T
Maximum Queue (ft)	54	175	164	79	76	76	146	130	210
Average Queue (ft)	8	39	24	60	56	57	31	30	33
95th Queue (ft)	33	121	106	92	93	87	100	95	127
Link Distance (ft)	346	346	346	2	2	2	148	148	148
Upstream Blk Time (%)		0	0	39	41	45	0	0	4
Queuing Penalty (veh)		0	0	69	72	80	0	0	7
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 154: 7th St #1

Movement	EB	EB	EB	EB	NB	SB
Directions Served	LT	T	T	TR	TR	LT
Maximum Queue (ft)	155	96	74	53	31	46
Average Queue (ft)	11	5	5	4	11	20
95th Queue (ft)	74	40	42	28	34	46
Link Distance (ft)	228	228	228	228	192	166
Upstream Blk Time (%)	0					
Queuing Penalty (veh)	0					
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 157: #13 #14 6th St #9 & Alice

Movement	WB	WB	SB
Directions Served	T	TR	R
Maximum Queue (ft)	238	248	66
Average Queue (ft)	57	65	15
95th Queue (ft)	234	267	56
Link Distance (ft)	311	311	192
Upstream Blk Time (%)	2	3	
Queuing Penalty (veh)	14	18	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 302: Constitution Wy & Posey Tube

Movement	WB	NB	B307	B307
Directions Served	R	T	T	
Maximum Queue (ft)	26	15	457	282
Average Queue (ft)	1	2	28	9
95th Queue (ft)	11	16	204	113
Link Distance (ft)	388	106	419	419
Upstream Blk Time (%)			0	0
Queuing Penalty (veh)			2	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 313: Webster St.

Movement	SE	SE	SE
Directions Served	T	T	T
Maximum Queue (ft)	155	149	117
Average Queue (ft)	30	21	19
95th Queue (ft)	111	91	76
Link Distance (ft)	907	907	907
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 401: #4/5th St #4

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	77	67
Average Queue (ft)	8	10
95th Queue (ft)	59	67
Link Distance (ft)	446	446
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 517: Posey #2 #1

Movement	NB	NW
Directions Served	T	R
Maximum Queue (ft)	248	172
Average Queue (ft)	177	90
95th Queue (ft)	313	259
Link Distance (ft)	193	181
Upstream Blk Time (%)	54	28
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 522: Castro St

Movement	WB	WB	NB	NB
Directions Served	R	R	T	T
Maximum Queue (ft)	117	124	8	46
Average Queue (ft)	73	76	0	4
95th Queue (ft)	108	114	4	23
Link Distance (ft)	153	153	102	102
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1401: Posey #1/Harrison St #1 & #13 #14 6th St #9

Movement	EB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	R
Maximum Queue (ft)	248	224	310	328	75	302	175	31
Average Queue (ft)	107	135	184	191	70	275	174	4
95th Queue (ft)	240	245	326	340	85	289	185	20
Link Distance (ft)	329		228	228		211		163
Upstream Blk Time (%)	3	1	10	16		45		
Queuing Penalty (veh)	3	0	66	114		655		
Storage Bay Dist (ft)		200			50		150	
Storage Blk Time (%)		1	11		42	25	40	
Queuing Penalty (veh)		6	44		459	220	355	

Intersection: 1601: Jefferson St & 6th St

Movement	WB	WB	NB	SB
Directions Served	LT	T	LT	T
Maximum Queue (ft)	127	203	46	38
Average Queue (ft)	21	97	7	5
95th Queue (ft)	72	196	30	24
Link Distance (ft)	702	702	231	130
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)		5		
Queuing Penalty (veh)		0		

Network Summary

Network wide Queuing Penalty: 14334